

**VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
PLEASANT PRAIRIE WATER UTILITY
PLEASANT PRAIRIE SEWER UTILITY
9915 - 39th Avenue
Pleasant Prairie, WI
November 21, 2011
6:00 p.m.**

A regular meeting of the Pleasant Prairie Village Board was held on Monday, November 21, 2011. Meeting called to order at 6:00 p.m. Present were Village Board members John Steinbrink, Monica Yuhas, Steve Kumorkiewicz and Mike Serpe. Clyde Allen was excused. Also present were Mike Pollocoff, Village Administrator; Tom Shircel, Assistant Administrator; Kathy Goessl, Finance Director; Jean Werbie-Harris, Director of Community Development; Doug McElmury, Asst. Fire and Rescue Chief; Brian Wagner, Police Chief; Rocco Vita, Village Assessor; Mike Spence, Village Engineer; John Steinbrink Jr., Public Works Director and Jane Romanowski, Village Clerk. Two citizens attended the meeting.

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. MINUTES OF MEETINGS - NOVEMBER 14, 2011**

Monica Yuhas:

Motion to approve.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Monica, second by Steve. Any discussion?

**YUHAS MOVED TO APPROVE THE MIINUTES OF THE NOVEMBER 14, 2011
VILLAGE BOARD MEETING AS PRESENTED IN THEIR WRITTEN FORM; SECONDED BY
KUMORKIEWICZ; MOTION CARRIED 4-0.**

- 5. CITIZEN COMMENTS**

John Steinbrink:

Anyone wishing to speak under citizens' comments?

- 6. ADMINISTRATOR'S REPORT**

Village Board Meeting
November 21, 2011

Mike Pollocoff:

Nothing tonight, Mr. President.

7. NEW BUSINESS

- A. Consider Resolution #11-36 to initiate the change of two addresses (108 122nd Street and 12226 Lakeshore Drive) that are inappropriately assigned.**

Tom Shircel:

Thank you, Mr. President and Board members. There is a Resolution before you tonight, 11-36, to change the official addresses of properties in the Village of Pleasant Prairie. The Village Board of Trustees pursuant to Article IV of the Village Ordinances may change the official address of a property. It's been brought to the Village's attention that the address of an existing property at 12226 Lakeshore Drive in Chiwaukee Subdivision owned by William P. and Carter O'Brien according to the Kenosha County property records and further identified as Tax Parcel Number 93-4-123-323-0350 does not front on Lakeshore Drive since Lakeshore Drive to the east of this house was washed away years ago and has access via the driveway on 122nd Street.

In reviewing the address in this area, the address of the existing property at 108 122nd Street in Chiwaukee Subdivision owned by Joel S. Heller and Teresa R. Clewell does not fall within the proper address sequencing order for the properties fronting 122nd Street east of 1st Court. These address issues could create problems for emergency response personnel, deliveries and other persons trying to locate the properties. The Village Board of Trustees will hold a public hearing to consider changing the address of 12226 Lakeshore Drive to 105 122nd Street, and 108 122nd Street to 104 122nd Street to resolve the aforementioned concerns. And with that I'll turn it back to the Board. If you have any questions, either I or Jean will be happy to answer them.

John Steinbrink:

Questions? Mike?

Michael Serpe:

I would move approval of Resolution 11-36 and set it for public hearing.

Monica Yuhas:

Second.

John Steinbrink:

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

Village Board Meeting
November 21, 2011

SERPE MOVED TO ADOPT RESOLUTION #11-36 TO INITIATE THE CHANGE OF TWO ADDRESSED (108 122ND STREET AND 12226 LAKESHORE DRIVE) THAT ARE INAPPROPRIATELY ASSIGNED AND SET THE MATTER FOR PUBLIC HEARING; SECONDED BY YUHAS; MOTION CARRIED 4-0.

B. Consider Resolution #11-38 to support the proposed ATC Transmission Line route along the UP Railway Corridor.

Jean Werbie-Harris:

Mr. President and members of the Board, before I get into the details of Resolution 11-38, I'd like to introduce Neil Palmer who is a representative of ATC, American Transmission Company, who is here this evening to make a presentation to the Board and to the audience as to the alternate routes that are being proposed from the Pleasant Prairie Substation to the Zion Energy Station down in Zion, Illinois and he has some packets of information for you. Similar information packets were presented back in April at their informational meeting that was held at the RecPlex but now that their CPCN, their certificate for need, has been filed with the Illinois Public Service Commission and soon to be filed with the State of Wisconsin, these routes have now been more clearly defined. And so I'd like to introduce Neil and have him come up and make a presentation, and then I'll discuss the resolution of support.

