

**MINUTES**  
**BOARD OF PUBLIC WORKS MEETING**  
**March 15, 2010**  
**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 8:01 AM.

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

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

Privilege of the Floor: No participants so the meeting was called to order.

**OLD BUSINESS**

**ITEM 02-10 Approval of Minutes from January 18, 2010 meeting.**

**Motion by Mayor Chiovero to approve.**  
**2<sup>nd</sup> by Alderman Seidl.**

**Upon voting the motion passed unanimously.**

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

Alderman Ament said that there would be no discussion today; it will be discussed at the special meeting on Thursday, March 18<sup>th</sup> at 6:30 PM.

**ITEM 01-10 Approval of Inter-municipal Agreement with the Town of Waukesha for the Rehabilitation of Springdale Road (Tabled)**

**John Graber made the motion to remove from the table.**  
**Alderman Seidl 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

JP Walker said since Alderman Wysocki tabled the motion and he isn't here and he had particular concerns is the Board comfortable in at least hearing what Staff has reviewed without him being here. We need to get it approved and executed and I'm concerned about waiting another month.

Mayor Chiovero suggested that they open it for discussion and see what happens.

Alderman Ament said otherwise what we could do if you think it's better JP, maybe we could move onto to New Business and then take care of it.

Alderman Ament said that Item 01-10 would be set aside until later in the meeting in case Alderman Wysocki arrives later.

## NEW BUSINESS

### ITEM 03-10 Approval of the GlasGrid Installation Professional Services Agreement

JP Walker said that this was the first of two contracts for the 2010 Roadway Rehabilitation project. This particular item is for the GlasGrid Installation. It's the same supplier and contractor that we have used in the last two years, Road Fabrics, Inc. They are the distributor in this area and provided us with a quote of \$5.17 a square yard which is an increase of about 4% over last year. Their competitor quoted \$5.25 a square yard. With the square yardage that we are looking at this year for paving their quote equals \$415,787 and adding the contingency for inspection the not to exceed project cost is \$457,366. This will be funded by the Roadway Rehabilitation Account 04251100 59040 C2010. We do have a carryover from last year and there is also the LRIP Grant from last year that we should be receiving any day now.

Mayor Chiovaturo asked are we doing the residential roads in GlasGrid?

JP Walker said yes we are.

Mayor Chiovaturo asked is that something we want to get into. I'm a firm believer in GlasGrid but I understand that heavier traveled roads make sense for GlasGrid but are we getting our money out of the side streets. If you notice on the residential roads where they start breaking up is maybe a collector road but it's mostly on the edges or in the corners that they start falling apart. Though the GlasGrid might help with that I don't know if this is going to be worth our money to go into doing GlasGrid on residential roads as well because right now they last 25 to 30 years and I just don't know if it's money we have to spend. I understand on the main thoroughfares and maybe collector roads but on road where it's just the average residential traffic I don't know if we are really going to put our best foot forward on this one because of the roads currently last a long time.

JP Walker said that when you look at how we take care of our roads we do two things. We either rehabilitate it or we maintain it. By using GlasGrid we are extending the period of time before you will see the first crack. This means we don't have to spend anything in the maintenance area on the newer roads. Without GlasGrid you can expect to see cracks starting to form in year 3; with GlasGrid you are probably looking at year 6 before cracks start forming. I always look at GlasGrid as being a relatively inexpensive insurance policy against some costs in a relatively few years. It does work well on a roadway that handles heavy traffic. Lincoln Avenue is a perfect example; yes, it's starting to show wear and tear now. It's been sealed for the last two years, at least the cracks that have formed but there are more cracks that are forming now that are going to be difficult to seal. But we are in year 7; a perfect example of a road that handles heavy traffic. That's why I'm saying for our subdivision streets it more than doubles the life of a simple overlay which is 3 to 4 years and that's what we are looking for, how to lessen the impact to the tax payers in maintaining our streets. So that's why I highly recommend this even on the subdivision streets because they are going to last that much longer without requiring any maintenance.

Mayor Chiovaturo said that he appreciates the information but is not 100% sold on the roads that don't take the heavy traffic. I do understand what you are saying though. We are looking at 25% of our road rehabilitation funds going towards GlasGrid. I agree with you but we just got back into the road maintenance where we are seal cracking now and I think we are going to see huge benefits from that alone. I'm just bringing that up now because maybe if we do that we need to change the Developers Handbook for when they are putting in their new roads, then when we have issues where we open the roads up because of adding sewer or water main replacements than we need to make sure we are spending money there to put the GlasGrid back down and I don't know if that is going to be enough to do because then you have to overlap the cracks.

