



Board of Public Works MEETING AGENDA

February 19, 2024 - 4:30 PM
Council Chambers
3805 S. Casper Dr.

Published 2/15/2024

AGENDA

1. **PRIVILEGE OF THE FLOOR**
2. **CALL TO ORDER**
3. **ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE**
4. **APPROVAL OF MINUTES**
 - A. November 20, 2023 Meeting Minutes
5. **OLD BUSINESS**
6. **NEW BUSINESS**
 - A. ITEM 01-24 Discussion and possible action to recommend to Common Council approval of the design contract to reconstruct Sunny Slope Road.
 - B. ITEM 02-24 Discussion and possible action to recommend to Common Council approval of Resolution 2024-02 to Amend the 2024 CIP Budget for the Sunny Slope Reconstruction Design
7. **UPDATES**
8. **ADJOURN**

Supplemental Information:

- The meeting agenda and agenda packet are available online at www.NewBerlin.org. The minutes are published online and are approved at the next regularly scheduled meeting.
- It is possible that action will be taken on any of the items on the agenda and that the agenda may be discussed in any order.
- You may provide comments to the City Clerk via email at CitizenComments@NewBerlin.org. Comments will be forwarded to the Mayor and members of the governing body. Emailed comments are not read during the meeting.
- The City of New Berlin strives to host inclusive, accessible meetings that enable all individuals to engage and participate fully. Any person who has a qualifying disability under the Americans with Disabilities Act that requires that the meeting be accessible, please contact City Clerk Rubina R. Medina at (262) 786-8610 or via email at CityClerk@NewBerlinWI.gov at least 48 hours before the scheduled meeting time. Efforts will be made to accommodate the needs of disabled individuals through appropriate aids and/or services.
- It is also possible that members of and possibly a quorum of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information; no action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to in the above notice.



Board of Public Works MEETING MINUTES

November 20, 2023 - 4:30 PM
Council Chambers
3805 S. Casper Dr.

Please note: Minutes are unofficial until approved at the next regular scheduled meeting.

MINUTES

1. PRIVILEGE OF THE FLOOR

2. CALL TO ORDER

Mayor Ament called the meeting to order at 4:31 PM

3. ROLL CALL; DECLARATION OF QUORUM; PUBLIC NOTICE

City Clerk Administrative Specialist Sarah Holtz took the roll call as follows:

Present: Commissioner Seidl, Mayor Ament, Alderperson Maxey, Alderperson Horbinski, Alderperson Hopkins

Staff Present: City Engineer Tammy Simonson, Assistant City Engineer Lucas Pichler, City Clerk Administrative Assistant Sarah Holtz

City Clerk Administrative Assistant Sarah Holtz stated that a quorum had been established and the meeting was properly noticed.

4. APPROVAL OF MINUTES

A. September 18, 2023 Meeting Minutes

MOTION: Motion to Approve

VOTE: Motion by: Alderperson Horbinski
Second by: Commissioner Seidl
Motion Passed 5-0

5. OLD BUSINESS

6. NEW BUSINESS

A. ITEM 10-23 2023 Pavement Evaluation Report & 5-Year Construction Plan

Assistant City Engineer Lucas Pichler gave an overview of the Pavement Evaluation Report & 5 Year Construction Plan.

- B.** ITEM 11-23 Review, Discussion, and Possible Recommendation to the Common Council on the 2024 CIP Budget Requests.

City Engineer Tammy Simonson gave an overview on the 2024 CIP Budge Requests.

MOTION: Motion to Approve

VOTE: Motion by: Alderperson Hopkins
Second by: Alderperson Maxey
Motion Passed 5-0

7. UPDATES

- A.** RD-20-04 Small Road Reconstruction

Assistant City Engineer Lucas Pichler gave an update on the Small Road project.

- B.** RD-21-05 Lincoln Ave Reconstruction

Assistant City Engineer Lucas Pichler gave an update on the Lincoln Avenue project.

8. ADJOURN

MOTION: Motion to Adjourn at 5:17 PM

VOTE: Motion by: Alderperson Maxey
Second by: Commissioner Seidl
Motion Passed 5-0

***Respectfully Submitted,
Sarah Holtz, City Clerk Administrative Specialist***

STAFF REPORT

EXECUTIVE SUMMARY

APPLICANT: City of New Berlin

PROJECT: Sunny Slope Road Reconstruction

LOCATION: Grange Avenue to College Avenue

REQUEST: Approval of the Design Contract to Reconstruct Sunny Slope Road

D.C.D. RECOMMENDATION: Recommend to the Common Council the awarding of a Professional Services Design Contract to the most responsive, qualified consultant, *raSmith, Inc.* for the design to reconstruct Sunny Slope Road from Grange Avenue to College Avenue in an amount of \$419,710 with contingencies the not-to-exceed total project costs are \$422,500 from account 04251100 63028 C2024.

1. In January, the City of New Berlin solicited Proposals for Design services to Reconstruct Sunny Slope Road from Grange Avenue to College Avenue. The work consists of preparing plans, specifications and estimates to reconstruct this roadway in 2026.
2. The total length of the roadway segment is approximately 1 mile. It is currently rated a 30 on the PASER scale. The Roadway is starting to show signs of deterioration and due to the structural and geometric changes needed to bring this arterial up to current standards, it is beneficial to start the design process. Major design elements are included in the attached Scope of Services.
3. The intersection of Sunny Slope Road and Grange Avenue was reconstructed in 2021 as a standalone project.
4. Design services will include a wetland delineation, storm water analysis, roadway design, agency coordination and permitting, and Right-of-Way acquisition administration.
5. On February 7, 2024, the City received four (4) Proposals for the Professional Engineering Services for the Sunny Slope Road Reconstruction design. Staff reviewed the Proposals and determined that *raSmith, Inc.* is the most responsive, qualified consultant.
6. A summary of the Composite Scoring Sheet is attached to the Staff Report.

DETAILS IN ATTACHED STAFF REPORT

**CITY OF NEW BERLIN
DEPARTMENT OF COMMUNITY DEVELOPMENT
BOARD OF PUBLIC WORKS STAFF REPORT**

Meeting of February 19, 2024

Sunny Slope Road Reconstruction Design

DATE STAFF REPORT CREATED: 2/14/24

APPLICANT: City of New Berlin

REQUEST / DESCRIPTION OF PROJECT: The project consists of reconstructing Sunny Slope Road from Grange Avenue to College Avenue. The project will include wetland delineation, storm water analysis, roadway design, agency coordination and permitting, and Right-of-Way acquisition.

PROPOSALS RECEIVED: 4

SELECTED CONSULTANT: raSmith, Inc.