Neil Palmer:

Good evening and thank you. My name is Neil Palmer. I work with American Transmission Company. But I'm here to talk about tonight, as Ms. Werbie-Harris indicated, is of the project that we announced some many months ago. In the materials you have there's a brief information fact sheet. The purpose of this project is to relieve transmission congestion that exists between Wisconsin and Illinois. The inability to move power, frankly, north and south across the states has an economic impact on all of us as customers in Wisconsin just as it does on customers in Illinois. At any given time of the day there's economic power available in the region that could be moved north or south to allow the local utilities to have cheaper power. But because we're hindered in this part of the world by that big pond out there, we have very limited transmission connections that have to get around Lake Michigan.

This project to build a connection between the substation that's on the west side of Pleasant Prairie Power Plant and a substation in the City of Zion which is basically immediately south of the Zion Energy Center, that's a Calpine gas-fired generating station. If you're familiar with Zion it's just south of 9th Street along the UP Railroad. That is a major substation that interconnects with Common Wealth Edison transmission facilities that move east, west and south.

The project, which was started more than two years ago in the planning stages, looked at a number of alternatives to try and solve this congestion. Ultimately the project that was selected as having the most economic benefits and the fewest impacts was to build a connection as I describe from the Pleasant Prairie substation to the Zion substation. As typical, ATC evaluated a number of routes, literally dozens of potential paths to get between those two points, and ultimate select focused on two principal corridors, one being the Union Pacific Railroad which runs

Village Board Meeting
November 21, 2011

north/south from a point just east of the power plant all the way south. It literally runs right past the Zion Energy substation and an alternative, and we actually had a number of alternatives, but another north/south alternative corridor that it basically follows Highway 31 to a point just north of the State line where it then cuts inland and goes cross-country along property lines. And I want to discuss that one in more detail in a second.

We also in early stages, just so you know, that because the State law requires us to submit alternative routes, ATC does not pick a route. We submit alternatives as required by law following a number of complex set of rules. We do often indicate a preferred or proposed route, in this case it's the railroad route, but it will be up to the Public Service Commission to, after judging all of the impacts and costs, pick what they feel is the right route. We also initially when we were looking at giving you another idea to get north/south looked at Highway H but quickly rejected that because it's much more constricted. There is a lot of residential on it, and we were successful in convincing the Commission staff to let us only supply two alternative corridors instead of three.

As we worked our way through this it's pretty simple to see why the UP corridor is a very logical corridor. It's an existing division of the land from a real estate perspective that's probably never going away in any of our lifetimes. The east side of the tracks where we have envisioned and proposed to put this new line has adequate space all the way down. It has no impact on the buildability or usefulness of those existing industrial sites that are built out already or are still vacant to be build, for instance the Mondy site or the products, and I'm drawing a blank on their name, the empty parcel north of ML or around ML. And we've had conversations with all those landowners that the proposed right of way has no impact on what they could conceivably build in your community.

Highway 31 the reason for that jog for anybody who notices into the east and then going cross-country is very simply that the State of Illinois has a project to rebuild Highway 31. It's gone through three levels of their process already and is literally waiting State funding. Now, who knows when that could be. Illinois has a pretty tough budget problem. But when you look at those proposed plans it will significantly change Highway 31 going south of Russell Road. And the problem we encountered in working with the City of Zion, with Lake County and with Illinois DOT is that at this point they're unable to tell us what the western boundary of that new road might be. It's going to be significantly expanded.

The two different plans that are in the final stage both show it becoming three lanes north and south and divided. The questions come in on how much island they have in the middle and what the slopes are to either side. The problem that causes for us is that we can't define where the western right of way is, and that's very problematic because in Illinois they do not allow transmission right of way in highway right of way. You can't even overhang it without special permission. So you couldn't even guess, make a reasonable guess, where it might be. So we were unable to come up with a route there. So what we looked at was to try to come in on property lines in a way that had minimal impact, but it clearly has impact on those landowners.

