

MINUTES
BOARD OF PUBLIC WORKS MEETING
March 13, 2006
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 8:00 A. M.

Members Present: Mayor Jack Chiovatero, City Engineer J.P. Walker, Alderman Ament, Alderman Moore and Alderman Augustine

Staff Present: Ron Schildt, Division Transportation Engineer, Nikki Jones, Planning Services Manager, Ray Grzys, Director of Streets & Utilities; Tammy Simonson, Civil Engineer; Eric Nitschke, Stormwater Engineer

Greg Kessler, Director of Community Development, excused.

Guest: Darryl Berry from Bloom Consultants

OLD BUSINESS

ITEM 01- 06 Approval of Minutes from the February 13, 2006 meeting.

Alderman Ament made a motion to approve the minutes.

Alderman Moore 2nd the motion.

Upon voting the motion passed unanimously.

ITEM 05- 06 Amend Municipal Code Chapter 230-3.E (1) for Side Paths

JP Walker: I'm not ready to take any action on this. Go back into the minutes at the top of page 5, Alderman Moore made a suggestion that where we have sidepaths we change the curb and ditch deposits from the normal \$1,050.00 to \$2,500.00 that would cover the repairs to the sidepaths. What we are looking at is modifying the language to include the curb, ditch and sidepath deposit only where it applies.

Alderman Moore: When you say where it applies is that different then what it has been in the past.

JP Walker: Right now only 1 subdivision has a sidepath, and that's what we are talking about, but there may be more. I just need to make sure our Inspection Department is aware of where this comes into play and the appropriate forms are given to the homeowner. That's where I'm looking for the clarification. I assume when we are talking about subdivisions that might have sidepaths, we will have a mechanism that will allow us to collect payment for any sidepaths that would be damaged.

Alderman Moore: What other assumptions could there be other then what we just talked about?

JP Walker: I'm not sure, that's why I'm raising the question, I want to be absolutely clear, because that is going to be a specific change to the language in the issue paper where we are amending the code. If you look at what Greg Kessler had that added to the changes because he was looking at specially assessing for the damages. That makes me believe that we don't have to make this change, we can just specially assess for the damages.

Mayor Chiovatero: Are we talking about keeping it at \$1,000.00 unless sidepaths are involved?

JP Walker: Yes

Mayor Chiovero: I am concerned about the extra \$1,500.00. How many deposits are not returned in a year?

Tammy Simonson: In order for the curb and ditch deposit to be returned their water valve has to be working and they have to have grass growing in the right-of-way area. Last year there were only two that weren't returned fully.

Mayor Chiovero: Were there any not returned because of curb or ditch damage?

Tammy Simonson: No, they were because the water valve wasn't working.

Mayor Chiovero: If the damage is more then the original deposit?

Tammy Simonson: That is the problem we are having right now with the erosion control deposit. If the damage is more then there original \$500.00 we have nothing to make them pay the extra fees. If the cost is more then the original curb and ditch deposit the resident is not charged extra.

Alderman Augustine: Is there any more discussion on this matter? After no more discussion the item remained on the table.

ITEM 06-06 Discussion of the Ramifications of Not Receiving Grant Funding for Calhoun Road Reconstruction

JP Walker: No discussion at this time, we will take action at our April meeting.

Mayor Chiovero: We are still waiting to receive the minutes from the CDA & Water Resource Committee with their recommendations. When you get these please be sure to read them thoroughly so we can make a decision at our April meeting.

ITEM 07-06 Calhoun Road Reconstruction Design Components

JP Walker: The requested action is to request the Board of Public Works to take action to approve the design components for the reconstruction of Calhoun Road, so that the Consultant can complete the design for the Project.

Ron Schildt: Gave a presentation that he showed regarding this.

JP Walker: The first bullet item on the issue paper shows the Two Way Left Turn Lanes (TWLTL) north of Rogers Drive coming from the west all the way to Greenfield Avenue. The reason why we can't have the normal median widths is because of the right-of-way width. There are homes and businesses very close to the road already. We were looking for alternatives to get the necessary controls in place and give us some capabilities for vehicles to turn left and still stay within a reasonable right of way width.

Ron Schildt: There are four travel lanes plus the center lane, which is a two way left turn lane. We don't have a median; it is very similar to what is on National Avenue.

Alderman Moore: Are some of those buildings going to be taken out?

Ron Schildt: No, there will have to be some parking lot modifications made. Some do already encroach into the existing right of way. There is an 8-foot wide multi-use path proposed on the east side of the road and a 6' wide sidepath on the west.

