

MINUTES
BOARD OF PUBLIC WORKS MEETING
September 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 6:05 PM.

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

Staff Present: J. P. Walker, City Engineer and Tammy Simonson, Transportation Senior Civil Engineer.

Guest: David Tapia, Bloom Companies.

OLD BUSINESS

ITEM 01-09 Approval of Minutes from the June 18th & August 20th, 2009 meetings.

Motion by Alderman Wysocki to approve the minutes from the June 18th Special Meeting. 2nd by Alderman Seidl.

Upon voting the motion passed unanimously with John Graber saying present.

Motion by Alderman Seidl to approve the minutes from the August 20th, 2009 Special Meeting. 2nd by John Graber.

Upon voting the motion passed with Alderman Wysocki saying present.

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

David Tapia went over the project schedule and he indicated that everything is pretty much on schedule. The only difference is the pavement design. It was noted that some additional pavement cores were needed beyond those that were done on the prior project. The drilling company has finished their cores and will finish up their report. Looking ahead on the schedule, Bloom will be finishing up some of the basic geometry based on the outcome of this meeting. Once they get to that point, they will start preparations for the PIM, tentatively scheduled for around October 7th. The meeting will be held in the Council Chambers and notices will be sent out to the public in due time. Following the discussion on the project schedule, Mr. Tapia went over the 10 plans sheets and explained what was being displayed.

Alderman Seidl stated that he was looking at where the frontage road was connecting to Lincoln Avenue from the north and didn't see it on the Plans.

JP Walker stated that there will be a connection at that location. It was unintentionally left out of these preliminary plan concepts.

David Tapia stated that there is an entrance just short of Station 86+00 south of the intersection. Is that opening to be left open?

JP Walker stated that the intent was to leave that open because there was no connection to Lincoln from the south. He thought that there will be a need for a driveway for A & A Manufacturing off of the frontage road, but the frontage road can be terminated and the existing area where the barricades are can be turned into bio-swale, green open area, whatever is decided. There may be a need to look at the geometrics for that entrance onto to Calhoun Road off of Lincoln to make sure it has the correct radii for trucks to turn into and out of.

Alderman Ament stated that he assumes that the frontage road access that we saw in Alternatives 1-A & 3-A would be similar to what there is on Glendale. He asked will that eliminate the need for the bypass lane that is between Stations 94+00 & 96+00?

David Tapia responded yes. Continuing north towards Westward Drive Bloom proposes to add a right turn lane coming out of Westward Lane due to traffic volumes. The right turn lane will allow the right turners to get passed the left turners and go southbound on Calhoun Road.

Alderman Seidl stated that he noticed some possible digging flags on the lawn of the property on the southern corner of Westward Drive and wanted to know what is happening there?

JP Walker indicated that he was not aware of any ditch work that is being done. He indicated that Staff has looked at what needs to be done to put that right turn lane in and actually that ditch will have to have an enclosed pipe in it under the right turn lane.

Alderman Ament asked is there an existing culvert under Westward now?

JP Walker responded that the analysis that Mel Corley and I did, calls for a junction chamber that the enclosed pipe on the south side of Westward is going to be connected to and that would be connected to a cross drain across Calhoun. I would imagine that corrugated culvert would become a concrete storm sewer connected to that junction box.

Alderman Ament asked you would have to replace the existing culvert that is under Westward?

JP Walker responded yes. You are going to find that most of those culverts are in poor condition and are going to need to be replaced anyway.

Alderman Seidl indicated that he was looking just north of that location, there is a current lane there, it says add another by-pass lane, what would the significance be in adding another by-pass lane?

David Tapia stated that this is an area where there is some pavement but not enough, we would just have to be sure that it is wide enough.

Alderman Ament asked where it says in other areas where there already is a lane and it says add a lane, it's because it has to be made wide enough to actually be a lane?

David Tapia responded correct. We are also showing the re-alignment of the frontage road to tie in on Rogers further away from the intersection.

Alderman Seidl asked is that one of the areas where we will be looking at bio-retention swales?

David Tapia responded yes, there is an open area that will be looked at as a possible location.