Once you cross Russell Road, all of the land south of Russell Road east of the tracks is basically owned by the City of Zion. That's an industrial development area. Much of the land is actually

Village Board Meeting
November 21, 2011

titled to the sanitary district but it's under a contract to the City for the City to be able to develop it in what's now called Trumpet Park. We've worked closely with the City of Zion, and like your resolution the City of Zion has already passed a resolution endorsing the railroad right of way as opposed to the highway right of way.

So in a short sense that's where we are. And to update the introductory comments, the Commission today issued a letter, the Public Service Commission of Wisconsin issued a letter saying they had formally accepted our application, a copy of which I see sitting on the table over here, so the process will move forward now where hearings will get set and scheduled. You have an attorney already engaged, so you'll be part of that process.

Frankly, before I turn to questions, I can tell you that we expect the Commission to find that the railroad route is the right one. It's kind of a slam dunk. Anybody looking at it would say, well, why would you go over the road where you've got to jump back and forth. But, until it's over it's not over. We will be filing testimony soon, as I presume you might, and the process will move forward. But we expect it to all be done. And there's a brief schedule here. We're still pretty close on it. Obviously after filing the schedule is no longer in our control, it's under the Commission, but I don't see anything in this docket that should disturb it greatly.

Finally, what I provided you trying not to burying you in paper, as I said, is the fact sheet, a picture of the exact kind of structure we propose to use including one with dimensions then a drawing with dimensions. This structure will basically be 120 feet average. The reason I say average is the structure heights actually vary because what you're trying to do is keep the wires at the same distance above the ground. And depending on what hills and valleys are in we have some to the south of Pleasant Prairie, for instance, that will be another 20 or 30 feet tall because of some dips in that Trumpet land.

And then also I've provided you a copy of the map we've used in the public meetings that shows the two corridors. The third route that Jean mentioned, just so you aren't confused, it's referred to as the third route. If you see in blue on your map that instead of cutting to the east side of the Zion Energy Center and coming down to the substation is a potential to just stay right on the railroad which is the west side of the Energy Center. That is not the preferred route. The City of Zion and the Energy Center owners prefer that we go across the front of their property and then down for a lot of complex development reasons that I can answer if you're interested.

So without taking up any more of your time I'd be happy to address any questions. We respectfully request that you do pass the resolution. It is meaningful to both the PSC and to the ICC in Illinois to know that you support the route that we've laid out and also that the City of Zion and Lake County support.

John Steinbrink:

Questions?

Steve Kumorkiewicz:

Village Board Meeting
November 21, 2011

I have one simple question. No complete (inaudible) but how much of those lines in 700 feet between the poles in summertime? Because in wintertime the lights are going to—

Neil Palmer:

The whole design feature, basically what you do is you design – you're required to design new structure such that under the worse case condition, which for around here is I think it's a 96 degree temperature and maximum load to get the most sag in the line and then still meet the minimum federal safety standards. So basically what you see if you use this sketch over here that you never got conductor below about 65 feet. Don't hold me to that exactly but it's roughly that number. And it's always designed to the worst conditions. You're right that in winter they rarely sag because it's so cold outside. Hottest day, heaviest load gives you the maximum sag and that's what you design to.

Steve Kumorkiewicz:

Thank you.

Michael Serpe:

This is a no brainer. The route that they have chosen as preferred is the logical one, and I would move approval of 11-38 –

John Steinbrink:

Jean wants to speak first.

Michael Serpe:

Oh, I'm sorry.

Jean Werbie-Harris:

I'd like to just enter in some additional comments into the record. Also, Neil, for the record could you give your address for the record?

Neil Palmer:

890 Elm Grove Road, Elm Grove, Wisconsin, 53122.

Jean Werbie-Harris:

The Village staff does recommend support for Resolution 11-38. It's a resolution of the Village of Pleasant Prairie Board of Trustees in support of the selection of the proposed route along the UP Railway corridor for ATC's transmission line. The American Transmission Company has filed applications for certificates of public convenience and necessity with both Wisconsin Public

Village Board Meeting
November 21, 2011

Service Commission and the Illinois Commerce Commission proposing the construction of a 345 kV transmission line from the Village of Pleasant Prairie, Wisconsin to the City of Zion, Illinois.