JP Walker said there is another explanation as to why we would want to continue. If we don't do GlasGrid then we are into pulverizing and replacing 5" of asphalt. Pulverizing itself has a cost; replacing 5" instead of just 3" has a cost of 40% more. So I would hazard to guess the cost of pulverizing and the extra 2" of asphalt is going to cost more than the GlasGrid. Without putting in the GlasGrid and we do a simple overlay as you saw in your

subdivision it's going to crack relatively quickly because the crack is already there and there isn't anything to stop it from promulgating to the surface. GlasGrid keeps the majority of the cracks that are coming up from the bottom from going any further up and go sideways.

Mayor Chiovaturo said that the other issue is if we aren't going to be pulverizing is the bed going to be stable enough and also adding 3" more that's adding some height to the road is that going to cause issues with the shouldering and everything because to be honest we aren't keeping up with the shouldering. Bringing it up three more inches might cause driveway alignments and more shouldering issues.

Alderman Ament asked JP to address the height issue, are we necessarily adding 3" to the road when we put in the GlasGrid?

JP Walker said that if the road is milled 1" down then we are only increasing the height by 2". The edging is protected by whatever material is being used for shouldering. Up until this year we have used granular material for shouldering to protect that edge. This year we are using sod to reduce the impervious imprint. This was brought to our attention by our stormwater engineer, Nicole Hewitt and we have a consensus here at Staff that we need to try it. The majority of the streets this year don't have shoulders anyway so it's grass right up to the edge of pavement. We are bringing in topsoil and sod to protect the new height of the pavement. On roads that we do not mill then the road is going up 3" and we feather it into driveways and we work with the property owners to make sure that we don't have a potential for a vehicle bottoming out where there is a grade change. We have been very successful in the last couple of years in making that transition work. Raising the road 3" is not an issue that is insurmountable; we do deal with it.

Alderman Ament said that we had several instances where the road being raised has caused some stormwater or driveway issues. I know on Wehr Road someone called me out and I went out to that driveway and they have to back there car out onto Wehr Road because the front of the car hits the road because it is so much higher than the driveway since the road was repaved. There have been stormwater issues on Wehr Road since then also. I realize that's a more severe case than most of them, but how thick is the average subdivision road right now?

JP Walker said the average subdivision road right starts out at 5 could be slightly less than 5 if they have a rating of 30; the pavement thickness would have started out at 5".

Alderman Ament asked if there was any benefit to milling it down further and not raising the road once you do all that or do you use too much of that initial base.

Ron Schildt said that some of the problems they found are that we don't know how thick the pavement is on the older roads. I think a lot of them were put in at 3 or 4 inches maybe or some could have been a chip seal that was a gravel road that had an asphalt layer sprayed on top of it. For the last couple of years we have been doing some coring before we do the project so we can figure out what is there. But we usually only do those on some of the bigger projects. The problem we had when we did Small Road in the residential area between Moorland and Beloit, we had the same problem. We had some curb and gutter that was in the area of the park so we wanted to save that section so we milled off 2" and we should still have hopefully 2 – 3 inches underneath that. We started milling 2" and started hitting base material so some of these old roads we have a problem with because we don't know what was originally put out there and how many times it may or may not have been overlaid in the past. We could start doing coring on all the streets to find out what is out there for sure before we start doing this and go from there. The problem is even if you have 5" the bottom part could be so severely broken up and you start milling it and you start tearing that part up to. You have to have a good solid 5" that you can really start to mill. If it's broken up underneath there you will have more problems.

Alderman Ament said in looking at the cost of installing GlasGrid, it is approximately 25% of the overall budget, but in the end and I think there is a balance there.

JP Walker explained that the use of GlasGrid has allowed us to do 25% more roadway miles per year. There really is a 25% cost savings by using GlasGrid over the pulverization that would be required. I think the average cost per mile varies between \$285,000 for GlasGrid installation and paving as compared to \$335,000 to \$340,000 for pulverization and add that much more asphalt. As I explained before there is a cost saving when you start considering maintenance costs.

Alderman Ament said then you are convinced that financially we are beneficial not to mention we are getting more mileage done.

JP Walker said yes, I am convinced that there are multiple advantages to using GlasGrid.

Mayor Chiovarero said that I'm sure road building technology will still continue to advance but do we keep a database as to which roads have GlasGrid so that when we go out and do our PASER ratings and evaluations 10 to 15 years down the road we will know which ones are done with GlasGrid. I'm in favor of GlasGrid but I'm just having trouble supporting it on residential roads.

Ron Schildt said that we have a database going back to 2000 that shows what we did on every single road since then.

John Graber said that you probably have data going back much further than that.

Ron Schildt said yes we have it graphically. We show what kind of treatment we did on each road that's in our GIS system. With our PASER inventory we do have what was done and go back to the original records before we even had the PASER system.