JP Walker added that we are still looking at the concept of bio-retention swales to see if we are getting enough bang for our buck. Our preliminary cost estimates were close to the \$400,000 cost. Will we be getting enough benefits for that price?

Alderman Seidl asked what would be the alternative?

JP Walker responded the Gatewood technique where we still have the swales that are tied into storm sewer, we still would get water quality benefits. The big question is: Is it worth it?

Alderman Ament asked are you working in conjunction with stormwater to make sure?

JP Walker responded yes.

David Tapia stated that at Station 114+00, there is a driveway opening that doesn't appear to lead to anything. Discussions will be held with the property owner to see if we could close that off.

Alderman Seidl stated that he believes that it leads into a restaurant.

David Tapia added from a volume standpoint for safety we prefer the less access the better.

John Graber stated that if you check through the planning files, when there was a remodeling, the access point was closed to traffic but they didn't do any physical removal of the pavement. So it would just be a matter of demo work to remove that pavement. It shouldn't be something that we should have to pay for.

Alderman Seidl stated that it is currently being used, it's not barricaded, and it's an open driveway.

Alderman Ament added that he uses it when I go there.

JP Walker added that we will check the files and let the Board know what we find, so that it will be a matter of record here at the Board.

Alderman Ament asked at this point it would be best to remove it correct?

David Tapia responded yes, the curb and gutter would go right through it so it wouldn't exist.

Alderman Ament stated that it might be helpful to them anyway; it would give them more parking.

David Tapia continued his discussion. Just north of the railroad tracks, there is a short segment, just under 200 feet, that we are going to propose to reconstruct for a number of reasons. There are some cross pipes under the roadway that are very shallow. We are going to try to raise that profile to protect it as well as having to construct a safety median for the bike traffic on the County Trail, so they can go half way across Calhoun Road at a time.

Alderman Ament asked does that increase the safety by having that there?

David Tapia responded that it certainly does. The safety median will be about 10 feet wide providing free space for pedestrians or cyclists to be in that area.

Alderman Ament asked in the pavement on both sides of the safety median, what is the intent to identify that crossing for people driving along there? A lot of people aren't aware that there are bicyclists or pedestrians that might be in that area. He stated that he is not a big fan of pavement markings in that area, because they tend to become slippery when they are wet. Is there some other kind of marking that could be used, which might make it easier for people to see other than those white lines?

David Tapia responded that we could put up signs to let people know, or even flashing lights that would draw more attention to the area. Just the outside edges of the crossing would be marked not the whole area.

Alderman Ament stated that he would just like to draw your attention to it. That trail is heavily used throughout the year. He wants to be as sure as we can with respect to cost to make it safe for pedestrians or cyclists.

Alderman Wysocki asked will this require additional acquisition or is this in the right-of-way?

David Tapia responded that there might be some small property impact. You can see that on the west side and we did shift most of it to the west side with it. The restaurant on the south side of the building is mainly for motorcycles, so we kind of hit that area a little harder.

Alderman Seidl stated you are talking about north of the tracks? That is Calhoun Station.

Alderman Wysocki asked in this area there would be additional right-of-way that you would need?

David Tapia responded correct.

Alderman Wysocki stated that in relation to the signs, I have seen that they now have solar powered signs. In Illinois they also use those for yellow warning signs. If you could please look at that too?

David Tapia continued his discussion. From Roosevelt to the north we are back into mill and overlay adding by-pass lanes, the radii at the intersections is below standard we would go in there and grade them out so they would be up to standard. At West Elmwood we are proposing to connect to Calhoun and then the existing service road would then become private drives. The residents would come to Elmwood just west of Calhoun and then come up to Calhoun directly.

Alderman Ament stated that the only issue he sees there is that originally when that subdivision was developed the road was designed that way to add to the ambiance of that subdivision. I would really appreciate at the public hearing or before that, which would make sure that they aren't going to have any problems with that.

Alderman Seidl stated that with residents that he has had discussions with that has been a sore subject. Is it because of the angle, can we adjust the angles of that frontage road?

JP Walker responded that not only the angles, it's the location of the southern connection in close proximity to Roosevelt.

David Tapia added that with the southern proximity of Roosevelt, you would have two intersections right next to each other.

