

**CITY OF ALAMOGORDO, NEW MEXICO  
CITY COMMISSION SPECIAL MEETING MINUTES  
6:00 P.M., COMMISSION CHAMBERS  
SEPTEMBER 24, 2013**

**SUSIE GALEA, MAYOR  
JASON BALDWIN, COMMISSIONER  
NADIA SIKES, COMMISSIONER  
ROBERT RENTSCHLER, COMMISSIONER  
JOSH RARDIN, COMMISSIONER**

**AL HERNANDEZ, MAYOR PRO-TEM  
JIM TALBERT, COMMISSIONER  
JIM STAHLE, CITY MANAGER  
STEPHEN THIES, CITY ATTORNEY  
RENEE CANTIN, CITY CLERK**

**CALL TO ORDER & ROLL CALL**

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Mayor Galea called the meeting to order at 6:00 p.m. Roll Call was taken by the City Clerk. Clerk Cantin announced there was a quorum present.

**Mayor Pro-Tem Hernandez moved to approve adding Executive Session to the end of this meeting for Threatened and Pending Litigation (Premier Pellets). Commissioner Baldwin seconded the motion. Motion carried by a vote of 7-0-0.**

**1. Consider, and act upon, funding and project-related recommendations for current Fund 118 street improvement projects.**

City Engineer Jason Thomas noted the Commissioners had the recommendations in front of them from last week's meeting and attached to this was a similar version of the project summary that was in the presentation. He said he had made some modifications to it in order to reflect the recommendations he would be bringing to them this evening. The hard copy handout had been prepared at the request of City Manager Stahle and it takes the Cutler application and applies it to all four of the paved streets on the Fund 118 Project list. He said this would be addressed after they had gone through the recommendations.

Recommendation A was to reallocate the remainder of the Juniper Drive Project funds to other Fund 118 projects;

Recommendation B was to then allocate the Fund 118 fund balance to fund the current Fund 118 Projects;

Recommendation C was to fund the remainder of 118 project shortfalls from Fund 109;

Recommendation D was the Washington/First Street Re-alignment: select Option 1 intersection concept plan – the option that gave the right angle intersection and wasn't the cheapest option, but we only missed it by about \$5,500.00;

Recommendation E was to approve scope of North Florida (10<sup>th</sup>-16<sup>th</sup>) Pavement Improvement Project to re-build the pavement profile to provide a 10-year service life; and

Recommendation F was to reduce scope of North Scenic (White Sands to N. Florida) Pavement Improvement Project to re-build that portion of pavement between White Sands Blvd. and the end of the commercial area and not re-pave the remainder of that street (from the end of the commercial area to N. Florida).

He then referred them to the attached chart beginning with the first line that changed. Panorama/Hamilton had previously been addressed doing just the mill and overlay of that section and would bring the total project cost down to just under \$500,000.00, which would be within budget. The Pecan Extension remained unchanged, and N. Florida was the same as the last presentation of \$1,300,000.00 because he was recommending a complete re-build. Washington Ave. is a mill and overlay; N. Scenic would be reduced in scope at about the number shown; and Fairgrounds Road would be about \$515,000.00. That would leave us with a short-fall of just over \$2,000,000.00 of the Fund 118 Projects. He said if the Commissioners directed him to take all the pavement improvement projects and do the Cutler process which could be piggy-backed onto the State contract, including the ADA improvements on N. Scenic and Fairgrounds (none were needed on N. Florida and Washington

Ave. since they had already been completed), you would see from the green numbers that the budget using Cutler versus the budget from our work sheets would be a significant savings. You would expect a reduced service light for N. Florida, but we could get all the way to N. Scenic with our current funding. We would end up with a short-fall of \$450,000.00 in the Fund 118 projects. He asked for questions.

Commissioner Rentschler asked about the Pecan Extension and that we were still at \$1.9 million dollars. It was his understanding it was wholly engineered and at a much cheaper cost than this. City Engineer Thomas said that's a very good question. The \$1.9 million was our detailed cost estimate using a general concept plan. It also includes a 10% contingency and geotechnical costs.

City Manager Stahle pointed out these numbers, with the exception of the Cutler numbers, are subject to bidding. We are not going to provide you numbers we think might be low; we are going to provide worst case scenarios. \$600,000.00 is very worst case. He agreed there was a concern there but also agreed with the observation it is an important project to complete and he wanted to make sure we go ahead with it. We will look at any bid alternates we might be able to put together on that package to make sure the price is as low as we can make it.

