

MINUTES
BOARD OF PUBLIC WORKS MEETING
December 17, 2009 (Special)
New Berlin City Hall Common Council Chambers
3805 S Casper Drive

Please note: Minutes are unofficial until approved by the Board of Public Works at their next regular scheduled meeting.

The meeting was called to order at 6:02 PM.

Members Present: Alderman Ament, Alderman Seidl and John Graber; Alderman Wysocki and Mayor Jack Chiovatero were excused.

Staff Present: Ron Schildt, Engineer.

Guest: David Tapia, Bloom Companies.

Privilege of the Floor: There was no one wishing to speak.

OLD BUSINESS

ITEM 01-09 Approval of Minutes from the September 17th, 2009 meeting.

October Minutes were approved at the Regular BPW meeting on November 16th. There was no special meeting in November.

ITEM 22-09 Update, Discussion & Possible Action on Calhoun Road Alternative 2009-A.

David Tapia went through the packet showing where we sit, what tasks are still remaining. The first one is the real estate portion. We prepared the preliminary plat, those sheets are the last sheets in the example plan set that you have. The City will begin reviewing that plat making sure everything is the way they would like to see it and are in agreement with it and then we will prepare the final plat after we get those comments. It should be completed, we gave them until the end of December to have that reviewed, if they take a little longer that's fine but we should be to the point of having the relocation order and final plat sometime in mid February. Preliminary plans are completed they have been commented on by the City we have begun with the final plan set, those are the plans that are in front on you tonight. We still have a number of things that we continue to work on between now and the end of the year and we will submit those plans for official review by City staff during the first week of January. Everything is pretty much still on schedule to allow for us to be able to put it out to bid come February 1st with construction beginning in early April depending on the weather. The plans include in the plat primarily in relationship to the frontage road those will be broken out and are a separate project as we have discussed due to the potential real estate that is going to be separated. Right now we the designs are concurrent for us, that will be broken out and then we will handle how those get constructed based on the time line of acquisition.

John Graber said that the only question he had was the last couple contracts that we've had, where there were road projects that the City utilities, there were conflicts. Have they gotten the plans and have they made any comments on them?

David Tapia said that the stormwater is part of our design we are working with HNTB, they have gone through the process and should have a final report by the end of the year also. They have gone through and have identified nine different drainage areas. WE have been working with them to look at driveway culverts and ditches to make as much improvements as we can within the ROW. Our biggest constraint is the ROW; we aren't going to impact that. We've got a lot of their information and we are just getting the final designs on that. As far as the water utility we were also directed to handle the designs for some of those changes and the preliminary plans for the water utility are in that set. We have on-going coordination with the other private utilities, ATT & WE Energies, ect. We are aware of where their conflicts are and we are working with them to get them the design files so they can start preparing their work plans so that they know what they are going to do either before or during construction to be out of the way.

John Graber said that the only concern he had is the water main that had become an issue on one or more of the previous projects that there had to be an amendment to the contract of a significant dollar amount to re-design the water and I just wanted to make sure that New Berlin's water utility is up to speed on this and they aren't going to come back at the end and say "we want this, we want that, we want something else."

David Tapia said that he hopes they don't. When we submit the plans they will have their opportunity to look at it and get their comments to us and we will make any design changes before the final plans are completed.

John Graber asked so they haven't really seen them yet?

David Tapia said no they haven't.

Alderman Ament said he thought there were two items that David needed to go over at this meeting.

David Tapia said there might be a few more, so continuing through the packet the next information we have is in relationship to the three 8 ½ x 11 sheets that are in your packets for having signs at the trail crossing that would blink, light up and be solar powered. We have been in discussions with TAPCO, they have those types of signs and poles and the equipment to do it. If they were to do the work they priced it at about \$5,500.00 to \$6,000.00 to have two units installed, one in each direction. The question will become, do we add it to the contract for the contractor to have the responsibility to do it, in which case we would give them all the information and they would go out and locate the materials and install it either themselves or they possibly could subcontract with TAPCO, you would most likely see an increase in that cost and they are going to pass along some of that increase or does the City just then at some point call TAPCO, either after the project is done and say we want to have you install two of these at this location and have it directly billed. It just kind of goes into where do we want to include this?

Alderman Seidl said that based on the information you have given us it almost looks like we would need three of them. One in the median, wouldn't that make sense if we are going to have traffic both ways or is one on each side sufficient?

David Tapia said that one on each side, since it's a single lane; generally you have signs facing traffic on both sides of the road if you have multiple lanes because you have the potential for the conflict of vision with a truck on your right side you might not be see it. But with these just being single lane in each direction you would only need two.

Alderman Ament asked if they need to make a decision on which way we would prefer to see this handled.