The applications identified three proposed routes for the 345 kV transmission line with the Village and they're shown as Exhibit 1 which is the exhibit we had previously on the screen. Two routes that are substantially similar in Wisconsin are along the east side of the UP Railway corridor, and I'll refer to that as the UP Railway route, and one route along the State Highway 31 corridor which is the Highway 31 route.

The Village Board of Trustees carefully reviewed the proposed routes, obtained input from the public and others, considered the relative impacts of the routes on the public health, welfare and safety of the Village and its residents, and the Village staff has been reviewing these routes and analyzing them and preparing information for these route as we are a party to this action. And that will be submitted to the Illinois Commerce Commission. Whereas, following such consideration the Village has reached certain conclusions, some of which are summarized below in our resolution, and we wish to make a formal recommendation regarding which of the proposed routes is in the public interest.

Now, therefore, in consideration of the above recitals which are incorporated by reference, the Village Board of Pleasant Prairie hereby resolves as follows:

1. The Village Board finds that the Highway 31 route will have significant adverse financial and land use impacts to the industrial, commercial and residential development in the Village and will adversely impact Momper's Woods which contains a historical trail segment, several prehistoric Native American campsites and a community parkland.
2. The Village Board finds that the UP Railway route will have fewer negative impacts to the Village because the UP Railway route follows a corridor that already has transmission lines, the UP Railway route impacts primarily industrial and agricultural lands, and the UP Railway route crosses fewer public roads and highways.
3. For these and other reasons the Village Board finds that the selection of the UP Railway route is in the public's interest.
4. By adopting this resolution the Village Board formally confirms its support of the UP Railway route for ATC's development and the construction of the 345 kV transmission line from the Village of Pleasant Prairie, Wisconsin to the existing Zion Energy Center located in the City of Zion, Illinois and its opposition of the Highway 31 route.
5. The Village Clerk shall provide copies of this resolution to ATC, the Wisconsin Public Service Commission and the Illinois Commerce Commission as confirmation of the Village's position with respect to the support of the UP Railway route.

The Village staff recommends approval of Resolution 11-38 as presented. Again, I will correct the one typo before it's signed tonight.

Village Board Meeting
November 21, 2011

Michael Serpe:

Move approval of Resolution 11-38.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Mike, second by Steve. Thank you, Mr. Palmer. Any further discussion? Hearing none, a roll call vote.

SERPE MOVED TO ADOPT Resolution #11-38 to support the proposed ATC Transmission Line route along the UP Railway Corridor; SECONDED BY KUMORKIEWICZ; ROLL CALL VOTE – STEINBRINK – YES; YUHAS – YES; KUMORKIEWICZ – YES; SERPE - YES; MOTION CARRIED 4-0 WITH TRUSTEE ALLEN ABSENT.

C. Consider Resolution #11-37 authoring the placing of utilities and special charges on the tax roll.

Kathy Goessl:

Mr. President, it's this time of the year again to put special charges and special assessments on the tax roll, and this resolution is to approve that. On the first section is special charges which are listed up there. We have delinquent invoices which total a little over \$4,800. We have delinquent utilities at \$378,447, and delinquent Kenosha Water Utility bills for \$11,781 for a total of \$395,038 of special charges.

The next slide shows the special assessments. The special assessments total little over \$104,000 including paving, road construction and storm sewer, clean water, sewer, TID and water for a total of the two special charges and special assessments of a little less than a half a million dollars at \$499,527. I'm looking for authorization to put this onto the tax roll.

Steve Kumorkiewicz:

So moved.

Monica Yuhas:

Second.

John Steinbrink:

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

Village Board Meeting
November 21, 2011

KUMORKIEWICZ MOVED TO ADOPT RESOLUTION #11-37 AUTHORIZING THE PLACING OF UTILITIES AND SPECIAL CHARGES ON THE TAX ROLL; SECONDED BY YUHAS; MOTION CARRIED 4-0.

D. Consider Resolution #11-39 to amend the 2011 Budget.

Kathy Goessl:

Mr. President, the budget amendment that's in front of you is to move dollars from the law enforcement grant which is a revenue category to the minor equipment in the police department. We received additional grant dollars than we initially had budgeted, and with that money we purchased two radar guns with the grant money. So we're looking to amend the budget so it reflects the dollars we got and the money we spent. So I'm looking for approval of this budget amendment.

Michael Serpe:

Just out of curiosity, are these moving radar, Brian?

