

MINUTES
BOARD OF PUBLIC WORKS MEETING
October 16, 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 Augustine, Alderman Moore

Staff Present: Ron Schildt, Division Engineer for Transportation; Tammy Simonson, Civil Engineer; Greg Kessler, Director of Community Development; Eric Nitschke, Division Engineer for Stormwater

Guest: Darrell Berry, Bloom Consultants

ITEM 01-06 Approval of the minutes from the August 21st, 2006 Board of Public Works meetings.

Motion by Alderman Ament to approve the minutes.

Alderman Moore 2nd the motion.

Upon voting the motion passed unanimously.

ITEM 18-06 Sidewalk, Side path and Trail Inspection and Maintenance Policy

JP Walker: This item will remain on the table.

NEW BUSINESS

Presentation by Bloom Consultants for Calhoun Road Design Update

Darrell Berry from Bloom Consultants gave an update on the status of the project. Essentially his firm has not done much of anything regarding the designing because of the questions regarding the funding and how the project is going to be paid for and what the project is going to be. On September 6th the City and his firm had a meeting at the New Berlin Industrial Park and he gave a presentation on what the status of the project is and following that meeting the Director of Operations, Mr. Dan Kroll of A & A Manufacturing Company sent a nice summary letter to the City and expressing some comments, concerns and suggestions for what might be done to the project to make it more appealing to the business owners in the Industrial park. He provided some plan sheets that shows what the current project is and along with that he provided a cost estimate based on the current design and that cost estimate included construction and real estate costs. It's a two part estimate; the first part is based on the design prior to the meeting with the New Berlin Park Industrial representatives. The second part is a revision that was made as a result of comments from that meeting, basically regarding the frontage roads with Lincoln Avenue and Rogers Drive.

Darrell Berry then went through the slides.

The one change that was made since we got together is in the middle section of the project. There was a discussion on whether or not the road should be a four lane with two lanes in both directions with a median or continue the two way left turn lane (TWLTL) as we had proposed for the northerly section. We took a look at that and determined that yes, once we get on the north side of Lincoln Avenue we can go to a TWLTL option, and narrow up the right of way a little bit and still provide the required traffic capacity.

On the far southerly end of the project near Ryerson Road, heading to the right hand side of the sheet towards Cleveland Avenue, there is a tapered transition from south of Cleveland Avenue to the existing roadway.

The intersection of Calhoun Road and Cleveland Avenue has been updated in accordance to comments from Waukesha County for their future work on Cleveland Avenue. We did modify the turning lanes in both directions.

We are continuing the four lanes up to Glendale Drive. We went back to the original design of providing this intersection on the frontage road with Glendale Drive and the geometry is laid out to allow truck movements in and out.

The intersection design of Lincoln Avenue was not favorable because A&A Manufacturing would lose parking spaces and for the number of the employees that park to the north of Lincoln Avenue, they were worried about the safety and suggested that this intersection not be constructed. Instead of constructing the southern portion of the frontage road intersection with Lincoln Avenue we went back and modified the existing driveway to provide access for a right in and right out to and from Calhoun Road.

The frontage road is preserved. We proposed an intersection with Rogers Drive that would provide traffic movements in and out of the frontage road. This proposed concept was met with disfavor because of the lack of parking and real estate acquisition through the property immediately south of Rogers Drive. It was suggested that this not be done, but that the existing drive with Calhoun Road be maintained basically for right in, right out type of operations. We are now proposing the 5-lane, with TWLTL without the median to save on some of the property acquisition. As we extend across the railroad tracks it will be TWLTL all the way to the northerly limits of the Project.

We are proposing a bio-retention basin in the intersection area of Glendale Drive. Bio-retention Basins 2 and 3 at Lincoln Avenue would be retained even with the modifications that are shown. The 4th basin would be at Rogers Drive.

Darrell then talked about the cost estimates which there were copies for in your binders.

The changes are (A) going back to the 4 intersections and (B) modifying the section on Calhoun Road to a TWLTL option for a larger area of the project.