Alderman Seidl asked what if we were to bring the frontage road out to Roosevelt, keep the frontage road and bring it to a safer angle at the north end?

David Tapia stated that we can take the southern portion of the service road directly out to Roosevelt. If we bring the north end out to 90 degrees, the property owner that is furthest north is going to be impacted.

Alderman Seidl stated that he knows that this is a contentious point with the residents in that frontage road area.

JP Walker stated that he has concerns about bringing a connection out to Roosevelt, because of the close proximity to that intersection. That is not a good situation because that would be too close to the Roosevelt intersection.

Alderman Seidl stated that it is a contentious point in that area.

JP Walker stated that the Board has to weigh in on this issue. Where does safety figure into this configuration? That is why we are asking for direction from the Board.

Alderman Ament responded that's why I think the Alderman of the District who is on the Board working with you and the residents I think they will understand even if they don't get what they want.

David Tapia stated that's why we want the PIM in relatively short period of time, so we don't get too far into our design.

Alderman Seidl asked what is being proposed then is a shared drive?

David Tapia responded yes.

Alderman Wysocki asked are we going to have to purchase area for the by-pass lanes by Elmwood or is that in our right-of-way?

JP Walker responded that is in our right-of-way.

Alderman Wysocki asked is that true also at Roosevelt on both sides?

JP Walker responded yes.

Alderman Ament asked is that true on the east side too? I see the line moving a little bit, will that affect their parking?

JP Walker responded that the parking is in the right-of-way. If traffic is coming northbound on Calhoun and attempting to make a right turn road onto Roosevelt, the right turn lane will be where the posts are currently located within our right-of-way.

John Graber asked that for the two parcels between Roosevelt and Elmwood that have access onto the service road, was there consideration given to them for direct access to Calhoun Road and eliminate that service road altogether?

David Tapia responded that the goal generally is to minimize the traffic; you will have more cars slowing down to get into their driveways. So that option was considered not to be viable.

John Graber asked did you also look at perhaps putting a turn around at the southerly end and having those two parcels go up to Elmwood where the connection point is further away from Roosevelt and not allow access to either Roosevelt or Calhoun on the south end?

JP Walker responded that any design effort that would occur dealing with the service road, if we are to eliminate connections to Calhoun Road there would have to be some reconfiguring at both the north and south ends to allow vehicles to turn around. The issue is right now you have two connections to Calhoun Road. What the consultant is suggesting here is that you eliminate those two and create a new one.

Alderman Seidl asked where would the shared drive lead out to? Would that lead out to Elmwood and basically shut down right of Roosevelt and then shut down just north of Elmwood?

JP Walker responded yes.

Alderman Seidl stated that they would come out of their driveways and drive down to Elmwood and then access Calhoun.

David Tapia continued with his discussion. At Addison we will add a bypass lane; it is a little narrower there so it would be adding a full width of by-pass lane. At the northern end at Fullerton, the question becomes whether

or not we want to add the by-pass lane because it goes back to the existing curb and gutter and whether or not we want to rip out about 100 or so feet for the purpose of adding a by-pass lane.

Alderman Seidl asked where is the current match line at the end of this map?

David Tapia responded that originally we were going to stop just north of Fullerton where you get into the divided section with the curb and gutter. A joint would become the match point to mill against and overlay without touching the curb and gutter.

Alderman Seidl stated that he was wondering if a by-pass lane is even needed there.

John Graber stated that he looked at that as instead of adding a by-pass lane, extending a merge lane. Where you have the two lanes merging down into one you are giving them more distance to merge together.

Alderman Seidl asked would storm water improvements take care of any properties north of the match line.

JP Walker responded where we are aware of any drainage issues they are on our list to make sure that those properties are taken care of.

David Tapia concluded his discussion on the Plan sheets by stating that the final sheet goes back to Elmwood and shows the planned profile.

Alderman Ament asked I know in looking at these dotted lines shows us where the right-of-way is?

David Tapia responded that the dashed lines are actually the edge of shoulder. We are proposing 3 feet of gravel before we get to the ditch or grass. We haven't gotten to the point where we have cut cross sections to determine where our slope intercepts will be and how they would impact right-of-way.

Alderman Ament asked we don't know in some areas where we will need right-of-way yet?