Commissioner Rentschler said he wanted to be straight-forward with what we are doing from the beginning and not come up with options where first of all the engineering is going to be cheaper and secondly it will be very straight-forward. It's the same as looking at the Washington/First St. alignment which has ballooned considerably, as well. That's an impressive number. We had \$800,000.00 that we were told we could do the intersection for, and then it progressed. When we were looking at doing Washington in the Commission previous to this, he had been outnumbered continually about cutting Washington Park in half and going up to the traffic light that is there. He always thought it should go forward, but he lost that battle. We lost that battle again when staff came back to us with the Baby Cemetery between the cemeteries, but really in the cemetery although no one bothered to explain that to us, and we still lost that project. We were going to de-fund the entire project because it didn't make sense to go to Canyon Road. The end result was Dr. Straface of the School System came to us and said they had \$500,000.00 and that would be a really good thing to do. That's why we had this project; we had \$1.3 million dollars for it. You are a million high and I looked at your three concepts, and what you really needed to do was look at going diagonally through there staying away from buying any property and bringing it in that direction. \$1.4 million is a lot more than we originally had planned, and asked if we choose a concept from Monday night (when he had attended the meeting by phone). Is the \$1.3 million the more expensive option or the least option? City Engineer Thomas said Option 1 is what he's recommending. It is the middle option as far as cost, but it's only about \$5,000.00 higher than Option 2 and it would give us the perpendicular intersection.

Commissioner Rentschler said part of this was to include moving the traffic light from Canyon Road down to there and asked if that had been considered. City Engineer Thomas said he didn't know about that at this point and thought it was modeled with the Canyon Road light in place.

Commissioner Rentschler said someone had said something about synchronized lights and the fact we can't seem to keep lights running time-wise, so synchronized lights would be a disaster. He didn't know if this was something we are ready to do. He expressed he was really concerned about this; those two in particular and the cost they have incurred. He next addressed Panorama and Hamilton saying if you put the right turn lane in, there really isn't any reason to completely re-pave that thing. You put the conduits in later and don't tear up the street, and you stripe it because that is what it really needs. He felt we could have gotten away with that at Florida, too. We killed that the last time when they wanted to put a traffic circle in. We fell on the ground when they told us it would be close to \$1 million dollars, and this is half a million dollars and we aren't getting anything nearly as snazzy. He thought a lot of this stuff was overdone and was done to the point we need to look at the numbers we have. What he would like to do tonight is choose the priorities and asked if this is what we were doing tonight. City Engineer Thomas said we are asking for action on A-F. Commissioner Rentschler asked him if he was asking for action to change the money from Fund 109 to Fund 118.

Mayor Galea told Commissioner Rentschler there were other Commissioners who would like to have an opportunity, and he told her he had 10 minutes and asked to finish. He said he was concerned a lot of this had been overdone and that we needed to watch what we are doing. It isn't like we have an unlimited bank account and we would like to do this through Fund 118 without moving money. Maybe we need to figure out our priorities, look at the concepts, make sure the concepts are justified, and see where they are coming in before we move money out of Fund 109.

Commissioner Rardin asked who was designing the Pecan Extension to Fairgrounds. City Engineer Thomas said it was being designed in-house. Commissioner Rardin asked who the engineer was at the time and whether it was the one we had on contract at the time. He noted it had been done before City Engineer Thomas had come here. City Engineer Thomas said it was started back when Fairgrounds Road was being designed in 2011. Commissioner Rardin said that was when Bill Watson was here. City Engineer Thomas said it wasn't worked on very much because Fairgrounds Road was being constructed. Commissioner Rardin asked if the one we are looking at is having the engineering farmed-out, and City Engineer Thomas affirmed.