Alderman Ament asked if there have been any subdivision streets that we put GlasGrid on yet. If so how many years have we been doing that?

JP Walker said that we have been doing that for the last two years for subdivision work.

Alderman Ament asked how they are holding up compared to ones that are four years old?

JP Walker said in preparation for our 2010 Crack Sealing contract we are looking at all the streets that are rated 70, 80, 90 and 100. 100 is a brand new street done last year, 90 is a street that doesn't have any cracks yet but it might be two or three years old. We have inventoried the streets that we have done in recent years and there are very few cracks.

Alderman Ament said that he is in favor of the idea of having the grass or turf coming all the way to the road. The gravel just washes away in the rain.

JP Walker said that the reason they are doing it has to do with shoulder washout. We were reprimanded by the WDNR for that very issue. Gravel material is getting into drainage ways and it was brought to the attention of the WDNR and they discussed it with Nicole Hewitt our stormwater engineer, who discussed it with me. Our solution to eliminating that type of problem is what we are attempting to do this year and that is using topsoil and sod, eliminating the granular shoulders except where we have existing wide shoulders. I'm talking about eliminating shoulders that are only a foot wide. That's what we have been traditionally doing in our rehab program and just bringing a 1 foot wide shoulder to protect the edge of the higher asphalt and now we are going to do that with sod.

Alderman Ament said that some of those places it looked like some of the old material that was milled off was reused in the shoulder area which should help it bind a little better I would assume.

JP Walker said that we have used milled material as shoulder material in various locations; I'm not sold on that. Anytime you use any material that is granular or similar in nature the key is to get it compacted down as soon as possible. In the past we have allowed mother nature to help us out; in time it does solidify but until it does we've had vehicles go off the road and track it up and rut it up basically the same thing that could happen with the sod. It's a maintenance issue with the Streets Department and they are all in favor of it.

Mayor Chiovaturo said that as far as the shouldering with sod I think that we had experience with this over in a subdivision in the first district are we going to bring up the old material before we lay down the new stuff?

JP Walker said yes.

**John Graber made the motion to recommend to the Common Council the awarding of a Construction Contract to the lowest responsive, responsible bidder, *Road Fabrics, Inc.*, for the 2010 Roadway Rehabilitation Project – GlasGrid Installation in an amount of \$415,787 with inspection and contingencies, the not to exceed Total Project Costs are \$457,366.**

**Alderman Seidl 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

#### **ITEM 04-10 Approval of the 2010 Roadway Rehabilitation Paving Contract**

JP Walker said that this is the Paving Contract for the 2010 Roadway Rehabilitation Project. We received four bids which is one more than we've had in the last few years. Capitol Pavers, a local firm here in New Berlin, was the low bidder at \$1,395,445.70. On the back of the Staff Report you will see the comparison of the four bids plus the three quotes that we received for inspection. We are prepared to work with Capitol Pavers on this year's Roadway Rehabilitation Project. They won't be doing the actual paving; their subcontractor for paving will be Payne & Dolan and they were one of the competing bids.

**Mayor Chiovaturo made the motion to recommend to the Council the awarding of a Construction Contract to the lowest responsive, responsible bidder, *Capitol Pavers, Inc.*, for the 2010 Roadway Rehabilitation Project in an amount of \$1,395,445.70 with inspection and contingencies, the not to exceed Total Project Costs are \$1,927,555.**

**John Graber 2<sup>nd</sup> the motion.**

John Graber said that a large majority of that is in the Parkland Green Subdivision and that work won't go ahead until the watermain is in place. Is there a contingency plan that if that watermain project runs late that you will hold over the paving until next year or later in the year or just part of it?

JP Walker said that he has been assured by the Utility Department that the watermain project will be completed by June 30<sup>th</sup>. There is language in the contract that says that the road rehabilitation will not start until that watermain project is completed. If it turns out that there is a delay in the watermain project and this project gets delayed beyond the point that the rehab work can be completed this year, we will hold the funds over and it will be top priority next year.

John Graber asked if the bid was set up to handle that or you just don't award that part of the contract or how do you do that.

JP Walker said the bids are not set up for that delay; we would have to negotiate that. Keep in mind that the amount of time that it is going to take to do the roadways in Parkland Green including replacing all the curbs is about two months. If that watermain project is delayed even into August we still would have time to get it done by October 15<sup>th</sup> of this year.

Alderman Seidl stated JP you said that Payne & Dolan is going to be doing the actual work. I don't understand how Capitol Pavers can give us a lower bid if Payne & Dolan is doing the actual work.

JP Walker said that he asked Capitol Pavers the same question and they said obviously Payne & Dolan had to include monies in their paving bid item that caused their bid to be different. But the big item that made a difference was the removal and replacement of curb and gutter. We have over 25,000 lineal feet of curb and gutter that has to be replaced and that's Capitol Pavers specialty. We are talking a total difference of \$22,000 between three bids. That's not much for \$1.5 million dollar project. Capitol Pavers is local and that helps them save on mobilization costs.