Chief Wagner:

Yes, they are.

Michael Serpe:

Good. I would move approval.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Mike, second by Steve. Any discussion?

SERPE MOVED TO ADOPT RESOLUTION #11-39 TO AMEND THE 2011 BUDGET; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 4-0.

E. Consider Professional Services Engineering Agreement for the 77th Street Water Main project in the vicinity of 109th Avenue.

Mike Spence:

Mr. President and members of the Board, as you know, development is now occurring on the south side of Highway 50. Specifically Lynch Chevrolet is building a new car dealership adjacent to the new proposed location of 109th Avenue. As part of their site and operational plan,

Village Board Meeting
November 21, 2011

the Village will design and construct a new water main to serve this facility as well as other growth in the area. The project ultimately there will be an assessment put together, and the Lynch property as well as other entities in the area will be assessed for this water main construction.

Basically, as you can see on the drawing, we'd be connecting in with our existing water system at 77th Street just west of 105th Avenue, and the new water main would proceed west to the intersection of the new 109th Avenue. And then the water main will go north and will allow connections to Lynch Chevrolet and adjacent properties to the east.

I have gotten a proposal from Crispell-Snyder to complete this design work. It should be noted that this water main will be constructed in existing right of way that currently exists in the Chateau area. The engineering contract will include the survey of the right of way for the design of the water main, and we'll be putting together an assessment schedule and a bid package for construction. And that will be part of Crispell-Snyder's contract.

The proposed fee is a range from \$12,500 to \$14,000. It has been set up as an hourly contract which I will monitor. If they don't spend it we don't pay for it. It will also include all the permit work for the project. I recommend approval of this project.

Mike Pollocoff:

One thing I might add is this project is being paid for by developers through a special assessment. So there won't be any expense for the water utility or to the existing water system users.

Steve Kumorkiewicz:

So it's going to be deferred?

Mike Pollocoff:

No, because it will be used.

Steve Kumorkiewicz:

Lynch is going to use it.

Mike Pollocoff:

Right, but it's all going to be active.

Michael Serpe:

Right now there are no houses across from there.

Steve Kumorkiewicz:

Village Board Meeting
November 21, 2011

No, there's not.

Mike Pollocoff:

The property owner that owns that property is looking to develop it. If we do defer it then the Village will be subsidizing it. My recommendation with the assessment is that the developers pay the assessment.

Michael Serpe:

Is that normal that the water line goes down the middle of the road?

Mike Pollocoff:

It won't go down the middle. It will go down the side. So once the road is done, when the State comes back and builds 109th and 77th it will be basically in the street but the hydrants will be behind the future curb.

Mike Spence:

Just to add to that, the other thing in the design that makes it a little more challenging is there isn't an existing road. So Crispell-Snyder will have to do their – they and I will have to do our best judgment of where that road is going to be elevation-wise so we get the water main in the right location.

John Steinbrink:

That piece is pretty flat so I don't know how much you're going to –

Mike Spence:

Not too much, no.

Mike Pollocoff:

No.

Mike Spence:

And this is also tied into the overall stormwater work that we're doing for the area as well.

Steve Kumorkiewicz:

I've got a question. Mike, you're talking about the water main but what about sanitary sewer over there. It has to be moved to the other side of the road where the water main goes.

Mike Spence:

Village Board Meeting
November 21, 2011

Right. Right now the immediate plan to provide sewer service to Lynch will include – the provisions in their development they’re actually going to be putting in a pump system, a grinder pump, and then that will have a forced main discharging from their property down 109th Avenue, and then that will be manifolded into the – the Village has an existing forced main that’s coming from the Chateau lift station which is further to the west off of I think it’s 115th Avenue in Chateau. So the forced main goes into the existing right of way of 77th Street there so Lynch will connect into that. At some point in the future as the area develops sanitary sewer will be constructed, and then we’ll go to the west to the pump station at which time Lynch would abandon their grinder pump and then tie into the gravity sewer.

Steve Kumorkiewicz:

So they’re going to build that at their own expense?

Mike Spence:

That is correct.

Steve Kumorkiewicz:

So they’re going to build it in such a way that when we go to 77th Avenue eventually we will run the main for that that’s going to be to specs, correct?

Mike Spence:

That’s correct.

Steve Kumorkiewicz:

Thank you.