FISCAL IMPACT:

Estimated Design, Right-of-Way Acquisition and Construction Cost \$ 3,750,000

SOURCE OF FUNDS

2024 CIP Funds

D.C.D. RECOMMENDATION:

Recommend to the Common Council the awarding of a Professional Services Design Contract to the most responsive, qualified consultant, *raSmith, Inc.* for the design to reconstruct Sunny Slope Road from Grange Avenue to College Avenue in an amount of \$419,710 with contingencies the not-to-exceed total project costs are \$422,500 from account 04251100 63028 C2024.

Attachments:

Request for Proposal – Scope of Services & Map
Composite Scoring Sheet
Selected Proposal – Project Approach

**CITY OF NEW BERLIN
REQUEST FOR PROPOSAL
SUNNY SLOPE ROAD
ROADWAY DESIGN**

The City of New Berlin (City) desires to retain the professional services of an engineering consultant to complete a design and preparation of final roadway plans and specifications for the reconstruction of Sunny Slope Road from Grange Avenue to College Avenue for potential reconstruction in 2026.

Qualified consultants are invited to submit proposals to accomplish the scope of work hereinafter defined. The consultant will be expected to work directly with the City, WDNR, and any other necessary permitting agencies. The City Engineering Services Division will be the lead agent for the Project. The consultant will report to the City Engineer or designee.

I. Project Description and Scope of Services

General

A. The condition of the roadway has deteriorated, requiring reconstruction. The City desires to reconstruct the roadway within the project area, as well as intersection improvements at College Avenue. Intersection improvements will be coordinated with Waukesha County. Additional intersection improvements consisting of bypass lanes, acceleration, and deceleration tapers at Nicolet Drive, the City's Section 35 Park Entrance, and Brook Hollow Court are desired.

B. An off-road pedestrian trail exists along the majority of the route. The City desires to design and construct the missing portions of this trail within the project area. Pedestrian crossings consisting of raised pedestrian refuges at Nicolet Drive and at Elmwood Elementary School are desired.

C. The existing Right-of-Way width varies, and the City desires to purchase Right-of-Way to the ultimate width of 100-feet. The consultant shall perform, or retain a sub-consultant to perform, the Right-of-Way acquisition per Wisconsin State Statute 32 procedures.

D. The existing pavement section is rural and consists of two 12-foot wide driving lanes with variable gravel shoulder width. The proposed cross section consists of two 12-foot wide driving lanes, 5-foot wide paved shoulders, and 3-foot wide limestone shoulders. An urban cross section may be considered if it is needed due to site constraints.

II. Data Collection

A. The selected consultant shall complete a field survey of the roadway, roadside ditches, underground utility locations, existing storm water conveyance structures, individual property low points, and any other pertinent features necessary to complete a design approved by the City.

B. The selected consultant shall compile existing topographic, cadastral and utility as-built information as needed from the City of New Berlin data files.

C. The field survey shall be completed based upon NAD 1983 (2011) State Plane Wisconsin South horizontal coordinates, and NAVD 88 vertical datum. Verify the accuracy of City topographic data by comparing to field survey data.

D. The consultant shall perform, or retain a sub-consultant to perform, soil borings along the route. Three (3) borings shall be taken every 1,000 feet, starting approximately 500 feet south of Grange Ave, with one boring in the centerline of the roadway, and one boring near each flow line of the north and south ditches.

E. The consultant shall perform, or retain a sub-consultant to perform, excavations to expose underground private utilities within the ultimate Right of Way or proposed Temporary Limited Easements. The private utilities shall be included in the survey and design to determine which utilities are in conflict with the design. After private utilities are relocated, the utilities shall be exposed and surveyed to ensure they are not relocated into conflict with the design. The consultant shall be responsible for all utility coordination throughout the design process.

F. The site contains wetland indicators. A wetland delineation shall be performed as necessary to construct the design. The delineation shall be either performed by an assured delineator, or submitted to the DNR for concurrence. All permits necessary to construct the design shall be coordinated by the selected consultant.

III. Right-of-Way Acquisition

A. The scope of Right-of-Way acquisitions is anticipated to include the purchase of Right-of-Way on 8 parcels, and Temporary Limited Easement (TLE) on 25 parcels. Appraisals shall be performed on each Right-of-Way acquisition and TLE. The Consultant estimate for Right-of-Way acquisition shall be based on these quantities.

B. A Right-of-Way plat shall be prepared and submitted to the City.

C. Right-of-Way staking for acquisition negotiations shall be completed.

D. The consultant shall administer and coordinate all Right-of-Way acquisition processes and personnel.

E. The consultant shall monument all property corners following the project construction.

IV. Storm Water Management Plan and Storm Sewer Design

A. It is anticipated that additional storm water management facilities will be required as part of this project. The City prefers that storm water management facilities be accommodated within the existing or proposed Right-of-Way. However, if the storm water management facilities cannot be accommodated within the Right-of-Way, the City will provide the storm water management plan for the Section 35 Park complex, and the consultant shall analyze the plan to determine if any capacity is available within the existing storm water management facilities, and design any improvements necessary to accommodate the roadway improvement project. The storm water treatment system shall be designed for a 25-year storm event. The design shall follow Milwaukee Metropolitan Sewerage District (MMSD) regulations, City of New Berlin Municipal Code 275-55.1, and DNR regulations.

B. As part of the design, the consultant shall:

1. Delineate the contributory watershed to each catch basin/inlet location.
2. Complete a hydrologic and hydraulic analysis for the 1-year, 2-year, 10-year, 25-year and 100-year storm events.
3. Complete the preliminary sizing of the storm sewer based upon a 25-year storm recurrence interval, with a minimum diameter of 18-inches.
4. Complete the preliminary inlet designs based upon a 25-year recurrence interval storm event.

V. Traffic Improvements

A. A Traffic Impact Analysis (TIA) was conducted for the future Section 35 Development. The City will provide the TIA to the consultant for use in their design. Subsequent amendments to this TIA were completed with the development of the Red Fox Crossing and Thompson Hollow Subdivisions. The TIA identifies improvements to the intersection of College Avenue and Sunny Slope Road which include a signalized intersection. At this time, Waukesha County is not interested in signalizing this intersection. However, as part of the design process, the Consultant shall design improvements to College Avenue to include a left turn lane, right turn lane, and acceleration taper at Sunny Slope Road. On Sunny Slope Road at College Avenue, a right turn lane shall be designed.

B. At the time of the TIA, access to the Section 35 Park Complex was planned to be from an internal roadway to be developed in the future. However, the plan was changed, and access to the park was constructed to Sunny Slope Road. The City desires to construct a bypass lane and acceleration and

deceleration tapers at the park driveway.

