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City of West Allis Matter Summary

7525 W. Greenfield Ave.
West Allis, WI 53214

File Number	Title	Status
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R-2006-0157 Resolution In Committee

Communication from City Engineer regarding isolated pavement replacement as follow up to the alley pavement at 7920 West Hayes Avenue.

Introduced: 6/6/2006

Controlling Body: Public Works Committee

COMMITTEE RECOMMENDATION Approve

ACTION DATE:	MOVER	SECONDER		AYE	NO	PRESENT	EXCUSED
<u>6-6-06</u>			Barczak				
			Czaplewski				
			Dobrowski	✓			
			Kopplin				-
			Lajsic				
			Narlock	✓			
			Reinke				
	✓		Sengstock	✓			
		✓	Vitale	✓			
			Weigel				
			TOTAL	<u>4</u>			✓

SIGNATURE OF COMMITTEE MEMBER

[Signature] _____
Chair Vice-Chair Member

COMMON COUNCIL ACTION **APPROVAL**

ACTION DATE:	MOVER	SECONDER		AYE	NO	PRESENT	EXCUSED
<u>JUN 06 2006</u>			Barczak	✓			
			Czaplewski	✓			
			Dobrowski	✓			
			Kopplin				✓
	✓		Lajsic	✓			
			Narlock	✓			
			Reinke	✓			
			Sengstock	✓			
		✓	Vitale	✓			
			Weigel	✓			
			TOTAL	<u>9</u>			<u>1</u>



CITY OF WEST ALLIS

WISCONSIN



Engineering Department

MICHAEL G. LEWIS
City Engineer

Memorandum

TO: Richard Narlock, Chair, Board of Public Works
Vincent Vitale, First District
Kurt Kopplin, Second District
Linda Dobrowski, Fourth District
James Sengstock, Fifth District

FROM: Michael Lewis, City Engineer

DATE: June 1, 2006

RE: **Communication from City Engineer Regarding Isolated Pavement Replacement as Follow up to the Alley Pavement at 7920 W. Hayes Avenue.**

This issue came up when Alderman Kurt Kopplin received a complaint from the homeowner at 7920 W. Hayes Avenue about the condition of the alley right next to his house.

We discussed the problem of these isolated pavement repairs throughout the City and that we really don't have a program for this type of small maintenance work. The Board asked that we investigate and report back.

Just like in the case of this alley, we find small sections of pavement, no bigger than 40 feet long by 32 feet wide (most times much smaller) where the remainder of the block is fine. It is to our long term advantage to make repairs to these small areas now. Small areas of deterioration weaken the surrounding sound areas of pavement causing the deterioration to spread. Repairing these now will save a lot of money in the future.

Because these areas are small, we ruled out trying to special assess for the work. We need this type of new program, but can't absorb it into the street reconstruction bonding. I envision it quickly expanding into the range of \$250,000 a year. That may sound like a lot, but one 40 foot by 32 foot section of pavement replacement costs about \$5 to \$6,000. After start up, it wouldn't take much to get to \$250,000 per year. We also would like to include concrete **and** asphalt pavements. There are a lot of new asphalt repair products, especially for joint repair, that we want to try out and believe would work. In order to create this new program, we would like to the Board authorize that we draft the necessary resolutions to increase the street bonding authorization to \$2,750,000 with the understanding that the additional \$250,000 be spent in this area of repairs.