Alderman Moore: Could you explain the differences between the two?

Darrell Berry: The second estimate is a revision; we have eliminated those two portions with the frontage road. One at Lincoln Avenue and one at Rogers Drive. This results in savings relative to modifications to the frontage road and savings in the real estate costs also. The intersection that we talked about at Rogers Drive has been eliminated and some improvements to the driveway access with Calhoun Road form the basis of this estimate. Estimate 1 is called four intersections of the frontage roads and estimate 2 is based on two intersections with the frontage road and two improved driveway accesses to Calhoun Road.

Alderman Moore: When you have a frontage road intersection with a side road coming in like the one at Rogers Drive or Lincoln Avenue, if you have traffic that wants to turn west you eliminating both of the north bound movements, is that correct?

Darrell Berry: At this particular intersection there would be.

Alderman Moore: On the south side of any intersecting roads there would be no frontage road intersecting roads then?

Darrell Berry: Correct.

Alderman Moore: On the first slide, I thought that it was going to be four lanes down to Ryerson Road, is that not true?

Darrell Berry: The concept has been all along that once we get south of Cleveland Avenue we are going to taper transition back into the existing two lane roadway.

Alderman Moore: So if we have significant truck traffic going onto Ryerson Road there could be a hang-up for traffic going south bound and then east onto Ryerson Road?

JP Walker: Both Ryerson Road and Victor Road have an existing bypass lane.

Alderman Moore: Has the decision been made to eliminate those two frontage road intersections?

Darrell Berry: The decisions have not formally been made yet, but because of comments it appears that we will be heading in that direction.

JP Walker: It will be up to the Board at the next meeting to make the decisions. We are being presented with alternatives right now and we are also being made aware of comments that were made by the business owners of the Industrial Park.

Alderman Moore: How does the frontage road intersection compare to the direct access to Calhoun Road as far as the science of traffic is concerned.

JP Walker: I don't believe right now there is that much congestion on the frontage road where traffic back ups will be an issue. There are times when there are multiple semis on the frontage road but as far as traffic maneuvering, I don't believe it will be impacted. I don't believe that frontage road traffic is an issue now or will be in the future.

Alderman Moore: It doesn't matter then if they come out of the businesses onto the frontage road or directly onto Calhoun Road?

JP Walker: One of the issues that I had is if we keep the two south bound connections onto Lincoln Avenue and Rogers Drive and I was a semi driver trying to get onto Calhoun Road, it would be a problem. Dave, have you seen a problem there use of the existing driveways?

Alderman Ament: No, except for a big truck trying to turn left off of the service road, if they are going south that is what they have to do. With this in place they can go out into an intersection area, provided there is enough swing for them. I think coming out onto Lincoln Avenue as long as you are far enough east of the intersection is the way to go.

JP Walker: In the discussion that took place at that September meeting that we had with the business owners, I think we were talking about making the existing access points right-in and right-out only, is that correct Ron? If a vehicle has to go south on Calhoun Road they should be going down to Lincoln Avenue or Glendale Drive to get out, not these access driveways.

Ron Schildt: Yes, that's correct.

Alderman Moore: Since there is going to be a frontage road between Glendale Drive and Lincoln Avenue, for any traffic going north along the frontage road towards Lincoln Avenue, since that intersection will be eliminated, is there going to be a turn around or is it going to just end.

JP Walker: It's going to end at that access driveway and that's going to be right out only. They can only go north. Obviously if there is no traffic coming from the south a trailer can get into that left turn lane and then get onto Lincoln Avenue. There will have to be signs on the frontage road that says southbound traffic needs to go to Glendale Drive if you are between Lincoln Avenue and Glendale Drive and if you are between Lincoln Avenue and Rogers Drive you will have to go to Lincoln Avenue.