C. At the intersection of Nicolet Drive and Sunny Slope Road, the City desires to construct a bypass lane and acceleration and deceleration tapers.

D. The off road pedestrian trail along Sunny Slope Road does not exist along the frontage of 14040 W. College Avenue. The design of this trail segment shall be completed, as well as curb ramps at the intersection.

E. Pedestrian crossings consisting of raised pedestrian refuges at Nicolet Drive and at Elmwood Elementary School shall be included in the design. These crossings shall be complete with push button actuated warning signs. The consultant shall coordinate with the New Berlin School District to determine traffic patterns related to Elmwood Elementary School, to determine the best location of the pedestrian crossing and to determine if any lane modifications are necessary.

F. The consultant shall coordinate with the New Berlin School District regarding the traffic patterns at Elmwood Elementary School, to determine the best location of the pedestrian crossing and to determine if any lane modifications are necessary.

VI. Preliminary Design

A. Based upon the field survey data and the information compiled from the City, prepare plan and profile base maps. The plan and profile base maps shall be prepared at a scale of 1" = 40' horizontal and 1" = 4' vertical.

B. Prepare a preliminary layout of the storm water systems including ditch flow lines on one or both sides of the roadways, and proposed storm sewer.

C. If necessary, provide design alternatives in problematic areas of the project. These problematic areas may include, but are not limited to, excessive wetland impacts, utility impacts, private property impacts, and storm water management requirements.

D. Submit preliminary design computations, estimate, and layouts to the City Engineer for review and approval.

E. Submit preliminary plans to private utilities within the project limits for utility relocations.

VII. Final Construction Plans and Bidding Documents

A. Upon receiving approval of the preliminary designs by the City, complete the final construction plans and bidding documents.

B. Prepare appropriate construction details and cross sections.

- C. Prepare a construction erosion control plan.
- D. Submit the final construction plans and bidding documents to the City Engineer for review and approval.
- E. Submit the final Storm Water Management Plan & Storm Sewer Design for review and approval.

VIII. Bidding Phase

- A. Prepare the official bidding notice and submit the notice to the City Engineer.
- B. Provide digital construction plans and bidding documents to be uploaded by the City to Questcdn.com for perspective bidders.
- C. Provide plan and specification clarifications to perspective bidders.
- D. Attend the bid opening.
- E. Evaluate bids received, prepare a letter of recommendation for award and submit it to the City Engineer.

IX. Administration

- A. Attend up to seven meetings with the City. It is anticipated that these meetings will include:
 - 1. 30% design submittal and presentation
 - 2. 60% submittal and presentation to the Board of Public Works
 - 3. Public information meeting
 - 4. 90% design and specifications submittal and presentation
 - 5. Public information meeting
 - 6. Final design and specifications submittal and presentation to the Board of Public Works
 - 7. Bid opening attendance
- B. Provide Utility coordination for relocation of private utilities.
- C. Prepare and submit preliminary and final construction cost estimates to

the City.

D. Prepare and submit NOI permit to DNR for approval.

E. Prepare and distribute public notices to each lot owner. The public notices will include a description of the project and general field survey schedule.

F. Deliverables shall include:

1. One hard copy each of the 30%, 90%, and final plans
2. One hard copy of the final specifications
3. One electronic copy of the final plans in AutoCad format

X. Schedule

A. Based on the evaluation of the Proposals received, a consultant will be selected. A contract will then be prepared by the City and negotiated with the most responsive, responsible consultant.

B. The following time schedule is anticipated:

- | | | |
|----|---|-------------------|
| 1. | Receipt of all Proposals | February 7, 2024 |
| 2. | Common Council Award of Design Contract | February 27, 2024 |
| 3. | Complete preliminary design | June 7, 2024 |
| 4. | Right-of-Way Acquisition Completed | January 15, 2025 |
| 5. | Final Design completed | February 12, 2025 |
| 6. | Bidding Phase Completed | February 4, 2026 |

C. Submittal

1. Three copies of proposals should be submitted to the City Engineer by 10:00 AM., Wednesday, February 7, 2024. Late submittals will not be accepted and will be returned unopened. Proposals should be mailed or delivered to:

Tamara M. Simonson, P.E.
City Engineer
3805 South Casper Drive

New Berlin, WI 53151

2. Proposals will be evaluated based on the consultant's professional qualifications, the experience and qualification of the project team, Consultant present and committed work load, project approach, consultant effort, and cost.

3. All questions regarding proposals should be directed to Tamara Simonson at the following e-mail address: tsimonson@newberlin.org

RD-24-03 Sunny Slope Road Reconstruction

COMPOSITE SHEET

CRITERIA	MULTIPLIER
Experience and Qualifications of Project Team	20
Project Approach	20
Present and Committed Work load	20
Consultant Effort	20
Consultant Cost	20

NUMBER OF EVALUATORS:

4

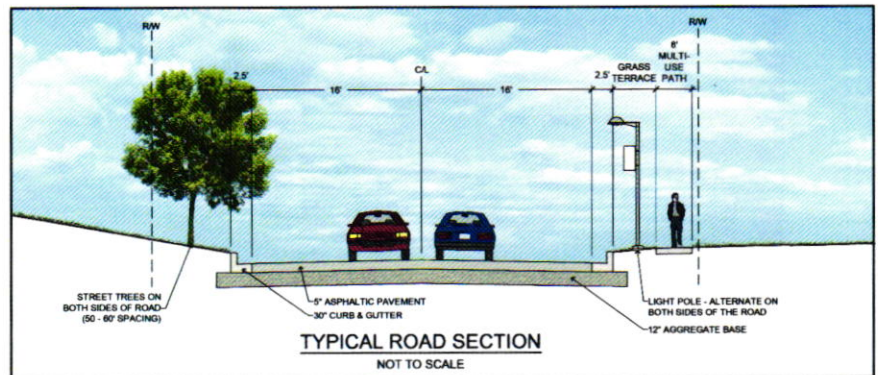
CONSULTANT	Evaluator 1	Evaluator 2	Evaluator 3	Evaluator 4	Average	Ranking
Baxter & Woodman	3.4	4	4.4	2.8	3.65	4
raSmith	4.2	4.1	4.5	3.8	4.15	1
Ruekert & Mielke	2.6	3.6	5	3.8	3.75	3
Strand Associates	4.4	4.1	4	2.6	3.775	2
	0	0	0	0	0	5

Project Approach

Background and Understanding

The existing pavement on Sunny Slope Road, between Grange Avenue and College Avenue, has deteriorated and reached the end of its service life. Due to the heavy vehicular use of the roadway, including access to the park facilities, schools, and many subdivisions, along with the central location of the roadway and non-local traffic, this road is in dire need of improvement. However, the condition and vehicular traffic alone does not just necessitate the improvements. Because of the many uses, including pedestrians and cyclists, the roadway cross-section and the need for shared roadway/right-of-way space can be evaluated. The roadway condition might be the issue pushing this reconstruction to the forefront, but it will allow the City to look at the use of the roadway and what this corridor could look like; not just between Grange Avenue and College Avenue, but continuing north as it approaches Cold Spring, Cleveland, and up to Greenfield. With an existing off-road path/trail on most of the project corridor already (and the missing segments to be connected with this roadway), we can look at what cross-section would work best with this trail/path, the pedestrian and bike uses, and incorporating new pedestrian-friendly crossings at various locations (in this case at Elmwood Elementary School and Nicolet Drive). This conceptual review and evaluation, and the ultimate approved cross-section, will then be used as a resource when looking at the northern Sunny Slope corridor.