JP Walker: The next bullet item is the 24-foot wide medians south of Rogers Drive to Cleveland Avenue. They will be modified from the normal 30-foot wide width to the 24-foot wide. This was in response to many of the residents along Calhoun whose property is already very close to the road, and was concerned that with a wider median they would be even closer to the road. This goes all the way from Cleveland up to Rogers Drive, not south of Cleveland.

Alderman Ament: How wide is the TWLTL lane?

Ron Schildt: The TWLTL lane is 16 feet wide.

Mayor Chiovero: Ron, are you comfortable with narrowing the turning lane to only 24-feet?

Ron Schildt: Yes, most vehicles will fit in that area, for the residential areas that will be fine.

Alderman Ament: I thought we had to have a certain width in order to be grant eligible?

Ron Schildt: Yes, there is a minimum and desirable width. We are at the minimum width now.

JP Walker: The next bullet is the sidepath in strategic locations on the West side of Calhoun Road

Ron Schildt: We have a couple of areas that we are looking at. We have the continuous multi-use path on the east side of the road. On the west side we have certain locations just to get people up to the trail, basically from Rogers Drive getting them up to the railroad tracks and then north getting them to the side paths to Greenfield Avenue or the recreation trail.

Alderman Ament: Who will maintain these sidepaths?

Ron Schildt: In the City code it states that anyone who has a driveway for a single-family residences or businesses or an apartment building they are supposed to maintain them. Currently the City is doing the ones on National and Greenfield and a couple other ones. Somebody would have to make a decision as to whether the City will maintain these or the property owners.

Alderman Moore: Correct me if I'm wrong but the ones along National and Greenfield are done because of the difference in the properties along National.

Ron Schildt: There a lot of areas where the backyards are up against National so the City would have to maintain them anyhow.

JP Walker: By the apartments North of Cleveland and South of Lincoln, in previous discussions we had talked about a sidepath there to make a safe crossing area.

Ron Schildt: Yes, there was talk about getting them to a signaled intersection so they could safely cross, either north to Lincoln or south to Cleveland.

JP Walker: The gap on the west side with no sidepath would basically be from Lincoln to Westward.

Ron Schildt: North of Lincoln up to at least Rogers or Westward.

JP Walker: It's the peoples concern by having pavement closer to their house, but are we doing them a disservice by not giving them a sidepath to use. Most of those concerned said they wanted a way to get to the trail system. We have about a 1,000-foot gap there.

Alderman Moore: I see no need to have a gap in the system. They should be made so connections can be made.

Alderman Ament: When we look at these in general, not only these here, we have to look at the cost benefits. The cost of putting in, the cost of purchasing right-of-way, the cost of people losing their property, the maintenance for the City which I would be adamantly opposed to. From here on out any new sidewalks, whether their driveway crosses it or not is going to be responsibility to maintain it. The City cannot continue to afford to do this anymore. We are going to have to require every landowner to maintain the sidewalk by their property. I would like to see what the cost differential would be with all those things considered. We are going to be dealing with increasingly difficult projects to deal with. This is probably one of the most difficult ones to deal with. When I watched the CDA tape they were talking in the vicinity of \$30 million for a two-mile stretch of road. We are going to have to look at cost savings. One of the places that becomes very obvious is the sidewalks and the sidepaths, at least do a cost analysis and see if it pays to do it all at this time or put some of it off to a later date. We need to look at the whole project and still repair the intersections and repaving the road and compare that to what we can afford to do and see if we can afford to do the whole project or look at doing some of these things in increments.

JP Walker: The \$30 million includes all of the repairs in the Industrial Park, not just Calhoun Road.

Alderman Ament: What amount are we at with Calhoun Road?

JP Walker: Right now we are looking at \$10 million for the full construction costs. Until the consultant gets to the 60% level where he can do the stormwater design we can't give an exact amount for the storm management component.

Alderman Ament: Once all is said and done we are still talking about more than \$10.2 Million.

Ron Schildt: No, we were down to 8.6 before we started talking about the other stormwater features that we needed.

Alderman Moore: Whenever we do construction, isn't the cheapest time to do everything right from the start?

JP Walker: When you look at scales of all the costs that come in, yes you want everything done at the same time.

Alderman Moore: That is why it makes no sense to leave off a small section of the sidepath at this time.

Alderman Ament: If you are going to do all this and you can afford to do it at once. I would like to see the cost differential especially with the land acquisition costs for the sidepaths.