A question came up at the meeting with the business owners on the bio-retention basins. Is it the size of the bio-retention basin that determines where the frontage road alignment is now? The answer is no. The location of the frontage road alignment dictates the particular area of the bio-retention basins and we would want to utilize whatever space we have available at the four locations for the correctly sized basins.

Alderman Moore: Are the basins going to stay where the locations are being removed?

JP Walker: Yes, there will be four basins. The question I have for Darrell is, on the second slide where it shows the Cleveland Avenue area and the area to the north, if you go to the median opening north of Cleveland Avenue southbound, you have a left turn lane but there is no street there. Can you explain why that is required?

Darrell Berry: That's a change that we will have to adjust. I think it was for an access point on the east side of Calhoun Road.

Mayor Chiovatero: Don't we need access to the driveway to Super Products? People coming from the north won't be able to get in there.

JP Walker: That driveway is showing north of the island, I think that access point has to be coordinated more.

Darrell Berry: We will take a look at that median opening.

JP Walker: Same question, north of Liberty Lane at the next median opening, southbound you have a left turn lane with no driveways.

Darrell Berry: That again is a carry-over from the previous design where we were providing access to some driveways that would have come from the frontage road. So that not being the case we will be revising that.

JP Walker: Can that area be a TWLTL? There is a long stretch that has a median and if there is no need for a left turn bay going south can part of that median be eliminated and be turned into a TWLTL?

Darrell Berry: We looked at that and the concern is that as you go farther north you are coming up to Lincoln Avenue which is a signalized intersection. It just didn't make sense to put in a TWLTL for a very short section when we would have to go with the median section at the intersection with Lincoln Avenue.

Alderman Moore: The doors of the fire station face west, is that correct?

JP Walker: Yes.

Alderman Moore: Is that an island in front of the station so that the fire trucks are going to have no left turn?

Alderman Berry: That is what is shown on the diagram now that will have to modify.

JP Walker: Can that area be a TWLTL? If you go back to my previous question about is a left turn lane needed, then again is that entire median needed or could that area be a TWLTL?

Darrell Berry: For the fire access we will look at doing that so they have access from all directions.

Alderman Ament: It looks like we are going to be doing work on Cleveland Avenue as well or is the County doing that.

Darrell Berry: What is shown are the improvements needed to coincide with the work that the County is going to be doing in the future on Cleveland Avenue? I know in our discussion with the County there were some discussions about cost participation from Waukesha County in regard to this intersection. I recall in previous discussions the County will be designing the signals for this intersection. Then the question is what opportunities are there for the County to participate in some of the costs of this intersection seeing that it is being designed to meet their future needs.

Alderman Ament: Did we get any response from them?

Mayor Chiovero: If I recall, they are not going to give us any participation with the construction but they will be taking care of the signals. Could we get away with minimal work on Cleveland Avenue? Obviously this is a very congested intersection and that is mainly because of Calhoun Road and not being able to have the left turn lane. I would like to see a minimal amount of work done at Cleveland Avenue; maybe we can paint some of the areas. Since the County isn't doing anything at all I would like to see a minimal amount of work done by us.

Darrell Berry: In discussions both with City Staff and the County what we show on this drawing is the minimal amount of work to have this intersection operate safely and functionally.

Mayor Chiovero: Safety is a big issue, but it seems on the east side of Cleveland Avenue we did a minimum, but on the west side it seems like we are doing a lot more. I know there is an issue because of the schools. Are they going to do all the signaling?

Darrell Berry: The County has made a commitment to design all the signaling for this intersection and the one at Lincoln Avenue.

Alderman Moore: At the north end of Liberty Lane and Glendale Drive there is a southbound left turn lane, is that going to be eliminated?

Darrell Berry: We are going to look at that, it seems to be a carry over from the previous design.

Alderman Moore: The intersection of the frontage road south of Lincoln Avenue would be eliminated. Does this mean that anybody that is going south on Calhoun Road and wants to turn into the business there, where the road is going to be constructed, will there be a left turn lane there? You are saying that it will be a right turn only, is that correct?

Darrell Berry: It would be a right turn out only.