Currently, this roadway corridor, which is about a 1-mile segment, has a rural cross-section with two 12-foot travel lanes and variable aggregate shoulders, along with sections of curb & gutter (mostly at subdivision entrances) and some by-pass and turning lanes. It is understood that the new roadway corridor will remain rural, except at various locations due to grading or intersection improvements, where curb & gutter can be utilized. However, we will look at various lane and geometric improvements, including pavement markings, pedestrian crossings, on-road bike lanes (noting the existing multi-use trail), and connections to the trail to make this a complete roadway improvement. The corridor has a signed speed limit of 35 mph, which we assume will remain the same. Therefore, as part of our design, the existing corridor will be evaluated for geometric deficiencies and safety hazards. These will be flagged and reported to the City with the potential impacts noted. The new design will be conducted to meet current AASHTO standards, which will also address any deficiencies.



Wausau Business Campus Typical Road Section Example

Upon completing the topographic survey and initial right-of-way mapping, we will draft a preliminary layout with the desired typical section. We will prepare these typical sections in two fashions. First, with the full Sunny Slope corridor in mind using quick concepts and renderings and the existing multi-use path, we will be able to see what broad overview concept works best for this corridor. Then, once we discuss and meet with City staff, we will further refine this cross-section and produce more detailed geometric layouts and typical sections, including the pedestrian crossings, for this specific corridor between Grange Avenue and College Avenue. At this point, we will conduct the first public informational meeting (PIM), which will include the school and all stakeholders, to present the desired cross-sections, geometric, intersection, and travel lane improvements. Prior to this meeting, we will meet individually with the school to look at traffic and flow patterns at their peak times. Because of the school, the big picture of this corridor, and the anticipated involvement and interest of the adjacent stakeholders (within the subdivisions) the public outreach and public informational meetings (as mentioned above) are critical for this project. Beyond the first PIM to help with buy-in of the corridor improvements, we will then have a second PIM prior to construction to keep all the stakeholders abreast of the final design and schedule.

Ultimately, our roadway design approach seeks to identify project constraints (driveways, wetlands, waterway crossings, landscaping, right of way, trees, crossing culvert elevations, etc.) and then design a complete roadway that meets current standards, addresses safety and pedestrian concerns, while also best fitting the existing corridor constraints. By first identifying the project constraints, we can determine where, if any, different typical sections may be used prior to proceeding into these conceptual layouts. When we

Project Approach

meet with staff to present some concepts, we will then be able to identify the pros/cons/impacts of these conceptual layouts. It is assumed the final design will primarily utilize roadside ditches, with some limited use of curb & gutter, where appropriate (near a crest, where impacts to a parcel need to be limited, areas of excessive tree removals, and intersections).

In addition to any horizontal or vertical improvements, we will look at the subsurface to make sure there are no buried concerns. There are multiple wetlands adjacent to the roadway. With these known potential concerns, the desire to obtain geotechnical explorations (borings) along the roadway is warranted. We will utilize these borings and the Traffic Impact Analysis (TIA) that has been previously conducted to do a pavement analysis and confirm the City's typical section will suffice.

Where not already present, additional right-of-way will be purchased to an ultimate width of 100' along the corridor. The existing right-of-way widths vary (up to 50' from the centerline). Much of the segment has a dedicated right-of-way due to the subdivision plats, but we assume about eight properties will require new right-of-way and all 33 properties will require some sort of TLE.

We understand a new residential development is already in the works on the west side of the roadway, and our plat (and design) will take this into account and accommodate access to the new development. As mentioned, a TIA has already been completed and updated for this area. We will use this for assistance in determining the intersection improvements, including the improvements at College Avenue (which is under County jurisdiction). At this point, we assume minor lane improvements at College Avenue, but we will provide some signal and intersection concepts, if desired, to ensure our final design takes this into account in case the County does move forward with signals at this intersection in the near future.

There are several sections of wetland along Sunny Slope Road. The new, wider roadway section will impact these, requiring coordination with the Wisconsin Department of Natural Resources (DNR). The project is within the Milwaukee Metropolitan Sewerage District (MMSD) planning area and thereby subject to District stormwater rules, based on the MMSD technical guidance manual. With more than a half-acre increase in impervious area, the project will need to limit increases in the peak runoff rates from 2-year and 100-year probability storm events to minimize flooding, protect water quality, and control erosion. We are not able to meet stormwater requirements within the right-of-way, we will look at the recently constructed ponds within the Section 35 park. Potential pond upgrades or updates to the stormwater

management plan can be discussed with the City, but bioswales have successfully been implemented along other roadways in New Berlin to mitigate the impact of roadway expansion, and we propose to evaluate their usage along Sunny Slope as a way of slowing water runoff, without the need to use detention basins.

Within the corridor, there are existing utility poles and more than likely buried gas and possibly fiber optic lines. With a widened corridor, as noted above, the utility poles and the buried facilities will need to be closely evaluated. With this in mind, we will begin utility coordination immediately and take advantage of hydroexcavations to determine existing depths so that we are able to design around them. We will then work with the utilities and the City to review and approve their work plan to relocate facilities. As part of the final check of utility coordination and helped by the timing of the project (2026 construction) we can ensure that all utilities are relocated in 2025, have the new locations hydroexcavated once again, and confirm our final design is not in conflict. Our utility coordination and knowledge of the utility personnel to contact based on past projects with the City is important to begin the coordination immediately.

Finally, due to all the traffic and access as mentioned above, maintaining access to these stakeholders will be important. A strategic phasing and staging plan for construction will be utilized along with appropriate traffic control.