Alderman Augustine: Do we go thru STP to cover costs of the Industrial Park. Are there other funds?

Ron Schildt: There is other funding out there, but STP funds are where there is the most available. Some are substantially lower; some are as low as 50/50 match.

Alderman Moore: In Bloom Consultants paper, under Westward Drive to Greenfield Avenue, in alternative 2, in the second sentence it states: "While there is sufficient right-of-way to construct the path on the west side of the road" I just want to make sure that everyone understands that there is sufficient right-of-way to construct the sidepath. I suggest that we have sidewalks the full length.

Mayor Chiovatero: We have to make sure that we stay with the agenda; this is only regarding the design components. There is no additional right-of-way purchased to put in the sidepaths correct?

Ron Schildt: No more is needed to be purchased. The ultimate right-of-way is 130', we are only purchasing out to 110'.

Alderman Ament: What about We Energies is this going to affect them at all?

Ron Schildt: If we were going to go to the 130' then it would, but at this point it won't. Might have to relocate small items such as their fence.

Alderman Ament: At the January 2005 operational meeting, it was said that 6 properties would have to be purchased.

Ron Schildt: That was when we were looking at the 130' of right-of-way, there are none now.

JP Walker: Do we have to purchase the property by the house that is very close to the road by Westward Drive? It depends on what the grading is. There is only a 4-foot terrace between sidepath and the back of the curb; typically we would have a 6' terrace.

Ron Schildt: This segment is designated as Trail Segment 71 in the Alternative Transportation Plan.

JP Walker: The next bullet is the off-road bike trail on the east side on Calhoun Road, from the southern limits to Greenfield. The path is 8 feet wide.

JP Walker: The next bullet is the improvements to the Cleveland Avenue Intersection.

Darryl Berry: Last week Friday, Gary Evans from the Waukesha County Department of Public Works was at my office and we happened to mention the Calhoun Road project. A question came from him as to how is the Cleveland Road intersection being designed as part of the Calhoun Road project. His comment was focusing on the ultimate four lane reconstruction of Cleveland Avenue years from now, having basically two lanes of thru traffic in each direction opposed to one lane in each direction with turn lanes.

Mayor Chiovatero: That is my concern, whether it is now or later on down the road, I would like to see some contribution from the County. They promised to give us some help in the area of the signals, and I feel that they need to give us some help with the intersection.

Alderman Augustine: I feel that it should be built out to its ultimate limits and with some contribution from the County should be considered.

JP Walker: Just moving south of there to the striped median south of Cleveland Avenue

Ron Schildt: Up to McDonalds driveway south of Cleveland there is a raised striped median. They are going to have to close off their southern driveway because it is too close to the intersection.

Alderman Moore: The concept of two lanes after an intersection narrowing down to one, is this going to encourage the people in the right lane to try and speed up to get past the people in the left lane? This is going to be a safety issue.

Ron Schildt: The State DOT has requirements as to how long the four lanes have to be to merge into two lanes. The other option we looked at would be to carry the four lanes down to Ryerson, and the inside lane would be the left turn lane and the right lane as a passing lane.

JP Walker: The frontage road improvements between Glendale and Rogers.

Ron Schildt: The concept we are looking at here is segregating the frontage road system, Glendale up to Lincoln. What we are looking at doing is swinging the frontage roads back from the intersection, just to the east of Lincoln and Calhoun and having a T intersection at Glendale and Calhoun and also just south of Rogers and then swing that one back, which would give us enough room and give us a little bit of stacking room so we don't have the barricades at the end of Lincoln Avenue.

JP Walker: I know you have been working with Nikki regarding monument signs positions.

Ron Schildt: The permanent existing locations signs are the ones along Moorland Road; the ones on Calhoun are tentative locations.

Alderman Ament: Are we going to be creating any parking problems for some of the commercial properties along Calhoun? The ones I think are the most affected are the ones on Lincoln, AA Manufacturing and Purity Water.

Ron Schildt: It will cut off some of their parking. From the parking studies that were done, it would work and they would still have plenty of parking available.

Alderman Ament: It doesn't appear that Purity would be affected but AA Manufacturing would be losing possible parking on both lots.

Alderman Moore: With the road on the south side of Lincoln does that create an ordinance problem regarding setback?

Ron Schildt: We will have to probably have some kind of waiver or legal non-conforming setback for that area.

Alderman Moore: Do we want to create some kind of situation where the City itself is not following it's own code?