John Steinbrink:

Other comments or questions?

Michael Serpe:

You said this is not to exceed \$14,000, Mike?

Mike Spence:

That is correct.

Michael Serpe:

Village Board Meeting
November 21, 2011

I make that motion.

Monica Yuhas:

Second.

John Steinbrink:

Motion by Mike, second by Monica. Now are there any further discussion?

SERPE MOVED TO APPROVE A PROFESSIONAL SERVICES ENGINEERING AGREEMENT WITH CRISPELL-SNYDER, INC FOR THE 77TH STREET WATER MAIN PROJECT IN THE VICINITY OF 109TH AVENUE; SECONDED BY YUHAS; MOTION CARRIED 4-0.

F. Consider Agreement with Innovyze, Inc. to convert and update existing water distribution system software for the Engineering Department.

Mike Spence:

Mr. President and members of the Board, this item we need to – we have an existing water distribution model that we use to evaluate the water utility. It gives us information on what pressures we can expect in the water main and what flows. It's very important in terms of future development, but it's also important from the fire department standpoint so that we know that we have adequate fire protection pressures and volume of water available. While we have a model that is functioning, it's not tied into our GIS system which is the Geographic Information System from our IT department.

And what this agreement does is we would contract with Innovyze which is the maker of the model. They would help us convert the existing model that we have that's several years old to utilize our GIS information so that as new developments come into the Village and as we add to our system it would be a seamless transfer, and then our model would be updated. But it's a little bit more than what we can do in house, and that's why I'm asking that we enter this agreement. There's a number of steps in this agreement that need to happen in order to do the work.

And then also this contract would supply the Village with a notebook and really help in terms of evaluating the model and making recommendations. This, in effect, is actually related to the previous item in that when we put in the water main for Lynch it's nice to be able to plug this into the model, and then it can tell us what kind of fire flows, what kind of pressure we would expect at the Lynch dealership. So, again, we're trying to get all the data merged together, and this is a vital part of that. So I'm recommending that this contract with Innovyze be approved.

Michael Serpe:

Is this a 2012 budget item, Mike?

Village Board Meeting
November 21, 2011

Mike Spence:

Well, I mean we would look –

Mike Pollocoff:

It's an '11.

Mike Spence:

Yeah, we would look to start it –

Mike Pollocoff:

It will straddle years but we'll start it this year.

Mike Spence:

The other thing is this other display that I have up here this is just an output from the model. I know it doesn't look too exotic here, but that's actually the Village Green Heights subdivision. That shows all the water mains. And I know you can't read the writing, but on the right side it shows the pressures and the flows and that. It's very valuable when we're analyzing a water system to know these things. Matter of fact, when we were doing the Uline development we had to utilize our model to predict the pressures out there on County Trunk Highway Q.

Steve Kumorkiewicz:

Right now we are equalizing pressure throughout the whole Village, and we've got to attach all of this in tight.

Mike Spence:

That is correct.

Steve Kumorkiewicz:

Okay, so we're talking now a different size. So the diameter that you may have in the (inaudible) will increase the volume for fire.

Mike Pollocoff:

The model helps us take a look at future users coming into the system. They have demands, because you never know, they have demands that are different. So we can take a look at their peak demand, their fire flow demand, their daily demand and be able to evaluate whether or not we need to adjust the pumping sequence, raise the elevation of the water in the towers, do those kinds of things so we can judge that impact. You don't want to judge it after it's happened. You

Village Board Meeting
November 21, 2011

want to be able to pre-plan for that. So as the Village's water system – by and large the bones are in, but as the system grows and it senses more users coming onto it, we need to be able to from a more finite sense as Mike indicated from the GIS evaluate what the impact from the different users are in the system. The system is already set as far as the balancing of it. We need to know what the impact of use is.

Steve Kumorkiewicz:

So actually you know the size of the main or the volume –

Mike Pollocoff:

Mike could use it if we decide after looking at some modeling results that we need to put in a bigger main someplace.

Mike Spence:

For example, we've got another item coming up, but if there's an existing main that has been in the ground for a while this model might show that, as we work it, it might show that it's over capacity and we might need to do an upgrade. And this is very helpful for planning if we do road work or whatever, and at the time we do road work and have an opportunity to upgrade our infrastructure if it's needed that's what this does. And, like I said, we have it but we're trying to integrate it with all the GIS information that we currently have.