Commissioner Rardin said he knew who was designing it. Our former engineer was Dean who was here for 15 or 20 years and was the contract engineer after we relieved the other engineer of his duties. He would like to see his company get that phase of the project design, send it out to bid and once it is bid, let Engineering take over. Dean is well aware of the project and has a lot of calculations done. This is how he would do it if he was in City Engineer Thomas' shoes. He felt the same way about Washington/First Street. He thought the reason the cost went up was due to the fact they shifted the road to the west and incorporated a new box culvert on that small ditch just past the McKinley Channel. That is where the potential increased cost will be. He had gone to that intersection at least six times today and felt we could do it without having to purchase any additional property or build a box culvert. It is going to be a skewed intersection, but we knew that going into it when we had a meeting with the School System earlier in the year. He noted that on Florida Ave. from what he has heard, it was ready to go out for bid in June. We had bid documents and it had been sent over to Purchasing. He didn't know who dropped the ball, but it never got bid. He particularly cares about this because it is partly in his district and he drives it every day, or bounces down it every day. When we dug up the sewer and water lines under there we told our constituents it would be eight months to one year and then Cutler would be there to pulverize and pave. Here it is almost two years later and it still isn't done. He agreed with Commissioner Rentschler that we need to figure out what it is we are going to do and move it forward tonight.

City Engineer Thomas said the project plans for N. Florida are complete. When we finally got the technical recommendations back in the summer we revised our cost estimate and found it was way over what Fund 118 monies could handle. That is why we didn't bid it out. Commissioner Rardin asked him if he was here in June and City Engineer Thomas said he was. City Engineer Thomas said if it is left as a complete rebuild, we can bid that one out. Commissioner Rardin said if it is bid and designed, he would like to see it done as they originally planned. We have built a number of roads and he mentioned that at the meeting the other night, Mayor Pro-Tem Hernandez had touched on the fact several roads around here have been rebuilt. Commissioner Rardin said he got to thinking about W. 10<sup>th</sup> Street from the railroad tracks to the by-pass. He used to work for a company on that road when it was a dirt road. This was about 15 years ago and it was built that same way you are talking about with a sub-base and 18" of base course. They had something called 'superpave' back then that had about 6" of asphalt and this was how that road was done. It is now in worse shape than First Street, 10<sup>th</sup> Street and Indian Wells which were re-done in 1996 with the Cutler process. He told the City Engineer that he was not second guessing his abilities and if we could build the Cadillac of roads it would be great, but we do not have the funds to do that. He wanted to move forward with what they had and get them bid. Most of these should already be in the works. He was afraid we would run out of time and money.

City Manager Stahle went back to cover a couple of items. First of all, we agree our intention is to do all of these items. It is important to recognize that way back in November of 2011, this Commission adopted what was called at the time the Road Management Plan. In you included some of these

projects for use of 109 funds. The 109 and 118 funds are essentially the same; it's just one happens to be based on a loan you got to speed up the projects which was a good move. Some of these projects didn't have any numbers on them. He touched base on the Washington/First Street Alignment. Earlier it had been stated it was \$800,000.00 + the half million or thereabouts from the School. He had checked the record thoroughly because he had been beside himself from the last conversation they had. He had put everyone on to look at the old records and this is how we found the Pecan Extension, for example. The record says, as far as a bid number/estimated project cost for the Washington/First Street Alignment, it is as you suggested – moving Washington over to align with Canyon Street. It was asked of Mr. Cesar at the time what it would cost to move that over, and he used that number. That has been memorialized in the record. These numbers are based on a very detailed explanation of what the cost centers might be. It does include contingency which hopefully wouldn't be spent at all. It's a worst case scenario so it is highly likely and probable we will be able to do the project for less than that number. As far as the four road treatment projects at the bottom of your list, he had asked for the Cutler technique which is consistent with what Commissioner Rardin is suggesting. About the idea of going back to your Cutler versions of construction, he said he hadn't heard of this until he had come to New Mexico. Be that as it may, he appreciated this team effort to try and get these things done as swiftly as we can. That's why you will see these rather huge savings from engineers estimated cost which includes going out to bid for some of those projects. If we do the Cutler, it is already under State contract so we save some money, so that's why you are seeing it go from \$2 million down to \$449,000.00. All we are suggesting is that we do all the projects you ask within the time frame by tapping the \$449,000.00 out of the 109 fund which is perfectly legit since it is street maintenance and frankly, Florida Ave., Washington Ave., N. Scenic and Fairgrounds are just that. As long as we go with the other items listed, A-F on your staff report, it is pretty straight forward. The only addition would be if you want to do this, have a G on the line item and say we will utilize the Cutler technique for the street improvements, then turn us loose and we'll get this done.