Based on the RFP, our meeting with the City to discuss the project, and our experience from recent road reconstruction projects for the City, our scope of services for this project will include the following (detailed scope follows the approach):

- A full survey of the project corridor, including underground utilities, ditches and drainage structures, individual property low points, existing and proposed right-of-way, and appraisal staking.
- Traditional right-of-way plat preparation and administration of all right-of-way acquisition necessary to obtain the ultimate 100' right-of-way throughout the corridor. Timing of the plat and acquisitions to allow utilities to begin relocations in summer of 2025.
- Wetland delineation along all of the ditches and adjacent roads along Sunny Slope Road, extending to the areas that may fall within the slope intercepts.
- Upfront coordination with all the utilities and Wisconsin DNR to make sure all critical path stakeholders are involved immediately in the project.

Project Approach

- Subsurface data collection, which includes not only geotechnical explorations but also hydroexcavations to determine the locations and depths of existing utilities (assume gas and fiber optic).
- Preliminary layouts and concepts for the project corridor. This will help with public outreach, utility coordination, and final planning.
- Review of the geotechnical and soils reports along with a pavement design analysis to generate discussions with the City on various cross-sections, and notifications to the utilities to move their facilities.
- Continued coordination with the utilities.
- Preparation of a design that ensures compatibility between the stormwater improvements and the new roadway design and cross-section.
- Storm sewer systems and retention/treatment facilities will be designed for a 25-year storm event and will follow MMSD rules, City of New Berlin Municipal Code 275-55.1, and DNR rules.
- Provide the necessary agency coordination with MMSD, DNR, and others.
- Complete a draft final design in order to finalize right-of-way acquisitions so utilities can be relocated in 2025 and confirm depths to finalize plans in 2025 and be ready for 2026 bidding and construction.

Project Approach

raSmith's objective is to provide the City of New Berlin with sound planning, ideas, and design services through extensive coordination with City staff, various reviewing agencies including the DNR and MMSD, local utilities, and the many stakeholders along Sunny Slope Road. In order to meet this objective, it is important to note that we are assembling a team that not only has extensive experience with this type of road reconstruction project but more importantly extensive and recent experience of working with the City on similar projects. We continuously discuss projects with City staff to help understand how past projects have proceeded and improve for the next project. In addition, on this team, we have included our construction representative from past City projects. This will help bring another element to our design team. As always, we will work with the City staff as a team—bringing the trust and experience from past projects along with new ideas and thoughts and integrating them into your vision for this project.

The first step in this design will be to identify the issues of concern and the critical path elements. The City has already made us aware of many of these items, including the coordination and knowledge of the adjacent neighborhood stakeholders, the concerns with the school and how busy it is (safety issues), utility coordination and timing (and confirming the location/elevation of the moved facilities), developer and stakeholder coordination

with the right-of-way plat, and construction concerns, especially utilizing the geotechnical subconsultant to help with construction budgets. The project will commence immediately to address the items, including titles, geotechnical, utility coordination (and hydroexcavations), and wetlands (once the growing season starts).

Once the data collection, including the survey, geotech, hydroexcavation, and delineations, have been completed, we will commence with a preliminary layout and design which is vital to begin the process of identifying encroachments and right-of-way needs. Based on discussions with the City, we understand three different but integrated items will need to move on the same parallel path to meet the deadlines, including (1) the preliminary design to get the right-of-way kickstarted, (2) the utility coordination started and (3) the first of two public informational meetings completed in order to determine the final roadway section to move forward. Therefore, the preliminary and final design have to stay on track to allow the plat to be finalized, the utilities relocated, and the bid schedule met. We will use the acquired survey and wetland delineations, along with our draft layout, to have a productive kick-off meeting for the design. We will immediately engage the approving regulatory agencies (MMSD and DNR) and the project stakeholders (including the developer) to determine concerns and issues that will impact the timing and budget for the project. The utilities will also be notified upfront to make sure any utility relocation is started immediately.

Because of the stakeholders, most notably the school and adjacent residents, our team includes our traffic analysis experts along with a landscape architect. These two members, along with our road design experts, will allow us to develop cross-sections, intersection improvements, and safe pedestrian movements to help obtain buy-in at the first public informational meeting. This will allow the critical path of moving to the final design to stay on track.

We will utilize our stormwater experts to integrate stormwater solutions into the design, including the analysis of the existing ponds at the Section 35 sports complex. Between the roadway and the existing stormwater facilities, we will present a few options to City staff to achieve a buildable project that meets the budget and safety concerns for all stakeholders.

This communication will continue with the elected officials and other stakeholders and will ultimately culminate with two public informational meetings and presentations to the Board of Public Works.

Project Approach

Our approach to the actual design project will be cognizant of the following key factors:

1. Provide a roadway design that will produce a safe street that is built to last and that best serves the long-term interests of the City and its stakeholders. We know that this project is not only critical to improving the corridor between Grange Avenue and College Avenue, but we also will be cognizant of showing what could be built throughout the Sunny Slope Corridor. We will provide various options and solutions and be aware of constructability concerns to achieve a cost-effective solution.
2. With this in mind, we will have a more extensive public outreach included, with two public informational meetings, a meeting with the school, and notification letters going out to stakeholders.
3. Utility Coordination. We know that over the past few years, utility locates have become less reliable, and the actual utility relocations are not always where they are supposed to be. The City recognizes this and our proposal includes extensive coordination with the utilities, including some hydroexcavations that will not only allow us to determine the exact existing locations but also perform the same hydroexcavations after the facilities are relocated to confirm our final design is constructable without costly delays and relocations. The timing of the schedule and a 2026 construction allows this to happen.
4. Provide a design that will bring the stormwater solutions and final roadway design together.
5. Access to the stakeholders. Prepare a detailed staging and phasing plan to provide access to the stakeholders at all times, without compromising the final product.
6. Timing of the project. We are aware that the City desires to make sure we can acquire right-of-way, relocate the utilities, and not impact our construction in 2026.
7. Our ultimate design will be cognizant of all stakeholders, including residents, City officials, WDNR, MMSD, and anyone traveling on the roadway.
8. Provide a team with the expertise and availability to succeed in the aforementioned key components. We have assembled a team that specializes in the various components of the project, including the project management and design leadership of Troy Hartjes. raSmith has the resources, depth, and expertise to start immediately on the project and provide a cost-effective and timely solution. Each facet of the design, including the right-of-way plat, acquisitions, stormwater, permitting, and roadway design, will be led by not only a senior engineer but also a project engineer (help with budgets) who has extensive City experience.
9. Design a product that can be built. We will utilize our construction services team to provide additional quality control and provide a constructability review. This review will ensure the design can be built without costly change orders. In addition, their experience will enable additional design ideas based on observations made during many years in the field overseeing construction projects, many for the City of New Berlin. This understanding of what the City wants allows for a seamless transition between design and construction.