David Tapia responded that if we do ditches by the time you cut the ditch down below your sub-grade and then come back up a little further out it may extend beyond the right-of-way line. In areas where we are doing the Gatewood technique it is not likely. There are a lot of things that are going to be running parallel that will affect those intercepts.

Alderman Ament asked at what point will we know that so we can start the right-of-way acquisition?

David Tapia responded as we continue through the design process and the drainage study we will start laying out the cross sections. As we do that the plat will be prepared with those slope intercepts. I believe a preliminary plat will be ready in early to mid November.

Alderman Wysocki asked are the estimated costs still on line?

JP Walker responded that he thinks we will come in under the preliminary cost estimates. The project is turning more into rehabilitation project instead of reconstruction project.

Alderman Wysocki asked is this in our 2010 CIP?

JP Walker responded that this is being looked at for 2011. In the five year plan it's shown as a 2011 request, if you want it moved up to 2010 that is your decision.

Alderman Wysocki asked is there any possibility from an engineering standpoint that this could be moved up to 2010? I know you have cautioned us that it is better to start in spring. I am getting uncomfortable with the time frame on this. Is there any way to move this up?

JP Walker: I would like to have as much flexibility as possible to get this funded for 2010.

David Tapia responded that our design contract is to have the plans ready to bid in February of 2010.

Alderman Wysocki asked is there some way that we can approach these people ahead of time?

JP Walker responded that Chapter 32 does not allow the City to approach these people until you have an approved Relocation Plan. Once you have that Plan approved then you can approach these people.

Alderman Wysocki asked what if these people come to us?

JP Walker responded that the consultant that will be retained will be instructed to expedite the negotiation and try to complete it as soon as possible. I can't predict how long it will take.

Alderman Wysocki asked if folks along this area want to benefit from this improvement what can we do proactively to have this happen quicker? If they come to us, can we immediately sit down and negotiate this? Could you check with the City Attorney and see what is allowable?

JP Walker responded that he will contact the City Attorney and put his answer in an e-mail.

John Graber added that it's only going to take one person that will drag it out for the long term.

Alderman Ament asked where are we for the contract for the right-of-way acquisition?

JP Walker responded that will be coming to the Board later in the year.

Alderman Ament stated that there is the issue of Lincoln and Calhoun being tied up at the same time. The issue there would be making sure that at least Calhoun has some availability of traffic getting through there. That would have to be part of that project to have adequate traffic flow.

JP Walker stated that the advantage of having Bloom Companies here is they are also the consultant on Lincoln Avenue. I need to alert you to an issue, in regard to the STP projects, we have recently learned that we have to have approval by the WDNR of the environmental documents before any right-of-way acquisition can be obtained. It could push the construction of Lincoln back to 2011.

Alderman Ament asked what would that do to the grant?

JP Walker responded that it wouldn't have any affect on the grant because the State is managing the grant.

David Tapia added that the project just recently came up for State funding. So everything had to go quickly through the State process. We have been submitting all our documents to get them approved. We are hitting about a 100th of an acre of wetland. We got it down to that small of an amount. We do have the WDNR and WisDOT looking at this. We are pushing both parties to get us a resolution.

JP Walker added that the advantage would be that Calhoun could be done and then when Lincoln is under construction the traffic would have a new road to drive on.

Alderman Ament added and then the frontage roads will have direct access to Rogers and Glendale, it wouldn't be as much of an inconvenience.

Alderman Seidl stated that he would wants any issues that we are having on Lincoln Avenue that the information would come to the Board.

JP Walker stated that there will be a project update coming to the Board this fall.

Alderman Ament asked is there any possibility if we swap those around could we do that with the money as well?

JP Walker answered that we would have to look at the window of opportunity that we have to use the STP funds. We are in the middle of September; we will need direction from the Board so Bloom can finish the design, specifically on the service road at Elmwood Road. We will need feedback at the next meeting.

John Graber asked can we have in the next packet, a point by point listing of discussion items so we don't stray too far from the discussion?

Motion by Alderman Wysocki to adjourn.

John Graber 2nd the motion.

Upon voting the motion passed unanimously.

Meeting was adjourned at 7:18 PM