Alderman Ament said that one of the things that stuck out is under the DCD recommendations the last part of that sentence where it shows the project amount is \$1,395,445.70 within inspections and contingencies the not to exceed total is \$1,927,555 are we expecting it to get to that amount.

JP Walker said that if you go to page two of the Staff Report you will see the 35% Contingencies with an asterisk. The asterisk has to do with something that was decided with the approval of Alderman Wysocki because that's his District is that we are going to be replacing all of the driveway aprons where curb is being replaced with a concrete aprons, whether it is a asphalt driveway or concrete driveway. That was not included in the bid prices. So that is about \$200,000 worth of work that's required because there are approximately 135 driveways that this will affect. Also, because we are doing the shouldering with sod, the decision was made after the advertising went out and we couldn't change the bid so that will add some monies to the overall costs also. That's why I am showing that large amount in the contingencies because it wasn't included in the actual bid documents.

Alderman Ament said so we will probably using most if not all of that in the project.

JP Walker said yes and I remind the Board that any funds that aren't used are carried over into next year's project just like we have done for the last two years.

Alderman Ament said yes and we have almost \$300,000 from 2009 being applied to this year. And I see also that the LRIP grant is added in there. I have driven over some of these roads and the concern that I have is maybe more related to the PASER rating. I have been on some roads that are substantially worse especially in the winter and the spring. I would ask someone take a second look at Stigler Road because that road is in worse condition than driving on a washboard.

JP Walker said that it's the time of year with the freeze and thaw cycle. We saw it last year on Martin Road and that is being redesigned now. In the summer it had smoothed back down.

**Upon voting the motion passed unanimously.**

#### **ITEM 05-10 Reallocation of Funds from the Rogers Drive Account to the Coffee Road East Account**

JP Walker said that there is some design work on Coffee Road that still needs to be completed and this has to do with amendments to the design contract and we don't have the funds in the account to cover the amendments which is coming from the consultant, so we are requesting that there be a \$34,332 transfer from approved funds in the Rogers Drive Design Account to the Coffee Road Design Account to cover the amendment. Included in the Staff Report is Resolution 10-06 authorizing the transfer of funds, which will have to be approved by the Council. It goes with the next item that is on the agenda. So we have to take care of the transfer of funds first and then take care of the amendments.

**Alderman Seidl made the motion to recommend to the Common Council to approve the transfer of \$34,332 of approved funds from the Rogers Drive Design Account 04251100 63018 C2008 to the Coffee**

**Road Account 04251100 63017 C2009 via Resolution 10-06 for Amending the Design Contract for Coffee Road East of Calhoun Road.**

**Mayor Chiovero 2<sup>nd</sup> the motion.**

Alderman Ament asked that this money will be coming out of the Rogers Drive account and we won't be creating any problems there. Is this money that is available that we won't have to go back to the Rogers Drive project?

JP Walker said that we won't have to go back.

**Upon voting the motion passed unanimously.**

**ITEM 06-10 Approval of Amendment #2 to the Coffee Road East Design Contract**

Ron Schildt stated that this is for the design changes for the Coffee Road East Design Contract with Kapur & Associates. It is Amendment #2 to the design. The scope of work listed is Amendment #2 is in the amount of \$34,332 that we just approved the transfer of funds from the Rogers Drive account in the previous agenda item. We have gone through the initial design review from the WDNR and what was originally designed by Eric Nitschke and Cathy Schwalbach and given to the consultants as the proposed storm water components of the project. WDNR had been reviewing it for quite some time and have come back and said that they won't approve it the way it was originally designed with having the outfall down at Calhoun Road at the end of the project. The next phase is to look at some other kind of storm water management facility that can gain WDNR approval. Up on the screen you can see we are looking at the bottom of the hill on Coffee just west of St. Francis we are looking at trying to design some type of pond in the southern portion of that parcel on the north side of the road that will collect the majority of the water from the Top-O-Hill subdivision and if possible capture some of the storm water that is coming from the subdivision on the north side of Coffee Road. As part of that process the consultant needs to look at redoing the storm sewer work through there and then prepare the right-of-way plat. That's what makes up the majority of Amendment #2.

JP Walker said that we might want to talk about the location of the proposed pond. There is a vacant parcel there and we are all aware of the issue of water coming off of Santa Rosa Boulevard and heading west inundating the backyards of those five parcels that are just west of that proposed pond location. The intent is for that pond is to detain water and control the release of it which should directly benefit those five residents to the west. Not only will water be handled in front of them but also the water behind them will be detained to the point to where when it is released they should not see the amount of water that they have in the past decades in their backyards.