David Tapia said that yes but I don't think it has to be done tonight, what we will do is show them on the plans and either they are going to be shown and the information included or it could just say by others, in which case the City will then handle it at a later date.

Alderman Ament asked if the bid could be written to show a separate or quote or bid for just this part of it.

David Tapia said that what they will do is, when they do the bid documents is there is an entire list of all the items and the estimated quantity and they will put their bid in there and I guess that if you didn't agree with their cost that could be taken out of the contract and you could handle it separately.

Alderman Ament said that if it would fall within the budgeted amount he would like to just do it in the plans.

David Tapia said that it will, most of the primes will say Ok that's it and then it will be just a little bit more than if TAPCO did it themselves. We will certainly add it in there then.

Alderman Ament said then when we get to that point we can look at that and then decide if we have to go hunting around to see how we are going to do this or if it's something that we are going to have to put off and find another source for funding this. I would like to see it done with the road, it would be nice to when were done have everything done.

David Tapia said that in the last estimate that they did we included that cost and we were still under the original estimate for this project and that's not an issue. It's just whether or not you wanted to have that slight increase in cost that the contractor is going to get for doing it himself or just contract directly with TAPCO to do the work.

Alderman Ament said that he supposes that will depend on what that difference is.

Alderman Seidl asked that it was said the total for TAPCO to install was \$6,000.00?

David Tapia stated that it would be between \$5,500.00 and \$6,000.00. That includes the two v-lock posts, the signs, the solar panels and their work to do it.

John Graber asked so the only difference is when the bids are in.....

David Tapia the difference would be that when the bids are in you might see the contractor bid \$7,000.00 for that.

John Graber said then at that point in time we can say "do we want the contractor to deal with that or do we want to deal with it at a later day, paying that \$1,000 sur-charge" so to speak. To me that's the place to do it. Try and save the money if we can because it isn't going to take rocket science to put these things in. There are no utility drops, you might have conflicts putting in the base and that's it.

David Tapia stated that along that same line with the crossing right there we did do some investigations regarding in concern with the pavement markings, potential vehicles skidding through the crosswalks when pedestrians or bicyclists are there. There is an item, it's a pre-form thermal plastic visa-grip tape that they use, even the DOT is starting to use, especially in roundabouts where you have pedestrian and bicyclists entering in and out of the crosswalks through the roundabouts which typically don't have stop conditions and so they have had good success with that so at that crossing we will utilize that item for the pavement markings.

Alderman Seidl asked what the life expectancy is for that type of material.

David Tapia said that he doesn't have that or enough information on cost yet either; it's relatively new so there isn't a lot of information out there.

Alderman Seidl said what if it's down there for a few years and then starts peeling up?

David Tapia said that it is grooved into the pavement so it should have a decent life expectancy that way. Then in the plan sets for your review, I'm not going to go through the whole set and explain what we are showing we

know what the project entails but one of the questions that we have that we want to get confirmation on is the area just north of the railroad tracks where we are going to construct the bicycle refuge requires pushing the roadway sections out. Due to drainage issues we are going to need the profile slightly. In essence that becomes a reconstruct area so we will be excavating existing, putting down brand new pavement and with the median being constructed that makes it a little bit more difficult to try and have flagging operations so in the time that they are going to be doing construction we propose to detour through traffic utilizing, Lincoln, Moorland and Greenfield Avenue. The signs from the North or the South will instruct drivers exactly how far they can go before they are going to reach that road closure and then direct them as to if they are planning to go through what the detour route is. We have submitted that information to Waukesha County to make sure that they aren't going to have any problems with Moorland Road being a detour route at that time that they don't have construction planned or anything like that. In the meantime we just want to make that a short term detour isn't going to create too many problems, there will probably be a few phone calls during that time because it is an inconvenience but it will go quicker for construction if they aren't dealing with trying to let vehicles go by while they are out there?

Alderman Seidl asked how long the road would be closed for.

David Tapia said that he hasn't gone through that but looking at it, its 300' with a little bit of curb and gutter. My guess would be that they could get that done in a week's length of time.

Alderman Seidl said that we should look at doing this after the school year so there are no buses that need to get through there at that time. I live in that sub-division right off of Calhoun Road, I do know that there is some bus traffic on Calhoun, I don't think they pick any one up on Calhoun but I do know that there are some sub-divisions that aren't accessible without using Calhoun.

David Tapia said that during that time in an HNTB they identified a culvert pipe underneath the road about the address of 1526 Calhoun Road that with our ditches and changing that the existing pipe will have to be replaced and a new pipe put in. They can stage it; we are just going to coordinate that. When the road is closed that will be when they do it to minimize how much traffic is going to be dealing with flagging operations, but each night they will plate it so two-way traffic will be accessible. But to be aware there will be a point in time when the road will be open cut for that purpose.