Ron Schildt: It would be best if we couldn't do that, but if you want to make a frontage road this is the only way. The only alternative would be to keep it barricaded. We don't even have enough room to make a cul-de-sac bulb there. If we keep it barricaded this would also violate our code concerning a permanent dead end street.

Darryl Berry: Once we get some directions on these design components and our sub-consultant that is working on the stormwater component for the Industrial Park, is waiting for direction from us as to what is the design going to be, we can take it to the 60% level, where you would have the stormwater and mitigation measures.

JP Walker: Right now we have an approved budget that takes us through the complete design plus ROW acquisition. Part of the decision that has to be made, not today, part of the entire equation as a budget stand point is where do we go, today we have a budget to complete the design.

Alderman Ament: I feel that we need better direction from Council as to where this is going budgetarily. If we decide not to do this entire project at this scale we could use some of it to do other things. I just don't feel we are going to be able to do this all at once. To put that money into design work and we do have to put it off, doesn't mean that the design work wouldn't be able to be done in the future; the plans might not be done. I would like to get better direction from Council as to what we can afford here.

Alderman Augustine: At the CDA meeting there was some discussion about some design in 1995 that was put off and then later nixed by the State because things had changed.

JP Walker: We have to get to a point where we have certainty as to where we are with cost.

Darryl Berry: At the 60% design level we go through the major quantities of roadway items, excavation, removals, real estate cost and then at that point we add a 15% contingency level for unexpected.

JP Walker: At that point you have already looked at cost alternatives for the various components, correct?

Darryl Berry: Yes that is correct.

Alderman Moore: So at the Council level we will look at what it costs and it will be sent back if we don't have enough information.

JP Walker: Standard procedure is that the first milestone is the 60% level so you have an understanding of potential costs plus or minus 15%, you have all the design components which gives you a better understanding and puts you at a level as to what you keep in and what you take out.

Darryl Berry: After we are at the 60% level we can resume the design after we get the design levels, which takes about two months.

Alderman Moore: Would it be appropriate to make changes to the design components at this time?

JP Walker: yes.

Alderman Ament: That is what I am looking at. If we go ahead with this it is going to cost us about \$930,000.

Ron Schildt: The \$1.5 million is for right-of-way acquisition; the remainder is about \$500,000.

JP Walker: The design contract is \$693,996. There is about \$300,000 left in the budget to take it to completion. The \$1.5 million is strictly for right-of-way acquisition. If the decision is made not to take this to completion that acquisition money is still sitting there.

Alderman Ament: If we go ahead with this, will that include a breakdown with the costs with the sidepaths, the intersections. I hate to have us spend the money on doing this and then have the Council kick it back and we have to start all over.

JP Walker: I'm not comfortable with taking anything to the Council until we get to the 60% level. That is standard in the industry of design level. Right now Darryl, I'm assuming, you have just done a concept for the frontage roads correct. There haven't been any costs included.

Darryl Berry: These are what we call conceptual plans, sketches of the geometry. It hasn't been priced out yet.

JP Walker: To have a close idea of what this is going to cost we have to go to the 60% level.

Alderman Ament: At what point do we go back to the public, including the Industrial Park businesses.

Ron Schildt: We will have a public information meeting after the 60% level is completed and then once the design is completed before the work is started.

Alderman Augustine: How does the statement of Alderman Moore regarding the sidepaths differ from original concept?

Ron Schildt: We had a gap between Westward and Lincoln and south of Lincoln to the apartments. The apartment we either want to take to Cleveland or Lincoln so they have a safe place to cross.

Alderman Moore: I move that we continue to the 60% level of design with the design components as indicated with the change that there will be a 6' sidepath on the west side of the street and an 8' all-purpose trail on the east side of the street for the full length of the project.

JP Walker: Are you talking about south of Cleveland?

Alderman Moore: The one on west side should be the same as the one on the east side.

Ron Schildt: We are showing the east side path to Ryerson so the people in the Industrial Park can also use it. On the west side it would come down past the two businesses south of Cleveland.

Alderman Moore: I would like it extended all the way so it is the same as the east side.

Alderman Ament: Who is going to use that section of sidewalk? There is no reason to put one there, there is nothing there to walk to. I am concerned with the need to put sidewalks or sidepaths all over the City.

Alderman Augustine: I would like to amend the motion to have the sidepath on the west side of the street stop at Cleveland.

JP Walker: 2nd the motion.

Upon voting the motion passed as amended with Alderman Ament opposing.

Motion to adjourn by Alderman Moore

Alderman Ament 2nd the motion.

Adjourned at 9:30