Alderman Moore: So there is no left turn in from the southbound traffic?

Darrell Berry: No.

Alderman Moore: So all of the traffic desiring to go into businesses between Glendale Drive and Lincoln Avenue have to go all the way down to Glendale Drive and take a left up the frontage road. And that is OK with the businesses?

Darrell Berry: According to their comments, they are satisfied with that.

JP Walker: Where it shows the Cleveland Avenue intersection, how is westbound traffic going to get into McDonalds?

Darrell Berry: Right now with the proposed design, the current access for west bound Cleveland Avenue traffic to turn into the McDonalds property is changed because of the proposed median, which is a full median. If you look at the south leg of Calhoun Road where we have a full median, that driveway into McDonalds from Calhoun Road is a right-in, right-out only. We may have to do something for the west bound traffic so they can get into the property, possibly going with a corrugated median that they can cross over.

Mayor Chiovatero: That is a right turn in and out now, but people make left turns into there all the time. You are basically cutting off all access to McDonalds unless you are going east or north.

Darrell Berry: Again, we will have to look at that in the final design.

Alderman Moore: Where it says 45' reserved on the bottom of the slide is that City right-of-way?

Darrell Berry: I'm not sure if that's City right-of-way or utility easement.

Alderman Moore: Would it be advisable to put a short stub road in there for access from a more easterly position along Cleveland Avenue for access to McDonalds?

Darrell Berry: We will take a look at that.

Alderman Ament: On the intersection of Lincoln Avenue and Calhoun Road, whatever forms the side paths, sidewalks, trails are on the east side, I'm assuming they are going to use the frontage road as long as there is a frontage road there, is that correct?

Darrell Berry: The current design shows that side path as a separate constructed facility between Calhoun Road and the frontage road right now. On the exhibits there are a couple of solid lines that show a separate side path, just to the east of Calhoun Road and west of the frontage road.

Alderman Ament: Originally they were talking about using the frontage road as part of that because it's not heavily trafficked.

JP Walker: That has not been discussed previously; it has always been understood that it would be a multi-purpose trail in itself along the east side of Calhoun road. Could it be an option? I think it's something worth discussing.

Alderman Ament: If that is done, the one section on the service road south of Lincoln Avenue that will not come out to Lincoln Avenue there would have to be some provisions there for that.

JP Walker: Where the trail is right now is just behind the curb by a couple of feet. If a future decision as a cost savings type of issue, to use the frontage road, then that portion of where the frontage road stops would have to revert back to where it is showing now.

Alderman Ament: The reason I say that is because at the Alternative Transportation Committee meetings it has come up several times that the further away from the road you are the safer you are. Seeing as the service road is farther away I just thought that is what we are doing.

Darrell Berry: If that multi-use trail is not constructed as a separate facility and made part of the frontage road that gives us more opportunity to have bio-retention basins between the frontage road and Calhoun Road.

Alderman Ament: If that is the decision, then we have to accommodate that between Lincoln Avenue and the service road. Where the railroad easement is and where that trail runs along the side in the electric easement, I would assume

that when we do that it's not going to be just a section of asphalt or concrete with some reflective tape on the ground. I would hope that when we get to that point we would do something with the pavement. For example, if it is asphalt and that section would be concrete with a decorative type stamping in the concrete to really identify it so people know that there could be somebody biking across there.

JP Walker: Right now the County has just recently marked a crossing across Calhoun Road.

Ron Schildt: Actually we did that.

JP Walker: So what you are talking about is already there and it's a permanent crossing.

Alderman Ament: If you look on National Avenue, the County put additional stripes. It would be nice if that section had a completely different look to it so it was more noticeable.

Darrell Berry: What we had proposed in the design at this crossing to put in a raised median section, instead of the TWLTL. With those two islands in there that will help identify that crossing.

Alderman Augustine had to leave at 8:30.

JP Walker: Is that correctly located?

Mayor Chiovatero: It is too far to the north.