Alderman Ament asked if there is going to be about a week closer, we will have a heads up on this.

David Tapia said that they will make sure the contractor will get a list of all the people that they have to contact and state it for five or ten days in advance so that everybody that needs to know has been made aware of it in the time frame. With the fire department down there they are going to need that heads up also. Even though it's going to be closed to through traffic like that we will still have it stipulated that the road is still traversable. In the even of an emergency, an emergency vehicle could still get through there, they aren't going to have everything just wide open, everything will be gravel or plated when they leave the sight. We wouldn't leave it in an unsafe condition, because we still have the trail there and we hope to keep that open during construction as well.

Alderman Seidl asked how far up is the median going to be raised, is that going to impact either of the two business right there with that median being there with truck traffic going in and out of there for their deliveries. Senor' Luna is right there which it shouldn't have any bearing on that but I'm more worried about what used to be Calhoun Station. I believe that is going to be re-opening.

David Tapia stated that he doesn't believe they cross in front of any of the driveways. All the driveways should be able to make lefts and rights in or out. One of the other issues to bring to your attention, there are a number of drainage area problems that we were asked to investigate. One of them is actually in the more urbanized divided section closer to Greenfield Avenue, 1470 Calhoun; it was an issue with drainage. There is a field inlet just north of their property and if you go out there it sits under 3 or 4 or more quite large trees and our guess is

that in the heavy rains the leaves tend to fall on the grate and greatly decrease the amount of water that can get through. One of the things that we propose is shaped like a bee hive in-let grate that has a dome shape to it so that it's much more difficult for the leaves to pile and clog it. We would recommend as an interim possible solution to try that to see if that improves the condition out there. Also, the in-lets for the road drainage is actually on the South side of his drive, so water that comes down the road might tend to actually, depending on how strong the storm is over top the gutter pan to the driveway and then travel down the driveway toward the house, there is a man hole in the median with a pipe that runs to the field inlet and so we would also propose to drop an in-let over the top of that pipe and collect the water before it gets to his driveway is also an option.

Alderman Seidl said that he actually spoke to that gentleman before he came to the meeting. One of the problems he has is that he has the very first inlet from Greenfield to his property. There is the business, there is water that comes down Greenfield, those in-let freezes up and in the spring when the thaw comes he is down there trying to clean it up all the time. There is an in-let in the median right around the Welcome to New Berlin sign, one thing that I have spoken to stormwater about is even just cutting a notch in there and giving that water somewhere else to go. So what you are saying putting something like that over his in-let will alleviate some of his problems?

David Tapia said the grate top would be on the field in-let that is actually behind the curb and gutter that collects more of the ground water. There is actually another in-let closer to the intersection but then you have about 250' to the in-let that's just on the south side of his driveway.

Alderman Seidl asked, we are talking about the property that is next to the gas station, the strip mall and then his property.

David Tapia said right that is the one. My suggestion would be to drop an in-let over the existing storm sewer run, you don't have to crate a new pipe run and that way the water that is coming down the curb line is getting in the system before it even gets to his driveway, he will deal with less water coming to that area at that point, again probably a couple thousand of dollars to construct an in-let and to get it a new grate. As part of this project at Lincoln Avenue with the future Lincoln road project widening it out to the two lanes with the wider shoulders we are going to propose to construct Lincoln Avenue east to what would be that proposed termini at that full width now so when that project is constructed it just has to go to that point and match in and you will have that constant width between Moorland and Calhoun Road. We'll construct the new opening of the re-aligned frontage road on the North side within the ROW now so they don't have to go back in there later as well. It's going to eliminate the bio-swale that was on the North side that was in the Lincoln Avenue proposed plans. HNTB looked at that and feels that isn't going to propose any problems, it's actually the starter, it's the first one in the system so that won't be a problem. The one on the South side will stay and the manhole in-let and storm sewer that were proposed to be part of the Lincoln Avenue project in that area we will construct now so they don't have to rip out the pavement as part of Lincoln to install it.

Alderman Seidl said that he is wondering if this will all fit in the money that we have budgeted for this project.

David Tapia said that he hasn't gone through what the cost for the manhole and in-let will be, it shouldn't put us over, it's probably about 100' feet of pipe and a manhole and two end walls.

Alderman Ament asked if everything is in the ROW then we don't have to worry about ROW acquisition, because we still have the understanding that we aren't going to have to get into that so we can get construction in 2010.

David Tapia said that he believes that those are all the small elements for design questions that we were asked to investigate.

Alderman Ament said that one of the things that David and he had talked about earlier this week was about the stop signs versus temporary lights.