Commissioner Rardin said on N. Florida Ave., you say we will do this with the Cutler process rather than pulverize and pave. City Manager Stahle said all four of those – N. Florida between 10<sup>th</sup> and 16<sup>th</sup>, Washington Ave. between 1<sup>st</sup> and 10<sup>th</sup>, N. Scenic, Florida to White Sands Blvd. and Fairgrounds. He said N. Scenic would stop in front of the commercial, and then he asked if this number included the entire length. City Engineer Thomas said the hard copy handout was just the commercial area. City Manager Stahle said all four of those would be done with the Cutler technique.

Commissioner Rardin said in the past on N. Florida, the staff had recommended pulverize and pave which is different from what you term as pulverize and pave. It is basically removing all the material (asphalt) off the road, rework the sub-grade and then re-pave. He didn't know if the Cutler process was used or not, but that is what we were anticipating. That was what Public Works Director Cesar had talked about, so that is what he had in mind on N. Florida. He said it sounds like you are going to mill and overlay with the Cutler, which is more or less all Cutler is. City Engineer Thomas said our recommendation is to do a complete rebuild, but if you direct us to do Cutler we will. Commissioner Rardin said your pulverize and pave and our pulverize and pave are two different things. This one was to simply remove the asphalt and not take out 18"-20" of material. We would just go in and rework the sub-grade and he didn't know how many inches that would be. This is what he had in mind because this is a well traveled road and a main arterial that goes all the way through the city.

City Manager Stahle said during our last conversation on the N. Florida project, the testing done on the sub-grade found the rock under the pavement as being very thin. Normally, in a pulverize and pave you will go in where there is a need to go deeper than the few inches of rock under the pavement and the pavement, and restructure it like you just described. The problem here is there is so little material underneath the pavement that the Cutler idea needs to be done in place of pulverize and pave. Pulverize and pave may create a problem if you are getting too much of the non-rock material in it. It will dilute the quality of pavement and that's what we are trying to avoid. If you only do the Cutler process, it will just be the pavement and not a 20 year solution. It is consistent with the idea of doing the most you can with the least amount of money.

Commissioner Baldwin said he didn't know a lot about this and said everyone had done a lot to

explain it. He wanted to confirm if we go the Cutler way, we are saving money and the longevity of the road is what is basically changed. City Engineer Thomas confirmed this. Commissioner Baldwin asked what the projected longevity would be doing it the Cutler way and City Engineer Thomas told him with the road at an average aggregate depth of 3.5" and with an average of 2.5" of asphalt on top, with the amount of traffic seen on N. Florida he estimated between three and five years. Commissioner Baldwin said the disconnect was some on the Commission saying it might last 10-15 years based on our experience with this process in the past. Mayor Galea said this is correct.

Mayor Pro-Tem Hernandez said his comment was that what is under that road now is what has been under that road forever, and we don't know how old that road is. He knew that in 1984, Florida Ave. and 10<sup>th</sup> Street had been realigned so it has to be at least 1984 when it was done. So, it has been 1984 until now with the current condition. Commissioner Rardin said about that time he remembered the intersection of Florida and 16<sup>th</sup> was re-done, so it was as old as 1984 or 1985.

Commissioner Baldwin said just to make sure when I make my decision, according to the city engineer there is the chance these roads will only last three to five years, but there is the possibility they will last 10 to 15 based on our experience here. Mayor Galea said that was correct.

Mayor Galea asked City Engineer Thomas if he had done some samples to study the sub-grade in order to understand the thickness of it and so his recommendation was to re-do the sub-grade. City Engineer Thomas said the sub-grade material is organic silt which is the worst of the worst. A lot of our streets do have that, however, a lot of our streets in the residential areas require between six and eight inches of aggregate base. This street averages 3.5" of aggregate base. Mayor Galea said under our streets we have half the amount required for subdivisions to build on, and the City Engineer agreed.

Commissioner Rentschler said it would have been helpful to have Public Works Director Cesar here tonight. City Manager Stahle reported he was on vacation. Commissioner Rentschler said it would have been interesting to have some past history on this. His recollection of pulverize and pave was the asphalt is pulverized and then compacted down into what was underneath the asphalt already, then you pave over the top of it. Commissioner Rardin thought we removed the portion of sub-grade and re-compacted everything. Commissioner Rentschler said he thought we made aggregate out of it and used the chips to crush it into the roadbed and then pave over it. He asked the City Engineer if he was familiar with this. City Engineer Thomas said yes sir, that's correct. He said you see it in many large highway projects where they use a very large milling machine. It pulverizes the asphalt and mixes it with the aggregate. On a road not constrained by a curb and gutter, you can go up to create a pavement section that can give you the service life you are looking for. Here we can't do that because there is not enough material below the asphalt to mix before you get to dirt, and you never want to mix dirt with the aggregate base. It wouldn't have the same strength properties as straight aggregate. We can't go up because we are constrained by curb and gutter, and a drainage on 12<sup>th</sup> through 15<sup>th</sup> Streets that is already a bit of a challenge. This would be impacted if we went up even an inch, so we need to maintain the existing grades of the street. This rules that particular segment out for pulverize and pave, which is why we are recommending a complete re-build on N. Florida. Commissioner Rentschler said a complete rebuild would be taking out 12" of dirt and City Engineer Thomas said it would be putting in 12" of aggregate and 6" of hot-mix asphalt, a total of 18".