Alderman Ament said there are some other benefits and that is the size of the drainage pipes and how it will affect the actual construction of the road and even the cost potentially. I realize we don't have this all honed down yet but there are other benefits to this as well, correct?

JP Walker stated that yes. We had huge storm sewer pipes proposed which the WDNR said they won't approve the discharge location and this does away with those sizes of pipes which will substantially lower the potential cost.

Alderman Ament stated that from what he understands it will be helpful in design of the road as far as not having to accommodate that additional size pipe in the road. As far as that pond area that we are talking about, do we know yet if that is something that is going to be available to us or is that going to be an additional cost as far as acquisition or that sort of thing?

Ron Schildt stated that there will be an acquisition cost for it, but at this point we can't even approach the owner and this was just a preliminary one. Basically what would it be using this area that maybe they would have to

go further. Once we start working with the WDNR they may want to see something more. Maybe hydrate those wetlands that are behind it. Who knows where we will go with it. The consultant just went with this area to see if they could size the pond right and see if it would work with the project.

John Graber said that the advantage to using that parcel is that its deed restricted for development of any kind. So it's kind of a perfect use for that.

**Alderman Ament made the motion to recommend to the Common Council to approve Amendment #2 to the Design Contract with Kapur & Associates for Coffee Road to include additional changes to the scope of work listed in the Amendment in the amount of \$434,322. Funds are those that were transferred from the Rogers Drive CIP Account to the Coffee Road East Design Account 04251100 63017 C2009.**

**John Graber 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

### **ITEM 07-10 Communication on the Waukesha County 5 Year CIP Program**

Ron Schildt presented an update from Waukesha County on their 5-year CIP program.

Alderman Ament said that it's interesting that they dropped the four lanes for Cleveland Avenue. When are they planning on doing the Sunny Slope intersection?

Ron Schildt said the County looks at the intersections every year. They just said that particular intersection will be part of the Signal and Safety Program most likely. Every year they go through all the intersections and see which ones have capacity problems and which ones have crash problems. Then they rank them on those criteria and then based on how much money they have in their budget for that part of the program they figure out how many intersections they can upgrade. Typically they say when they looking at signalizing them they can only do about two intersections a year and that's why it took so long to get the lighted intersection at Beloit and Sunny Slope Road. The Cleveland and Sunny Slope intersection will compete with all the other ones in Waukesha County that they have in the program and it depends on where it ranks as to when it gets done. Safety is the biggest issue they look at. But if they can only do two or three a year it could be in the top five and another one could sneak in that is worse and it would jump ahead and it would get bumped again.

John Graber asked what they are going to do for the detour when they do Moorland Road in Brookfield. If they do that in this construction season and we are tearing up Calhoun Road south of Greenfield Avenue there could be a serious north / south problem with that. Or are they just going to do the northbound lanes first and then open those up to two lanes and then do the southbound lanes? If we have Calhoun closed and they have Moorland Road closed that could be a significant north / south impact on both communities.

Ron Schildt said that we haven't received their construction plans yet. I'm not sure if they are doing those in-house or if that was one they had a consultant design for them. We can bring that up to them and see what they are going to be doing. I would assume with the interstate interchange there they wouldn't be closing down the whole thing.

John Graber asked when did they do the first section of Moorland Road in New Berlin where they built the two lanes south to College Avenue?

Ron Schildt said he thinks it was in 1996. They asked us if we wanted to do a cost share to do four lanes all the way down with Muskego. I have a feeling even if it's out in 2015 and some development goes in there before that the County will make the developer complete the improvements.

## ITEM 08-10 Update Discussion & Possible Action on Modification to Coffee Road East Design

Ron Schildt said that there is the Sendiks Development coming in. The original design that Kapur & Associates had done, was prior to Sendiks coming in. Now with Sendiks going in there will be a couple of extra driveways that will be constructed. Ron showed on the screen where the driveways would be located. They have split where the median would be to allow a full access point for the main driveway that would go into the Sendiks Development which is the main driveway that goes across the front of the whole strip mall. They accommodated that and they basically removed the rest of what would have been the median through there to the east to still create a full left turn lane so you can turn into either one of the driveways which would allow their delivery trucks that are coming from National Avenue and going west on Coffee Road to make a left into that driveway. That is still trying to keep what was asked by the Board before to keep this a two way roadway in between those two intersections. You can see between the proposed design areas a very short area that is still a single lane in each direction before you start developing lanes that are going to be used for turning at the intersections.