Scope of Services

A. Survey and Data Gathering

1. Conduct corridor survey, including existing right-of-way.
 - a. Approximately 1.0 miles on Sunny Slope, and 300 feet down each leg of the intersections. The corridor will extend 75 feet on either side of the centerline of the roadway (25' past the future right-of-way).
 - b. Control and benchmarks will be established throughout the project limits.
 - c. Property corner/right-of-way monuments and Public Land Survey System section/quarter section corner monuments will be used in establishing the survey and to aid in the right-of-way and plat development.
 - d. Visible utilities will be mapped to the extent feasible, as marked by Digger's Hotline. Sewer invert depths, pipe sizes, and directions will be measured at manholes.
 - e. One separate mobilization to survey delineated wetlands and the borings, and then separate mobilizations for the hydroexcavations.
 - f. Survey coordinates will be referenced to Wisconsin State Plane—South Zone (NAD 83), and elevations will be referenced to the National Geodetic Vertical Datum of 1988.
2. Compile additional City data and GIS information.
3. Combine and merge surveys with GIS data where appropriate. The existing surface will be generated based on merged survey and GIS data.

B. Stormwater Analysis

1. Perform hydrologic and hydraulic analysis of the site based on approved roadway alignment and the surrounding area.
2. Prepare a preliminary layout of the roadway storm and ditch system with options, depending on the alignments.

raSmith

CREATIVITY BEYOND ENGINEERING

Project Approach

3. Use the Section 35 facilities to determine the feasibility of their use in our stormwater solutions.
4. Prepare alternatives and concepts based on the remaining storage needed and work with the City on these additional facilities.
5. Prepare plans for the culvert replacement at the waterway crossing that goes through Section 35. This waterway is not navigable so no DNR permitting will be required (unless wetland impacts exist).
6. Prepare a preliminary design based on approved concepts and meetings with the City. The preliminary design will correspond with the approved road design.
7. Review and update the plans based on meetings with the City.

C. Wetland Delineation

1. Perform an assured wetland delineation of the project site, including all the roadside ditches and beyond to potential site match points. Prepare an Assured Wetland Delineation Report and share with the DNR and Craig Webster (assuming he is the liaison we will work with). We will meet with the DNR (Craig) as needed to confirm the wetlands and any exemptions that might exist. We will prepare the WDNR artificial wetland exemption as needed.

D. Geotech

1. Perform 15 borings (three every 1,000') with each location including one on each side of the roadway and the centers of the roadway. The depth of the borings will be 10'.

E. Hydroexcavations

1. As part of our initial data gathering, we will have Wisconsin Utility Exposure, or equal, provide hydroexcavations (potholing) to determine the location and depth of buried utilities (gas, electric, fiber, telephone, cable) within the right-of-way (or ultimate right-of-way if within easements). We will use this information (they will expose and get us the depth from surface) and then we will survey the pothole locations. The scope will include backfilling the holes (assumed 6" to 8") with granular backfill or topsoil, depending on the location of the pothole (gravel within the roadway, topsoil added in areas outside the road). This scope may vary quite a bit depending on the number of buried utilities, mainline or services, the locations (how many are in the road and how many are further off the road), traffic control (plays into the location), and how many potholes we desire. For

the purpose of this proposal, we are assuming just two buried facilities (gas and fiber) as there are overhead lines that appear to have electric, phone, and cable. We will also assume the gas and fiber extend the length of the project and we will just expose the mainline approximately every 400' (there for about 12-15 exposures per utility), and the depths of these lines are less than 7' deep (and located outside the roadway).

2. In that same manner, once the work plan is completed for any utility doing relocates (underground), we will hydroexcavate the relocated utility lines to confirm they are installed at the right locations and elevation. The same assumptions will apply as above, and, in this case, assume two utilities are relocated. We will expose each of them at various locations and intersections but assume 12-15 exposures.
3. Note that within the fee background, we will provide a pass-through cost for these hydroexcavations but this is more of an allowance and we will provide costs for additional locates as well.

F. Roadway Design and Traffic Improvements

1. Prepare preliminary plans showing the existing site conditions and a draft layout of the geometrics. We will provide and prepare conceptual renderings (example located within this approach section) to help visualize the improvements for the corridor not only at the public informational meeting but also for the staff meetings before the public informational meetings. Note potential impacts and pros/cons for the options.
2. Utilize the TIA previously completed to provide layouts at each intersection, including College Avenue.
3. Complete a final horizontal layout of the road alignment with the new cross-section after meeting with the City Staff.
4. Complete a vertical design of the road alignment.
5. Prepare construction details including typical cross-section, erosion control, and drainage details.
6. Prepare a model of the roadway based on typical cross-sections to generate roadway contours and 50-foot cross-sections.
7. Revise plans based on City review comments.
8. Prepare final plans to include grading plan, erosion control plan, pavement marking and signing, road and storm plan and profile sheets, construction details, and cross-sections.

Project Approach

9. Prepare specifications to include bidding documents and special provisions.
 10. Prepare cost estimates based on preliminary and final design.
 11. Prepare construction staging/sequencing plan.
 12. Prepare erosion control items as necessary for permitting.
 13. Prepare final bid documents and assist the City during the bid process, including answering bidders' questions.
- G. Right-of-Way Plat and Acquisition
1. Prepare right-of-way plat for a 100' wide ultimate right-of-way, along with TLEs needed based on the final design.
 - a. Plat will include a title sheet, a schedule of lands and interest required, an overview sheet, and an estimated five detail sheets.
 - b. Plat will include 33 parcels along Sunny Slope Road.
 - c. A preliminary plat will be submitted for City review and comment prior to preparation of the final plat, legal descriptions, and appraisal staking.
 2. Title reports for 33 parcels within the project limits are required. (raSmith will solicit an outside service to obtain them.)
 3. Prepare individual metes and bounds legal descriptions encompassing the proposed fee right-of-way or easement acquisitions required on each parcel.
 4. Temporary stake proposed acquisitions on all plat parcels for appraisal purposes (once only).
 5. Assess and appraise parcels (Single Source (SS)).
 6. Conduct negotiations and land acquisitions on behalf of the City for all 33 parcels (SS). SS will appraise and acquire 33 partial acquisitions. The appraisal reports will incorporate an extraordinary assumption that the improvements equalized assessed value is equivalent to the market value of the improvements.
 7. Stake/monument the new right-of-way at all angle points along the right-of-way. Individual lot lines for each property, whether removed during construction or just new locations for the expanded right-of-way, will not be completed as doing this will require performing individual plat of surveys to determine exact locations. We do not want to re-set found iron pipe in the wrong locations. We will complete setting up new iron pipe as requested by the City and/or property owners (if approved by the City) as part of an additional scope item (see fee breakdown for the costs).
- H. Permitting and Agency Approvals
1. We will send out preliminary plans to utilities for confirmation of accuracy and conflicts and provide final plans for any relocates. We will continue to coordinate with the utilities during the design phases and review work plans and schedules to relocate facilities in early 2025. Once utilities are relocated, we will hydroexcavate them and compare as-built locations to our final designs.
 2. MMSD coordination: We will meet with and communicate the plans intent and follow the Chapter 13 rules and regulations of MMSD.
 3. Wetland: We will work with the DNR on any wetland disturbance and confirm any exemptions that might exist. We assume at this time the final disturbance will be less than 10,000 sq. ft. and no individual permit or mitigation will be required. No waterway is being crossed and although there is a floodplain adjacent to the road by Section 35 park, we assume no floodplain impacts.
 4. DNR-NOI: We will prepare the necessary NOI (WRAPP) permit due to the disturbance of more than one acre.
- I. Meetings (six total)
1. Team meetings with City staff (5).
 2. Stakeholder meetings/outreach/BPW (3 total meetings, including two PIMs and one meeting with the school and/or BPW). We will prepare a public notice, including a letter and project description, based upon a mailing list provided by the City.
 3. Bid opening.

