

LRB – RESEARCH AND ANALYSIS SECTION

PUBLIC WORK COMMITTEE
ITEM 22, FILE #081511

MARCH 10, 2009

File #081511 has two separate but interrelated components: (1) the authorization to execute a \$480,000 Local Force Account (“LFA”) construction contract between the City and the Wisconsin Department of Transportation (“WiDOT”) for the painting of new bicycle lanes; and (2) the authorization for DPW – Infrastructure Services Division to purchase a \$220,000 pavement marking machine. The \$480,000 bicycle lane painting contract, necessary to allow City forces to construct the bicycle lanes, will be 80% funded (\$384,000) by a 2006 Congestion Mitigation and Air Quality (“CMAQ”) program grant, with the City responsible for the remaining 20% (\$96,000). The cost of the \$220,000 pavement marking machine will be fully borne by the City.

BACKGROUND

➤ **LFA Construction Contract**

In May 2006, a \$500,000 CMAQ grant program project agreement was executed between the City and WiDOT for a “Bicycle Lane Delineation” project in the City. The project would consist of installing bicycle lanes on various roadways throughout the City of Milwaukee and be 80% funded by CMAQ with 20% City participation. *File #060346* authorized the agreement and approved \$20,000 in preliminary engineering costs, leaving \$480,000 for bicycle lane construction.

In July 2008, a second CMAQ grant program project agreement, in the amount of \$350,000, was executed for Milwaukee’s Bicycle Lane Delineation project, again to be 80% CMAQ funded. *File #080627* authorized this agreement and again approved \$20,000 for preliminary design costs, leaving \$330,000 for bicycle lane construction.

To date, other than the preliminary design costs, neither CMAQ grant has been utilized. Last fall, Infrastructure Services indicated their intent to begin construction of the Bicycle Lane Delineation project in Spring 2009. Per attached correspondence from DPW, it has been determined to be more cost effective, compared to competitively bid costs, for City forces to install these bicycle lane markings. The LFA construction contract allows the City to function not only as the project sponsor, but as the contractor for the project.

➤ **Pavement Marking Machine**

Currently, a sole pavement marking machine is responsible for Infrastructure Services’ “long line maintenance program.” This program includes the maintenance of all longitudinal lines on City streets - center lines, lane lines and edge lines. To date, new bicycle lane installation is typically done by private contractor, with a combination of private and City forces handling bicycle lane restoration (re-marking).

In order to mark the lines with the proper paint thickness and concurrently drop glass beads to obtain retroreflectivity, the current pavement marking machine works at a speed no greater than 2 miles per hour. This machine has also been out of service for extended periods due to

breakdowns. As a result of this pace and machine service requirements, the City has not been able to keep current in its maintenance of the long line program, which many times requires lines, especially on heavily traveled roads, to be repainted 3 times per year.

Infrastructure Services has indicated that the proposed new pavement marking machine will be able to install pavement markings at a speed of up to 8 miles per hour, while maintaining proper thickness and controlling beads for retroreflectivity. This is a result of a much higher capacity on the sprayer. This new machine has the following features that the current pavement marking machine does not: i) the ability to spray double lines; ii) a paint heater; and iii) an option that allows for separate driver and line painting responsibilities.

DISCUSSION

Execution of the Local Force Account construction contract will allow for City forces to install the new bicycle lane markings funded by the \$480,000 CMAQ grant. Per the attached correspondence, DPW has determined it to be more cost effective for City workers to install these bicycle lanes versus private contractor. This cost differential, per DPW, would result in significant cost savings realized over time. Firm quantitative cost analysis data on this cost differential was not available to LRB.

The purchase of the \$220,000 pavement marking machine will therefore serve two purposes. First and foremost, the new machine will be a notable performance upgrade from the current machine, allowing the department to keep current with the City's long line maintenance program. Second, as the current machine is unable to keep pace with current needs, the purchase of the new pavement marking machine would seem essential for the City, through the Local Force Account, to execute the CMAQ grant for the installation of new bicycle lane markings.

FISCAL IMPACT

Approval of this file authorizes required City participation of \$96,000 for the installation of new bicycle lane markings.

Approval of this file also authorizes the City Engineer to purchase a new \$220,000 pavement marking machine. Funds for this purchase will be transferred from Infrastructure Services Division's Major Streets Capital Improvement account to the 2009 Major Capital Equipment-Fleet account. This transfer will be authorized at the scheduled March 20 Finance and Personnel Committee hearing.

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