JP Walker: I think it runs along the south side of Irish Spring House. Its right next to the railroad tracks.

Mayor Chiovatero: The bike trail is directly to the south of the railroad tracks.

Alderman Ament: No, it's on the north side. I just want to make sure that people can see it without a problem.

JP Walker: I agree, whatever that marking is going to be, it should be consistent throughout the project.

Alderman Moore: Back to sidepath verses frontage road, I would hope that New Berlin would make up their mind as to how they define multi-use trails, that means bicycles, wheelchairs, people walking can all use it. It doesn't mean that there should be a mix of automobile or truck use with it. As much as possible we should divide vehicular traffic from pedestrians and bicyclists. I think that we need to make sure that we have that separation, there is going to be a curb along there correct?

Darrell Berry: Correct.

Alderman Moore: Since there is going to be a curb and two feet to the side path, I feel that is sufficient distance to the side path.

JP Walker: At the September meeting with the business owners there was a discussion about widening the frontage road to provide more room along the west side of it for truck maneuvering in and out of the dock areas. Right now there is an existing shoulder that is about three feet to five feet wide, can that be paved?

Darrell Berry: With the design that we are presenting today, except at the intersection, it was not proposed to do anything with the frontage road, either repaving or adding pavement to replace some of the gravel areas, but that certainly is an option that can be done. It doesn't currently show that as part of the design.

JP Walker: The reason I bring it up is because if we entertain the idea of wanting to move the multi-purpose trail farther away from Calhoun road and closer to the frontage area, could that area be the area be that widened area that the business owners are requesting?

Darrell Berry: We can certainly take a look at that.

JP Walker: It would meet Alderman Moore's concern about not meeting vehicular traffic. That area would only be used for trucks that are trying to maneuver into and out of a loading dock area. Would that meet your concern?

Alderman Moore: It would be an asphalt road; right next to the concrete side path is that what you are saying?

JP Walker: Yes.

Alderman Moore: I would have to think about it.

Alderman Ament: Where the frontage road north of Lincoln Avenue would be connected to Lincoln Avenue, one of the few places that I see a problem for the trucks backing up is right there by Glacier Springs. That would go right across their drive. Those trucks are there a lot of times right across the road even now sitting there. They have a lot of maneuvering problems trying to get into their docks. Have you heard from them at all as to their idea of where that roadway would go? If we are going to restrict the traffic on the other side to not being able to turn south. Right now it's not a problem because you can out the little outlet north of Lincoln, unless they do something different with their dock.

Darrell Berry: No, we haven't heard from them.

JP Walker: The existing access point that Alderman Ament is talking about is north of their loading dock. In the median area on Calhoun road, can that access point be retained?

Darrell Berry: That is part of the TWLTL area.

JP Walker: Can that access point be retained?

Darrell Berry: Right now we are proposing it to be closed because of proximity to the intersection with Lincoln Avenue. There is the potential that it could be kept open, we would have to look at the traffic operations with the lighted section.

JP Walker: The truck drivers do not like turning right and then backing up because of the blind turn. Traffic is coming onto the frontage road from the south; the truck will come in and then be backing up in the blind.

Ron Schildt: They would have to use their mirrors either way. Right now they don't even have the option of turning on Lincoln Avenue because it is blocked off, so they have been using the opening to the frontage road there. We have not heard from them.

JP Walker: Darrell, I would ask that you contact Wisconsin Glacier Springs and ask them if it was north bound access only, how would they operate at their loading dock?

Alderman Ament: Or maybe we can give them more swing room at their driveway. If you look at the ditch area, they go well into the ditch. Maybe we can do something with the design at the end of their driveway so they don't have to swing so many times.

Alderman Moore: There already is a frontage road along there, and there is going to be that access. Why is there a center left turn lane there instead of an island?

Darrell Berry: We looked at opportunities to narrow up the roadway section, the TWLTL option is not as wide as a full medians section. We are doing this to minimize right-of-way impacts, and still providing the functionality of the four-way section.