City Manager Stahle wanted everyone to take a look at the numbers. We could do this Cutler project a bunch of times for the amount of the cost of doing a complete rebuild. It does last five or even 10 years, and you could do that same treatment a number of times which would disrupt the people who use that street during the construction period. We are estimating \$328,000 if you apply the Cutler treatment to the N. Florida project, and to take out and replace that would be \$1,300,000.00. Obviously, if you do the \$300,000 treatment, even if you had to do it two or three times, you still are not costing as much as that bigger street. That is why I had them put that option down here. It is something you came out of the chute pretty strong on last time, and we wanted to make sure you saw what that number would be if we chose that technique.

Commissioner Rentschler said his consideration was to try and find a happy medium. He thought pulverize and pave would be it, but maybe he didn't understand exactly what the process was. City Manager Stahle told them the last time we met, there was a pictorial of pulverize and pave and you could see how it grinds up a considerable depth to be completely re-dug, and that's why that technique is so much more expensive.

Commissioner Rardin asked City Engineer Thomas about the plans that were ready to go out for bid on N. Florida Ave. He asked how much material was being removed, how much was being put back and how much asphalt would be put on. City Engineer Thomas explained 18" total – 12" of aggregate and 6" of hot mix. Commissioner Rardin asked if these plans were the previous ones or those he had designed, and the City Engineer told him these were the ones they had designed this summer. Commissioner Rardin asked about any prior to that and City Engineer Thomas told him there were none, as far as he was aware. There were pulverize and pave concept plans to be applied to all four of these projects. Commissioner Rardin said he didn't remember ever removing 18" of material and City Engineer Thomas said you probably didn't. Commissioner Rardin thought they had removed 8" of material, put in 8" of new base course, compacted it and then put 2" to 4" of asphalt or whatever was called for. He thought there was only about 2" of asphalt on that road now, and City Engineer Thomas said that was correct and it averages a little bit more. Even if you did 8" you would be getting into dirt in some areas which you wouldn't want to mix. He said the other thing about pulverize and pave was that is not your riding surface; it becomes like a recycled aggregate and you would want to put a hot mix on top to get your ride quality and durability. With pulverize and pave on a curved street, if you had enough under N. Florida to do what you want to do, you would mix aggregate with the pulverized asphalt and then windrow out a certain amount of that material because you have to come back to meet your gutter pan. There's an extra step in there that he wasn't sure was ever considered. On a highway project as he had seen in New Mexico and had discussed with NMDOT, it was an easy solution. You put aggregate along the edges and build your shoulders up so it is a more streamlined process because you aren't constrained by curb and gutter.

Commissioner Rardin told him we have used the Cutler process on Florida from Indian Wells to Scenic, and S. Florida was a complete and total rebuild. Then we re-did from First to 10<sup>th</sup> with the Cutler process. These seem to be holding up fairly well. He commented he wished Public Works Director Cesar was here tonight since he had been the one to recommend the pulverize and pave at the time, and could explain his reasoning at the time. All of that road will be built the exact same way with 'X' amount of base-course going across there and 2"-3" of asphalt. As Mayor Pro-Tem Hernandez had said, it has lasted since 1984 or 1985, so it get us by another 10-15 years by just doing the Cutler process. Commissioner Rardin asked when Public Works Director Cesar would be back and City Manager Stahle said tomorrow.

Mayor Galea thanked City Engineer Thomas for his patience in taking their questions. She said they all were excited to be good stewards of the taxpayers' money and to do things the most cost-effective way with limited resources. She agreed the Cutler process should be used for the bottom three, but for N. Florida with the Engineer's recommendation of a poor base coarse, since we want the roads to last a long time, she would like to see the base-course re-done as well and a full re-build of N. Florida. This was her recommendation.