Steve Kumorkiewicz:

Thank you, Mike.

Michael Serpe:

And the cost if \$43,500, Mike?

Mike Spence:

That is correct.

Michael Serpe:

Move approval.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Village Board Meeting
November 21, 2011

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

SERPE MOVED TO APPROVE AN AGREEMENT WITH INNOVYZE, INC. TO CONVERT AND UPDATE EXISTING WATER DISTRIBUTION SYSTEM SOFTWARE FOR THE ENGINEERING DEPARTMENT; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 4-0.

G. Consider Agreement with the Wisconsin Department of Transportation to provide a grant for the reconstruction of 39th Avenue from the STH 165 round about north to the 97th Street intersection.

Mike Spence:

Mr. President and members of the Board, 39th Avenue is a two lane rural asphalt roadway. It was last resurfaced in 1975. It's currently exhibiting a number of defects including transverse cracking and rutting of the pavement surface. We have applied for money from the DOT to address these deteriorations and also looking at the potential for added capacity. The funding that we solicit is through the DOT Surface Transportation Program or STP program. The DOT has made money available to the Village, and the agreement with the DOT is what I'm asking for approval tonight.

Specifically, as indicated, the project would involve the reconstruction of 39th Avenue from a point north of the new roundabout on 165 to just north of 97th Street. That's about .55 miles. We're looking at a construction of a four lane divided roadway with parking, bike lane and sidewalks on that section. The reason for this particular section is being adjacent to the Village's proposed future Village Green, the traffic counts and analysis will support that capacity expansion. And because we have this grant money it makes sense to do the complete project now. There will be grading as part of the project, and then also if there are – there will be some sanitary sewer and water main improvements as part of this project as well.

The funding that's available is a maximum of \$1,519,564. There is a percentage that the Village will be required to fund and that will be 20 percent of the overall project. The schedule for this work is I'm currently working on a solicitation for consultants. We would award the design to a consultant hopefully yet this year. The design would be completed next year, and the funds for construction would be utilized in 2013. So with that I recommend approval of the contract with the DOT for this work.

Steve Kumorkiewicz:

So moved.

Monica Yuhas:

Second.

John Steinbrink:

Village Board Meeting
November 21, 2011

Motion by Steve, second by Monica. Further discussion?

Michael Serpe:

John, I would assume that Gordy's would have to be bought out?

Mike Spence:

That's possible. As part of the project an in-depth analysis would be looked at at that intersection. I would imagine with that wide of roadway and so forth that would probably necessitate that. But that will be decided in the design.

Michael Serpe:

Is the County in on this?

Mike Pollocoff:

The County is part of the grant since it's a County road, but 39th Avenue as part of the Jurisdictional Transportation Plan comes back to the Village. So we don't want to bring a road back that's marginal or in difficult shape. So as we end up assuming maintenance for this road it will be brought up to spec.

Michael Serpe:

I'm going to guess that this will be a roundabout at Springbrook and 39th?

Mike Pollocoff:

We'll have to do a roundabout analysis for it.

Mike Spence:

Yes, we'll do the analysis. I guess we'll look at how it relates to the proposed Village Green development as well and what makes sense.

Michael Serpe:

I think it's a good move. Just a question. The neighborhood to the east of us here was a cut through during the construction on 165 and Springbrook. I'm going to guess that it might be used again, and the roads are not in real good shape.

Mike Spence:

Village Board Meeting
November 21, 2011

That's definitely something that we'd have to look at, ultimately during construction how does traffic move from north and south.

Steve Kumorkiewicz:

One last question. The snow plowing right now is done by the County, correct?

Mike Spence:

That's correct.

Steve Kumorkiewicz:

So after the project is done it's going to be the Village?

Mike Pollocoff:

Right.

Steve Kumorkiewicz:

Thank you.

John Steinbrink:

We have a motion, we have a second.

KUMORKIEWICZ MOVED TO APPROVE AN AGREEMENT WITH THE WISCONSIN DEPARTMENT OF TRANSPORTATION TO PROVIDE A GRANT FOR THE RECONSTRUCTION OF 39TH AVENUE FROM THE STH 165 ROUND ABOUT NORTH TO THE 97TH STREET INTERSECTION; SECONDED BY YUHAS; MOTION CARRIED 4-0.