Alderman Moore: So it's a money thing? Or is it a land thing?

Darrell Berry: It's money to acquire land.

Alderman Moore: It seems if there is a frontage road that you don't need to make sure that south bound traffic along Calhoun Road has access to turn left in there, is that correct?

Darrell Berry: Again, what we have shown on the proposed design is the road that Ron has circled will be closed and then access would only be through the intersection at Lincoln Avenue.

Alderman Moore: There would be no need to have a left turn lane along there because of the frontage road right?

Darrell Berry: It depends on the direction of the traffic.

Alderman Moore: Left turn north bound, those are homes correct?

Darrell Berry: Yes.

Alderman Moore: So you are less concerned with them in regard to left turns then you are with the businesses? I'm just trying to figure out why; I understand cost is a concern. I think one of the objectives in making Calhoun Road a four lane road is to increase the flow of traffic, so when you introduce left turn lanes and you already have a frontage road, disregarding costs, isn't it safer and better for traffic flow, to have the islands and to thus eliminate the necessity for left turn lanes.

Darrell Berry: In this segment of the project, the left turn lanes would be a benefit to the properties on that side of the road.

Alderman Moore: Right, but you can think about that south of Lincoln Avenue too. If there is logic one way, let's carry it through.

JP Walker: You have the driveway to the Willow Spring Condos right near the end of a median island. Traffic is going to try to go north by cutting a little bit to the north. I think that island has to be extended. The question is should that island be extended far enough to the north to try and preclude any driver on the west side trying to go north on Calhoun Road. If we find out through further research that driveway access coming from the east is really needed then obviously the island would have to stop adjacent to the south edge of the driveway.

Alderman Moore: We are already saving money by eliminating a few intersections. Shouldn't we put safety and traffic flow first? Let's do the road right, if it's right to have the center left turn lane, OK but I'm just talking about between Lincoln Avenue and Rogers Drive. It's just where you already have the frontage road. What's the difference in width between the center left turn lane and the island?

Darrell Berry: It's on the order of 6 to 8 feet.

Alderman Moore: How much wider would the island have to be compared to the center left turn lane?

] Darrell Berry: About 6 feet wider.

Alderman Moore: So what is the total width the island would have to be for a situation like this?

Darrell Berry: We are running with a 24 foot median, in the median section of the road.

Alderman Moore: This is 24' based on the City ordinance?

Darrell Berry: It is the minimum median width design for this type of road.

Alderman Moore: I understand that you need width to provide left turn lanes down at Lincoln Avenue and maybe at Rogers Drive, but is it possible to make the median narrower in between there, say 200' feet north of Lincoln Avenue to 200' south of Rogers Drive?

0 Darrell Berry: No, you don't vary the size of the median.

Ron Schildt: If we were to keep it completely closed and not provide an area for left turns, or u-turns then you could go with a narrower median, but the reason to have those is to allow a car to be able to turn or make a u-turn there.

Alderman Moore: I'm just trying to figure out how we can do this. It seems to me that people are going to want to be making left turns there when we wouldn't want them to.

Darrell Berry: Again, south bound traffic wanting to make a left turn would have to jump a curb and jump a ditch.

Alderman Moore: In other words, just don't provide the access across the frontage road.

Darrell Berry: Yes, again what Ron has circled is the driveway that would be eliminated.

Alderman Moore: Is that the only one?

JP Walker: There is one by Basin four.

Darrell Berry: That one is proposed to be open.

Alderman Moore: Then there would be traffic turning left by Westward Drive if they were going south on Calhoun Road.

Darrell Berry: One of the concerns was down by the Day Care Center.

Alderman Moore: Is that OK from an engineering stand?

Darrell Berry: Yes, from an engineering stand that is OK.

Alderman Moore: I'm not just talking about an engineering design stand, I'm talking about street flow and traffic flow.

Darrell Berry: Yes.

JP Walker: I thought the northern access point by Basin four was going to be right in, right out only, same as the one down by Lincoln Avenue?