David Tapia said that they haven't made a decision yet on this and I believe that I proposed the question to the City, was during the Lincoln Avenue construction we are going to be putting in all new signal equipment out there except for the cabinet and so during the time as we go through the designs and everything is laid out and approved by the City as to where it is the hope is that the contractor will be able to put in as much of the new equipment while the existing one is still operating, but there is going to be a time when they are going to have to shut down the existing signal to then energize the new equipment before turning it on. The amount of time will determine on how much new equipment can be put in place, but during that time the question is, do we want to have the design put in place to have temporary signals or do we go with just a stop condition during that duration.

Alderman Ament asked what the time frame would be from when the old ones are off until the new ones are turned on.

David Tapia said that it will depend on how much new equipment can be in place. If all the new equipment was in place it would be in a day. But if for some reason where a new one is being proposed is very near where existing is and they are going to have to take out the existing before even putting in the new and running the wire you could be looking at multiple days.

Alderman Ament said that his thought first off would be that he doesn't think it matters a lot as far as the traffic coming up to Calhoun on Lincoln but I think a four way stop situation could be troublesome, do we have any idea what the difference in cost would be to put string up temporary lights for whatever it would be, a day or two or three or whatever it would be?

David Tapia said he didn't have that information off the top of his head, it's not cheap, I don't know if it was part of the initial estimate for the cost of it, we can certainly look at that and the other alternative would be a two-way stop condition where Lincoln stops and Calhoun just continues. I don't know what the businesses on Lincoln would think of that, especially the trucks. We want to make sure that we go forth with the design with the temporary now if we need to.

Alderman Ament said that a lot will depend on the cost but also how long, it it's one day.

Alderman Seidl said that if it was a couple of days it could be dealt with, but if it starts getting into weeks then it could be a problem.

Alderman Ament stated that it's like a detour that is a day or a week it's not too bad but if it was going to be months that could be a problem. It doesn't sound like it would be a major inconvenience even with the lights if it's only a couple of days. I really like the attention that you are paying to the County trail system that is going across there because right from the beginning that was a concern because that gets used quite heavily during the summer and even now you see people standing there looking for an opportunity to cross the road and with the road being so rough, and now that the City has taken care of that big hump that was there by the culvert. I think more people are watching the road and not necessarily seeing people come out from the west side so I think that will be a really good improvement.

Alderman Seidl said that the median looks like it starts out and what is the tapering off on that, is that an actual raised pavement?

David Tapia stated that the ends will be the slope nose as it goes up there is going to be pavement marking delineation to start and move the cars.

Alderman Seidl said that he just wanted to make sure he was reading it right because he was looking at the map and it just shows it right in front of the "Irish Spring House." I just want to make sure that they can get their deliveries.

John Graber state that he noticed in the signing plan that there are a lot of signs, all the speed limit signs, all the stop signs and things like that will be removed as part of the contract. Then it says replaced by others, does that mean it's not in the contract or how does that get coordinated when those stop signs or whatever are needed they are done?

David Tapia stated that what will happen is the City requested that the plans will indicate that the contractor will go and take down all the existing signs, stockpile them with the location to be determined, I don't think we have that yet. During construction, the construction signs will be put in place so stop signs at the intersections, temporary speed limit advisory speed limit signs will be put in place then the City is going to replace all the signs and as they make the determination that a new sign is needed to be put back in based on the age and reflectivity of the existing sign that they now have stockpiled. Once all the signs have been put back by the City the contractor will come back and take down all the temporary signs.

John Graber said that he noticed that the bump sign is still in there, I don't know if that's just north of the bicycle crossing. Is that bump disappearing and if so do we need the sign?

David Tapia said the bump will be replaced and then the City can drive it real fast and let us know if it has to be put back out there. Hopefully not.

John Graber said that he thought where that section to the south is being reconstructed for that 200 or 300' that could somehow maybe be extended for a little bit and worked into the plans so the City doesn't look foolish that we just finished rebuilding the road and there is still a bump sign. We replaced everything and spent hundreds of thousands of dollars and there is still a bump.

Alderman Ament asked if there was anything David need specific direction on or have we covered everything for you?

David Tapia said that they are good and he will get the temporary traffic information to the Board and go from there.

Alderman Ament said then at the January meeting we should a lot more of an idea how the time table is going once the engineers have looked over the plan set.

John Graber asked if they are going to then have another special meeting.

Alderman Ament said that he would like to faze the special meetings out and add them to the regular meeting. I would say between now and once they have a chance to look this over and have a better idea how it is going we should be able to just include it with the regular meeting. If anything comes up that someone might think is controversial I can call a special meeting. I will look to staff and David if there is something that we might want to be more accommodating for someone to come here.

Motion by John Graber to adjourn.

Alderman Seidl 2nd the motion.

Upon voting the motion passed unanimously.

Meeting was adjourned at 6:39 PM