The bottom part of the screen is showing Design #2. I extended what would be the four lane section through there so instead of having a lot of weaving maneuvers where you might have one lane where you would have to merge back just so that when they get to the intersection 100 feet away move to the outside lane again. They could easily accommodate that by completing the four lane section thru there. It wouldn't be a standard four lane roadway because most of the lanes would be developed for either turning into Sendiks or turning at the intersection to either the east or west. It still would not be a standard four lane cross section through the entire thing but it would have the additional lanes that would allow you turn either into the development or be in the correct lane once you are approaching the intersection. That was one of the areas that Kapur & Associates wanted us to look at and let them know what we wanted to do. Do we want to maintain the bottleneck of a single lane in the middle or do we want to have the extra lanes going through that would give them a little more flexibility in the design?

JP Walker said that his review of what Sendiks was proposing centered on that median area just east of Moorland Road. There is a left turn lane that is for turning into Sendiks, but if I was driving on Coffee Road and going west and I wanted to turn and go left onto Moorland Road I would be in that left turn lane early thinking that it is a nice long cue area for a lot of traffic turning left. All of a sudden I would be up against a median and I have to merge right to go around it and get right back into the left turn lane. It doesn't make sense to me. I see that as being problematic in Sendiks' proposal for what they are planning to modify. I think that is something that really has to be considered. When Ron talked to me about the short distance that remains on Coffee Road that would not have the width of the rest of the road it just made sense to me to try to minimize the amount of confusion for the driving public out there and all of these weaving maneuvers to put in the full width even though it's not intended to be four lanes. At least put in the full width now as part of the work that is going on with Sendiks and the actual Coffee Road design and try to eliminate a lot of confusion for the driving public.

Alderman Ament said that seeing both of these are coming up at the same time I agree that we probably need to take the time to make sure that we are doing it as cost effective as we can but not putting money into this thing and it's just not going to work out. I agree we need to really look into this. Was there any discussion about a TWLTL here or is it too short an area for that?

Ron Schildt said that there is nothing on the north side of the road except for the subdivision that is to the east and that would probably be more confusing than anything else. It's sort of a TWLTL but it's only in one direction. I think we need to look at revising the width of the roadway and not have the bottleneck in there so we can develop the lanes correctly. It's still not going to be a four lane section, it will be as wide as a four lane section but it's going to be basically the turn lanes in between there and getting the people in the correct lanes when they approach the intersections. There is going to be confusion in both directions if we are dropping and adding lanes.

Alderman Ament said that seemed to be an issue when this first came up. How many entrances and how close the Burger King entrance is to Moorland Road. If there is going to be a substantial increase in cost where does this fall in with Sendiks when this is actually to accommodate their project? If we need to go beyond what we were going to do for this project where do they fit into this on a cost standpoint since some of this is for their project? Is there a way of directing more of that traffic out onto Moorland rather than onto Coffee Road from that area? I don't need answers on these right now they are just thoughts that I had. I agree that if those entrances are going to stay there that original design is not going to work.

JP Walker stated that the main entrance to Sendiks will remain on Moorland Road as it is now. That hasn't changed.

Ron Schildt said that this is the third entrance that allows the people leave this area and instead of trying to make a left turn onto Moorland from the main entrance they can come out onto Coffee and go to a lighted intersection and make their left turn there. I can't answer the dollar parts of it for sure, but if Sendiks hadn't gone in we would have had to purchase 17 feet of right-of-way from all of those properties along there and also going into the Burger King parcel and getting an easement for sidewalk and other things. Plus we would have been modifying the Burger King entrance to be a right in – right out only. There would have had to have been some compensation to them because that would have been reducing their access permit. The amount of money that we would have spent to purchase that area from our standpoint was that we were getting that as part of Sendiks going in, they actually were required to give us the right-of-way as part of the land division part of the project and they also then as part of their use approval gave us easements across the three parcels that they purchased, the Burger King parcel, and gave cross access easements to Burger King as compensation for them getting reduced access. All of those things would have been right-of-way and compensation costs for us.

Alderman Ament asked will there be two other access points besides the Burger King access?

Ron Schildt said that Burger King will have a cross access easement that will allow them to go over to the main drive aisle in the Sendiks Development which will have full access to go left or right. The driveway on the far east will only be for employees and trucks. The truck traffic will be scattered throughout the day and not during the peak hours of traffic. The trucks will be going out onto National Avenue when they leave after their deliveries.

JP Walker asked for action from the Board giving us direction whether or not we can go forth with at least this proposed design with a report coming back to the Board as to the impacts on construction costs that you were talking about.

Alderman Ament asked you are talking about a choice between 1 and 2?

JP Walker answered yes.

John Graber asked if Sendiks prepared a traffic impact statement.

Ron Schildt said they provided numbers from their store that opened up in Greenfield on Layton Avenue.

John Graber asked if there was anything site specific.

Ron Schildt answered that it is the same size store so we knew about how much traffic they would have. Obviously it's different for this one because they have so many different entrances.