Sunny Slope Road Reconstruction Project
City of New Berlin
Level of Effort (hours)

Task Number	Task Description																			TOTAL	
		Project Manager Jeffery E	Quality Assurance/Control Pamela E	Land Roadway Designer Drew E	Engineer/Utility Construction Michael A E	Engineering Technician Megan	Traffic Lead/OC James E	Traffic/Signal/Geometrics Programmer E	Stormwater Lead Shane E	Stormwater Engineer Drew E	Wetland Delineation Pamela E	Construction Staging/OC Shane E	Conceptual/Plan/Design/OC Monroe E	Plan/OC and Design/OC E	Survey/OC James E	Survey James E	Geotechnical Pamela E	R/W Acquisitions Shane E	Plan/OC and Design/OC E		Stormwater Pamela E
A	Data Collection: Survey, Data Gathering, Wetlands, Hydroexcavations and Geotech	2	-	10	-	8	-	-	-	-	42	-	-	8	22	140	-	-	-	-	232
1	Data Gathering/GIS Mapping/As-builts	2		2		8															12
2	Topographic and Field Survey and Pothole Survey (2 times)												8	18	140						166
3	Tides (33 titles, @ \$400 per each, see fee breakdown)																				-
4	Hydroexcavations (See Fee Breakdown for cost and inclusions)			4																	4
5	Geotech (see fee breakdown for cost of 15 borings)			4																	4
6	Wetland Delineation (entire project corridor) with Report									42					4						46
B	Right of Way Acquisitions	10	-	20	-	-	-	-	-	-	-	-	-	12	170	32	-	-	-	-	244
7	R/W Plat with Acquisition Staking	8		16										12	170						206
8	R/W Staking	2		4											32						38
9	R/W Appraisals (33 @ \$1,900 per report; see fee breakdown)																				-
10	R/W Acquisitions (33 @ \$1,200 per each; see fee breakdown)																				-
C	Storm Water Management and Design	16	-	4	-	-	-	-	54	132	-	-	-	-	-	-	-	-	-	-	206
11	Stormwater Sizing/Basins/Culverts/Development Flows	2						8	8												18
12	Stormwater Layout and Options	2		4					20												26
13	Stormwater Management Roadway Corridor-Bio-Basins, etc.	4						8	32												44
14	Storm Sewer Design Roadway	4						8	40												52
15	Off-Site Analysis of Sect. 35 Ponds	2						24													26
16	Stormwater Management Plan/City Review and MMSP Report	2						6	32												40
D	Traffic Improvements	6	-	14	-	-	8	68	-	-	-	-	-	-	-	-	-	-	-	-	96
17	Data Collection of TIA/Review and Confirm Layouts	2					2	12													16
18	College Ave Improvements with Concepts (no Signal Design)			4				12													16
19	Intersection Layouts/Reviews/Design per TIA			4			2	16													22
20	Elmwood School Traffic Movements/Meetings/Lane Configuration	4		4			4	12													24
21	Pedestrian Crossings (2) including School with Push Button			2				16													18
D	Roadway Design	64	20	172	112	128	-	12	-	64	-	12	16	-	-	-	-	-	16	-	616
22	Concepts/Renderings for Sunny Slope Corridor w/ Bike/Ped Considered	4		8		8		8					16								44
23	Typical Sections/Layout for Project Corridor (used at KO)	4		8	24			4													40
24	Preliminary Plan Geometrics	2		40																	42
25	Preliminary Plan Profile/Cross Sections with Impacts/Pros/Cons	4		24	40	40															108
26	Initial Review/Submittal (50%)-Used for Prelim Utility Coordination	12	4	16																	32
27	Pavement Design Report, confirm x-section			8																	8
28	Plan Updates Per Review (thru 90%)	4		40	20	16															80
29	Erosion Control			4					16												20
30	Construction Staging/Phasing/Traffic Control	2			12							12									26
31	Final Reviews/QA & QC/City Submittals 90%	16	16																		32
32	Finalize Plan and Profile/Cross-Sections/Details					40															40
33	Pavement Marking/Striping			16																	16
34	Cost Estimates 50%/90%/Final	4				24			24												52
35	Specifications	4							24												44
36	Final Bid Documents, Notifications, Bidding	8		8	16														16		32
E	Permits/Agency Approvals, Utility Coordination	30	-	4	40	-	-	-	12	24	4	-	-	-	-	-	-	-	-	-	114
37	Utility Coordination (Prelim/Upfront)-50% Plan	8			16																24
38	Utility Coordination (Work Plans/Final) Updates based on Hydroexcavations	8			24																32
39	Developer Coordination/Adjacent Subdivisions Plat Coord.	2		4							4										10
40	MMSP: Coordination, Meetings and Permit	4							8	8											20
41	WONR: NOI and Wetlands and Meetings-General Permit/No Mitigation/IP	8							4	16											28
F	Meetings	38	-	16	8	-	-	8	-	-	-	-	12	4	-	-	-	-	-	-	86
42	City Staff Mts (Initial, KO, 30%, 90%, Final) (5)	18		8	4																30
43	Public Information Meetings (2)-Public Outreach/Letters/Notifications	8		8	4							12	4								36
44	Stakeholder Meetings/BPW Presentation (1)	8						8													16
45	Bidding-Opening	4																			4
PROJECT TOTALS		166	20	240	160	136	8	88	54	208	66	16	28	24	192	172	-	-	-	16	1,594
Contingency Items-See Fee Breakdown for Items not Included in Base Scope																					
Traffic Signal Design (at College-Concept and Final)																					-
Utility Release with Acquisitions																					
Iron Pipe Monumentations at Lot Corners																					