Ron Schildt: The one on the south side of Lincoln Avenue is going to have the median there. If we go with the proposed TWLTL, it could be a full one. If you go with the median then it would have been a right in, right out.

JP Walker: Semi traffic going north in this segment would have the option to go south on Calhoun Road because of the TWLTL area.

Ron Schildt: They could, but I think most would prefer to go to the signalized intersection instead. Most people will change how they get out of there and go down to the lighted intersection, because it will be easier to get out.

Alderman Moore: I suppose you could put a no left turn sign there but that wouldn't keep them from doing it. So the question would be is: Is it better to create a situation where they can't do it?

Ron Schildt: The original design was showing where we wanted to have the TWLTL stopping at Rogers Drive and then having the median section through the whole industrial park area. That was brought with the traffic analysis that was done for this area. If we were using WisDOT funds, we would basically need to follow more of the requirements. With the median it's usually safer, it limits access because you don't have as much access from different driveways, but you are also limiting access from some driveways, and you will have people that are going to have to make u-turns at certain locations. If you look at traffic flows having a median between people is safer depending on how many driveways you have per mile and how many left turns you have along there.

Alderman Moore: What is your recommendation?

Darrell Berry: To build on what Ron said the original plan had a full median between Lincoln Avenue and Rogers Drive and as an alternate, we went with a TWLTL section in this area to (A) save money on construction and real estate. Would it operate safely? The answer is yes. Would it satisfy the traffic requirements? The answer is yes. Again the median section is safer and is alternate A; the TWLTL is safe but is alternate B.

Ron Schildt: When you look at the area between Cleveland Avenue and Lincoln Avenue, we have the raised median there because we have to have a place to put the signal lights and have a little more control.

Alderman Moore: Why is there no right turn lane going north bound at the Cleveland Avenue and Calhoun Road intersection?

Darrell Berry: It's a shared through and right turn lane.

Alderman Moore: It's like the ones on National Avenue, where someone wanting to go straight through is going to clog up the lanes.

Ron Schildt: The geometrics were based off of the traffic projections and what the predominant amount of traffic is. That's where we came up with this.

Alderman Moore: That is the same thing for the traffic on Calhoun Road at Lincoln Avenue, where there is a right turn lane going south bound, there is none going north bound.

Darrell Berry: Again, it is a shared lane. You can go straight or you can turn right.

Alderman Moore: It was a mistake not to put in right turn lanes along National Avenue. I don't want to make the same mistake here.

Darrell Berry: The traffic volumes and direction the traffic is projected to go as far as the design plan goes did not dictate the need to have a right turn lane.

Alderman Moore: So 20 years down the road nobody will grumble about there being no right turn lanes and it is backing up the traffic?

Ron Schildt: It is a convenience thing and a cost issue of additional right of way and the other features we are trying to provide and yes, if we could do it we would like to. The County's policy along National Avenue is that if you have two through lanes you don't need to provide a right turn lane. Yes, we wish that we could have had one on east bound National Avenue at Sunny Slope Road. It would be nice to have them for convenience at Calhoun Road and Cleveland Avenue, but traffic projections just don't dictate it at this time.

JP Walker: In our packet we have the total cost estimates for alternatives A and B. In the previous packets we had more of a breakdown for the costs at Cleveland Avenue, maybe just repaving, and these costs still apply. Next month when we make a decision as to how Calhoun Road is going to be designed, please keep those in mind.

Following the cost estimates in the back of your binders is a memo from me. I don't know if the Board members have had a chance to look at the Brookfield Website or not, but a lot of the answers to questions that were raised through their discussions are the same questions and answers that have raised through our discussions. I would invite you if you haven't already done so to look at the web page and go to the Calhoun Road/I-94 road project and be enlightened, there is some very good information there.

Alderman Moore made a motion to adjourn.

Alderman Ament 2nd the motion.

Upon voting the motion passed unanimously.

Adjourned at 9:15 A. M.