John Graber indicated that he felt that if they want to come in and build in the City, they are going to be making improvements and changes and the money should be theirs instead of ours. I understand that they have given us right-of-way and other things that we would have had to pay for.

Ron Schildt said they are doing the interim projects until we do our projects. We just want to make sure that our geometrics take into account now that we have a different driveway situation out there now then there was originally.

John Graber asked if they have full use approval with conditions.

Ron Schildt answered yes.

John Graber said OK, so we can't go back on any of that, and say they have to do a traffic impact statement or provide for cost sharing on whatever it may be. What we have done is just with the land is their cost sharing.

Ron Schildt answered that and the interim improvements to Coffee Road including the bypass lanes and the additional turn lane.

Alderman Ament if this is something that we need to give you a decision on today to keep moving forward or is this something that we can think about until the next meeting? I sense some hesitation here because I don't think we thought that hard about one or the other.

JP Walker answered said that it will be awhile before Sendiks is able to do the modifications on Coffee Road. They have to wait until the construction season. I'm thinking that they probably wouldn't be able to start until May, so this could be held off until the April Board meeting so you have time to think about it.

Ron Schildt said that it doesn't have anything to do with the Sendiks part of it, it has to do with Kapur & Associates' part of the contract. We are trying to stay with the Board's directions to basically a two lane section between the intersections. The only thing we are looking for is to go ahead with some other designs and show what the concepts would be if we were to expand that to a four lane section or additional turn lanes and not having to drop lanes for 100 feet and redevelop them at the intersection.

Alderman Ament said that he was thinking if they decide to go ahead with 2 but later on we aren't comfortable with it we would have to start all over I'm just thinking that it might be better if we aren't under a serious time constraint for us to have time to look at this and ask some more questions if this can wait until the next month so that if we decide on Design #2 then we are comfortable that that is the direction we want to go.

Ron Schildt said that this was an update asking what you would like to see, where we are right now. This was given to Kapur & Associates right after Sendiks indicated where their driveway locations were going to be to have them take a look at it to see what things can be changed without doing the whole section. They basically cut off where their main driveway was and tried to push everything down a little bit further to the east. They got rid of part of the median and made a longer turn lane. It's not that big a deal to hold it off. I don't feel comfortable with where their first modification came from we would like to take it a step further. We can bring those other options back again.

Alderman Ament said that he would like to do that. I know that there were concerns with some of the residents that were along that northern section that would give him time to look at this and make sure that what he has been telling them is consistent. I would appreciate waiting until next month for that.

Mayor Chiovatero said that if I get what you are saying you just don't feel like the one small bottleneck is the wisest thing to do?

Ron Schildt said in the eastbound direction we are dropping two lanes going from Moorland Road as you would approach the Sendiks driveway. One would be a right turn lane to turn into Sendiks and then you go a little further east and then you get to where the road narrows down again and then starts expanding for the two left turn lanes at National Avenue which most of the traffic going eastbound is going to go to use. It seems to make sense to try and straighten that part out. We only have one lane coming west from National Avenue. We aren't

planning on changing that but how we develop the left turn lane for the truck driveway, I would rather have that be a left in so you can't make a left out of there, which would mean having to widen out the section and creating a type of median like we have near Moorland Road. We have the room to do that. I think the issue with some of the people on the north side of the road, were the ones that were closer to National Avenue right by 153<sup>rd</sup> Street. They did not want to see four lanes through there or the two lanes coming from National Avenue. We would start to develop those lanes as we start to go through there and try to get people into the correct lanes.

Mayor Chiovaturo said that he thinks the modifications are minimal but I could see that we need to put some thought into it. I do want to make sure that all the properties on the south side are commercial and we will see True Value going in on Coffee Road for sure. But their plans right now are a couple years out.

Alderman Ament said that what he is seeing is that Design #2 seems to make more sense; I would really like to have a little more time to look at this and think about it.

Ron Schildt asked if there was anymore on the pond that they wanted to talk about. Other than that we are still waiting for the Amendment that we voted on today to be approved by the Common Council and have Kapur & Associates move forward by looking at the Sendiks area, looking at the pond and presenting that to the WDNR. We still haven't received our environmental report; of course there will be changes to it once the right-of-way plat changes if we have to build a pond.

JP Walker stated that we can't do anything on any of the STP projects, and Coffee Road is one of the STP projects, until the environmental approvals are in hand. That means we can't go forth with right-of-way acquisition and without right-of-way acquisition you can't start construction until that's all completed. We are getting very close to jeopardizing 2011 construction because of that issue. It's out of our hands. That is a concern of mine and I hope it's a concern of the Board's.

Alderman Ament said that he brought this up when this first came up and putting it off until 2011 because of that. The Board had the concern about the STP funds as well. There really isn't much we can do at this point is there? Can we prod them along?