Commissioner Rentschler asked to pull N. Florida out until we have more information on what the original idea was before we go spend the full amount. Mayor Galea didn't understand why we have to understand the history of what Public Works Director Cesar wanted when we have an expert engineer in front of us. Commissioner Rentschler said it was much cheaper at one point in time, and he had questioned the numbers given by this engineer on several occasions. He said it was part of his job to question these things. When we are spending taxpayer money he wants to know how and why. He said he is somewhat of an engineer, being an electrical engineer, and knows some of this stuff. He felt it was expected of them to question numbers, especially those that are high. Mayor Galea agreed but felt we needed to move the projects forward prudently.

Commissioner Rardin agreed with Commissioner Rentschler on a number of these. He said the

NMDOT had presented at the last meeting about the 13 miles of six-lane highway all the way to Tularosa for \$14 million dollars. The general rule of thumb we've always looked at was \$1 million dollars a mile for a 4-lane road. This is  $\frac{3}{4}$  of a mile at \$2.3 million dollars and the curb and gutter and infrastructure are already there. This number seems high and he too would like to hear the reasoning behind pulverize and pave, because he remembers there was a reason for it. Public Works Director Cesar and his former staff's idea of pulverize and pave were different than City Engineer Thomas version due to the different areas they come from.

City Manager Stahle said if it suits you all we can hold off to take action on the maintenance projects which are the four bottom ones, or you can simply pick that one out and hold off on it until Public Works Director Cesar gets back and we can have the full conversation on what is Cutler vs. pulverize and pave. He encouraged them to move ahead on the others since they would be the ones that would take longer to get done.

Mayor Pro-Tem Hernandez asked for information to be available the next time they discuss this concerning how much asphalt is at the curb at 10<sup>th</sup> Street, First Street and Scenic. He didn't think any of the roads had 6" of asphalt. Commissioner Rardin said 10<sup>th</sup> Street might. Mayor Pro-Tem Hernandez continued saying he was talking about our current roads that had been re-built. Commissioner Rardin thought those were all 2", and Mayor Pro-Tem Hernandez said we are going to 6" of asphalt. The reason he was saying the curb was because we've done these a lot and Cutler will mill at the curb and so you see a lot of domes in our roads because it was built up in the middle. In the middle you may have 6" but the curb will be 2". He said he would bet his city paycheck on that.

Commissioner Rardin said down in Al's district he knows that Cutler had milled through the asphalt and it was pure roadbed when they left. They milled through all the asphalt and got all the way to the base and then re-laid, and those are decent roads. Mayor Galea thought the City Engineer had brought recommendations based on the City Code so if they are going to do sub-par, perhaps they need to change the City Code.

City Manager Stahle said one thing we could certainly look into is instead of doing 6" of asphalt, talk to the contractors about doing less with pulverize and pave. He didn't know if that number was magic and if you did a third as much it would save a ton of money.

Commissioner Sikes first of all would like to say she is no where near an engineer and as fascinating as this conversation is she wondered if someone had figured out based on traffic count, usage, climate and weather what is necessary. We hired a professional engineer to help guide us to do this and we need to move forward using his recommendations. He has probably incorporated all those questions into these numbers. It is obvious to her after visiting with the City Engineer that it became painfully obvious a lot of the estimates for our road projects neglected to include many things he has included. We need to consider a lot of thought has gone into A-F and we need to go ahead and recommend it.

**Commissioner Sikes moved to approve funding and project-related recommendations for current Fund 118 street improvement projects. Commissioner Talbert seconded the motion.**

Mayor Pro-Tem Hernandez asked for clarification and Mayor Galea pointed out Recommendations A-F in the agenda packet. Commissioner Baldwin asked if this meant as they were actually stated and she told him yes.

City Manager Stahle said it does include doing the roadways without the Cutler option, so if you wanted to you could do some with the Cutler. That motion just covers A-F which is the original chart underneath it. Mayor Galea asked if the Commission would like to add G for Cutler. Commissioner Baldwin asked if the motion A-F included the Cutler and was told it did not. Mayor Galea said the motion could be amended to include Cutler.