H. Consider Weights and Measures Assessments from 7/1/10 - 6/30/11.

Mike Spence:

Mr. President and members of the Board, the Village has an annual contract with the State of Wisconsin. They go throughout the Village and test measuring devices throughout the Village at different businesses. And what you have before you tonight is the schedule of the fees that we are proposing to charge the related businesses in the Village for this work. What we do is we take the annual fee that we pay to the State to do these weights and measures – basically they're testing scales, they're testing the readers when they scan devices just to make sure that they're reading accurately. And sometimes they have to go back, and the State does follow up on their sampling.

Village Board Meeting
November 21, 2011

So what we do is we get a report. We get a report every year on who – the State doesn't test everyone every year. They do it based on the volume or the particular instruments that the businesses use. Like last year they had over 600 samples that they took. So we take the total fee, divide it by the number of samples to get a unit price, and then we charge that back to the businesses for their sampling. And then we also charge what's allowed by the State for our administrative costs and also for a license fee for each of the businesses. So tonight I'm asking that you approve this listing so that the finance department can bill these entities for this program.

John Steinbrink:

So, Mike, you are the ghost of Jeff Sorenson now, right?

Mike Spence:

I guess so.

John Steinbrink:

Is that where it's going to be handled now, through his department then?

Mike Spence:

Yes.

Michael Serpe:

Mike, do we ever find out who is in violation or if there's anybody that their weights and measures aren't exactly –

Mike Spence:

We do. The list that I get it tells if the samples have failed, and then they go back and they re-test. So they end up paying for the re-testing and then we go back and re-charge them. So the report that I get indicates whether samples have failed, and then they go back and the State re-tests if there are failures.

Michael Serpe:

I see now.

Mike Spence:

In the report, if it's rejected then you can see then they test it again then they've been corrected. In some cases there's action pending in which the State puts them on notice that they have to correct it in a certain amount of time. Otherwise I believe they get fined.

Village Board Meeting
November 21, 2011

Michael Serpe:

A very impressive report. I'm looking at this thing right now. Good. I move approval.

Steve Kumorkiewicz:

Second.

John Steinbrink:

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

SERPE MOVED TO APPROVE THE WEIGHTS AND MEASURES ASSESSMENTS FROM 7/1/10 - 6/30/11; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 4-0.

I. Consider Resolution #11-40 to dispose of surplus telephone, network and facsimile equipment.

Ruth Otto:

Mr. President and Board members, the Village has been purchasing and implementing technology per the technology plan and the capital expenditure budget. And while this equipment has some value in the resale market, it certainly is of no value anymore to the Village as we have implemented the new replacement equipment for it. I have attached the listing of all that equipment. It really comprises the old PBX systems from the three buildings that we just replaced all the new phones, all the handsets, a well as routers and switches that we've replaced on the network side. We've also implemented a fax server so we're going to get rid of all of our old fax machines. So I'm asking for approval through Resolution 11-40 for me to put that on the resale or auction sites to get the best price we can.

Mike Pollocoff:

Just to refresh everybody's memory we switched to the voice over. I think our savings is about \$40,000 a year.

Ruth Otto:

Correct.

Mike Pollocoff:

So this old equipment in the picture couldn't get it done for us. Every year we went beyond and the cost of it got more expensive. I'm sure there's some deserving company in Nicaragua that could use this. My recommendation is we get this on the market.

Monica Yuhas:

Village Board Meeting
November 21, 2011

Motion to approve Resolution 11-40.

Steve Kumorkiewicz:

Second.

John Steinbrink:

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

YUHAS MOVED TO ADOPT RESOLUTION #11-40 TO DISPOSE OF SURPLUS TELEPHONE, NETWORK AND FACSIMILE EQUIPMENT; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 4-0.

J. Consent Agenda

- 1) Approve Operator License applications on file.
- 2) Approve Christmas Tree License for DG Hardware, 4523 75th Street.

SERPE MOVED TO APPROVE CONSENT AGENDA ITEMS 1 AND 2; SECONDED BY YUHAS; MOTION CARRIED 4-0.

8. VILLAGE BOARD COMMENTS – None.

9. ADJOURNMENT

YUHAS MOVED TO ADJOURN THE MEETING; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 4-0 AND MEETING ADJOURNED AT 6:50 P.M.