Engineering Fee Breakdown

City of New Berlin Sunny Slope Roadway Design Potential Scope Items	Total Fee	Type
Geotech (15 Borings and Report)	\$13,500	Pass-Through
Hydroexcavations (Pre-Design and After Relocated)**	\$30,000	Pass-Through/Allowance
Survey and Data Gathering, Wetland Delineation	\$40,470	Lump Sum
Titles (33 at \$400)	\$13,200	Pass-Through
R/W Plat and Appraisal Staking	\$40,850	T/M, Estimated
Appraisals and Acquisitions	\$107,300	T/M, Estimated
Stormwater Management and Design	\$33,240	Lump Sum
Traffic Improvements with Concepts/Renderings	\$13,990	Lump Sum
Roadway Design	\$96,020	Lump Sum
Permitting, Agency Approvals and Utility Coordination	\$18,550	Lump Sum
Meetings	\$12,590	Lump Sum
Total Fee	\$419,710	

Notes:

1. Title Cost Fee. The 33 titles is estimated based on current rate of \$400 per title. We will pass on the final invoices from the title company, updates will be a cost of \$25 each.
2. The appraisals and acquisitions, along with the r/w plat, are based upon 33 parcels*. They include: the plat, legals, exhibits, staking, appraisals, negotiations, titles, nominal negotiations and jurisdictional offers. If required, utility releases are estimated at \$700 each.
3. TLEs are included in the right of way plat. We can reduce the contract cost if less TLEs are required.
4. The stormwater analysis includes all bioswales and facilities within the right of way, and assumes one off-site facility on the future developers' property, designed by them. We will design and direct stormwater to this facility as part of our design.
5. Our cost does assume some conceptual layouts and renderings for roadway options that include additional pedestrian and bike options, beyond the standard typical section proposed for the project. We want to see what will work for this corridor (not only Grange to College) but also beyond. Even if it is just the standard typical with an off-road path (as currently proposed) this concept and rendering will help at public meetings. This cost is approximately \$6,000 - \$10,000. If not needed, we will not include with the final contract.
6. As stated in the scope and understanding, our monumentation of the right-of-way plats does not include putting the monuments back as they were surveyed or just relocating them based on the new right-of-way location. If that is proposed, we can add that cost for an additional \$2,000. Instead, we would propose monumenting any disturbed or new property corner at the new right-of-way for \$1,000 per parcel. This could be just a few or up to all eight new right of way acquisitions. This cost would include a plat of survey for each parcel and confirm all of the property corners for that parcel, so there is no confusion between existing and new pipe set.
7. At the College Avenue intersection, our costs assume upgrades to travel lanes and turning bays based upon the TIA, but no signal design or signal layout concepts (if desired to make sure no final design conflicts with future signal layouts if the County changes its mind on the signals). Approximate cost for signals concepts (\$4,000) or signal design (\$25,000) can be provided if desired.

* Each requiring an appraisal. Each appraisal is \$1,900 per property (33 x \$1,900). We assume all of these will require negotiations for acquisitions. Negotiation fees are \$1,200 per negotiation (33 x \$1,200). All 33 parcels will require TLEs which will use nominal fees from appraisals. We assume each acquisition will be recorded by the City which is \$30/document. Total cost includes \$5,000 Single Source management.

**Hydroexcavations (potholing of utilities) is an estimated amount based on numerous conditions. We have three quotes based as low as \$20,000 and as high as \$50,000, pending the number of utilities, the locations, how many potholes we request (and the depth). For the purpose of this proposal, we used \$30,000 as an allowance to be responsive (and not too low) but still have a desire to work with various contractors once we do locates and have mapping provided by each utility. We have worked with each of the contractors (Badger Infrastructure Solutions, Wisconsin Utility Exposure (X-Pose), and Hawk Underground, LLC), but based on past reporting and responsiveness, we are proposing X-Pose.

STAFF REPORT EXECUTIVE SUMMARY

APPLICANT: City of New Berlin

PROJECT: Resolution to Amend the 2024 CIP Budget for the Sunny Slope Road Design

LOCATION: Sunny Slope Road Reconstruction Design Project

REQUEST: Recommendation to the Common Council approval of a Resolution to Amend the 2024 CIP Budget for the Sunny Slope Road Reconstruction Design

D.C.D. RECOMMENDATION: Recommendation to the Common Council approval of a Resolution to Amend the 2024 CIP Budget for the Sunny Slope Road Reconstruction, CIP Account 04251100 63028 C2024, from \$262,500 to \$422,500.

1. The Sunny Slope Road Reconstruction Design CIP request was approved as part of the overall CIP Budget for \$262,500. This request is to increase the line item by an additional \$160,000 to cover higher than expected real estate acquisition design costs, as well as more thorough private utility exploration during the design phase.
2. The borrowing for the 2024 CIP budget has not occurred and therefore, can be amended to be able to complete these services early in the project.
3. Enclosed is Resolution 2024-02 to amend the 2024 CIP Budget.

ATTACHMENT:
Resolution 2024-02

RESOLUTION NUMBER 2024-02**A RESOLUTION AMENDING THE 2024 CAPITAL PROJECTS BUDGET**

WHEREAS, the Department of Community Development has solicited proposals for the Sunny Slope Road Reconstruction Design project from College Ave. to Grange Ave.

WHEREAS, in an effort to reduce Utility conflict costs and right of way relocation delays, additional CIP funds are needed to conduct Underground Utility Locates and real estate appraisals. The City can still amend the 2024 Capital Budget to perform these services early in the design process when the most benefit is gained.

WHEREAS, It was determined that the Capital Projects Budget had to be amended to accomplish these goals.

NOW THEREFORE BE IT RESOLVED, by the Common Council of the City of New Berlin that the Capital Projects Fund Budget be amended as follows:

EXPENDITURES

042059100-63028-C2024	SUNNYSLOPE ROAD	\$160,000
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REVENUES

04011800-49505-C2024	BOND PROCEEDS	\$160,000
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BE IT FURTHER RESOLVED that the City Clerk is hereby directed to publish this resolution in the Waukesha Freeman within 10 days of adoption by the Common Council.

RESOLUTION ADOPTED by the New Berlin Common Council this 27th day of February 2024.

David Ament, Mayor

Countersigned:

Rubina M Medina, City Clerk