Commissioner Rardin said he did not want to rush through this and asked if we could recess this

meeting until after the regular meeting. Mayor Galea said we wouldn't have enough time for the executive session at the end of this meeting, so we'll have to do the executive session after the Regular meeting tonight. She said we've talked about this for an hour and Commissioner Rardin commented it was a lot of money we are talking about and it is a big decision. Commissioner Rentschler said we are spending \$8 million an hour. Commissioner Rardin needed to know more about the N. Florida Ave. rebuild, and was good with the Cutler process at Washington, N. Scenic and Fairgrounds because he knew it would work fine. As he stated earlier on the Pecan Dr. Extension, he wanted the previous engineer who had worked on it get it finished and go to bid, and once awarded let Engineering take it over. He stated we need to move on with the rest of these.

Commissioner Baldwin said he agreed with Commissioner Rardin to proceed with the Cutler paving on the last three items and hold N. Florida until we had more information as Commissioner Rentschler suggested.

Mayor Pro-Tem Hernandez moved to amend the motion by adding G. to the list - add Cutler to Washington, N. Scenic and Fairgrounds Road and pull N. Florida out of the list until further discussion. Commissioner Rardin asked about Pecan Dr. extension and as to whether it should be designed in-house or to farm it out. City Manager Stahle said the intent was to farm it out and get an engineer on it as quickly as possible. He said your logic is sound in terms of going to someone who knows it well, but it depends on what they are busy doing.

**Mayor Galea restated Mayor Pro-Tem Hernandez' amended motion to add G. to the list - add Cutler to Washington, N. Scenic and Fairgrounds Road and pull N. Florida out of the list until further discussion. Commissioner Baldwin seconded the motion.**

Mayor Galea said we will first vote on the amendment to the original motion and then vote on the original motion.

Commissioner Rentschler asked if this discussion would leave the \$2.3 million dollars in for the Washington/First Street realignment, and the Mayor said yes. Commissioner Rardin said that means if we approve this motion then tomorrow morning you guys will start designing the Washington/First Street realignment. City Engineer Thomas said yes. We are currently at the end of the Concept Plan and our consultant who is here tonight is waiting for approval on which alternative with the intersection. Commissioner Rardin asked if that was Option 1 under D. and City Engineer Thomas concurred and said it was the perpendicular one. It was about \$5,000.00 over the cheapest which is the skew.

**Roll call was taken on the amended motion. Motion carried 7-0-0.**

The Mayor asked for roll to be called on the original motion. Before the roll was called, Commissioner Rardin said he still had issues with the Washington/First Street realignment. If we vote yes we are approving as stated and the Mayor said yes. He asked if this motion failed, would G. still move forward to do the Washington/North Fairgrounds. Mayor Galea told him it would not because the amendment was attached to the original motion. Commissioner Rardin said if we are only moving half a million dollars out of 109 because that is the shortfall, then he was ok with that even though that isn't what that fund was actually intended for.

**Roll call was taken on the original motion. Motion carried 7-0-0.**

Commissioner Rardin asked the City Attorney if he could make another motion to pull Item D. off of the list for further discussion after Public Works Director Cesar returned. City Attorney Thies told him it is too late to do that. Commissioner Rardin said he still had issues with Item D. Commissioner Rentschler asked if this could come back to a future meeting and the Mayor told the City Manager she felt they wanted a detailed accounting of why the cost is what it is. City Manager Stahle told her yes, he could bring the details back to the next meeting if they would like. He said there are not a lot of details in terms of the record, so the details they have been able to uncover suggest the numbers

came out of the Canyon Alignment and not the relocation down to by the car wash. Commissioner Rardin said what we voted on tonight was to allow you guys to farm out the design of Washington, and City Manager Stahle said yes. Commissioner Rardin said he was OK with that and it needed to move forward. City Manager Stahle said it was critically important that we get these projects moving. He understood the concerns on cost and he shared these concerns.

**ADJOURNMENT**

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**Mayor Pro-Tem Hernandez moved to approve to recess the Special Meeting agenda at 6:56 p.m. and reconvene to the Executive Session after the Regular meeting. Commissioner Rentschler seconded the motion. Motion carried by a vote of 7-0-0.**



A handwritten signature in blue ink, appearing to read "Susie Galea", is written above a horizontal line.

Mayor Susie Galea

ATTEST:

A handwritten signature in blue ink, appearing to read "Renee L. Cantin", is written above a horizontal line.  
City Clerk Renee L. Cantin

*(Prepared by Nancy Jacobs, Deputy Clerk)  
Approved at the Regular Meeting held on October 8, 2013.*