Mayor Chiovaturo asked if we could send them a friendly letter of concern and tell them that they are holding up some STP projects for us and get a time table from them and maybe they would move them up a little bit.

JP Walker said that the last time that he heard any mention of any type of schedule was when we asked the question back in November, what is the expected time line in gaining these environmental improvements. At that time we were told 6 to 8 weeks, which would have put it into late December and here we are in the middle of March.

Mayor Chiovaturo said that is why we should say in our letter in a friendly way "we are expecting these approvals but we haven't seen them yet and we are wondering where you are with them and just so you understand that our STP projects are waiting for your approval so if you could please expedite those or give us a time table it would be appreciated."

Alderman Ament said it's critical to ask for a potential time table because if we do have to come up with some other plan or other way of doing this we are going to need some time rather than just sitting and waiting for the clock to run out on it.

#### **ITEM 09-10 Update & Discussion on the Coffee Road West Design**

Tammy Simonson said that Coffee Road West survey was completed last fall and in early December the surveyors picked up the utility locates by the private utilities. From that time we have been able to review the survey data that we received and we reconciled some of the problems that we had with the consultant and we are ready to get going on this project. Since the time of reviewing that survey we have also created the digital

terrain model which we will refer to as the DTM from now on. This is a 3D rendering of the existing roadway by using triangulation method where we are able to take the flat survey and turn it into something that we can model the project after. From that we are able to set an alignment line. Just so you are aware, we are setting this project along the section line that will make the project centered within the ultimate right-of-way. The right-of-way out there right now weaves in and out so when we do this project we will purchase the ultimate right-of-way of the roadway to make everything uniform and center this alignment along that section line. The next step then would be to take the 17 side roads and center those also within their existing right-of-ways, not necessarily to the ultimate right-of-way on those roadways. Then we will be able to take the existing profiles and look for any site distant problems that are out there. We are in the very preliminary stages of the design right now. The geometric considerations that we are looking at are to create a 32' wide roadway, which would have an 11' wide drive lane with a 5' wide paved shoulder that would be an unmarked bike lane. We would be including some bypass lanes at the major side roads; we will look at the accel / decel lanes.

Alderman Ament said that this item and the previous item should stay on the agendas and if there is nothing new we can pass them up but if there is something new it can be discussed.

Ron Schildt said that we could do an Update section on any of the major items that we are working on.

Alderman Ament said that they need to go all the way back up to 01-10 Approval of Intermunicipal Agreement with the town of Waukesha for the rehabilitation of Springdale Road. We did take it off the table already.

JP Walker said if you recall that Alderman Wysocki had some reservations about the turning radii where Lincoln Avenue connects to Springdale Road. He also had some concerns about whether or not we had adequate width for the driving lanes on Springdale Road. Since that Board meeting we have investigated and I will turn it over to Ron to show what the research has shown.

Ron Schildt stated that there are a couple of diagrams in your packets showing what the existing right-of-way is. The most interesting one is the area south of Lincoln Avenue going south to Cleveland Avenue. The Town of Waukesha doesn't own any of the right-of-way. There is no platted land so there are no right-of-lines from Lincoln Avenue south to Cleveland Avenue in the Town of Waukesha. The un-platted lands are on the west side of the road. At the Lincoln Avenue intersection the radius for the edge of pavement that turn onto to Springdale are right up to the right-of-way lines and we can't really do anything with those without doing right-of-way acquisition. I think that's where Alderman Wysocki's main concern was as to whether we should actually look at widening the roadway out to a more uniform cross section to be more consistent with our alternative map.

Mayor Chiovarero state that he thought when they went out there after the last meeting we realized that the pavement is a little wider than was assumed.

JP Walker said the Street Department went out there and measured the pavement width in 5 locations between Greenfield Avenue and Cleveland Avenue. The pavement width varied from 23' to 25'. If I recall Alderman Wysocki was thinking each drive lane was about 10'. His recall wasn't what was shown out in the field. The drive lanes vary between 11 ½' to 12 ½' in each direction.

Mayor Chiovarero said that he thought Alderman Wysocki also thought that we had some more right-of-way in that corner to lessen the radii but we don't. I was out there a couple times and I think it's intimidating with all the trees it looks smaller than it is. Our actual measurements show the road is where he wanted to widen it to.

**Alderman Seidl made the motion to recommend to Council the approval of the Intermunicipal Agreement with the Town of Waukesha for the Rehabilitation of Springdale Road in 2010. Funds will come from the 2010 Roadway Rehabilitation Account 04251100 59040 C2010.**

**John Graber 2<sup>nd</sup> the motion.**

Alderman Seidl said that he has taken a few e-mails and calls on this and I just want to make sure that we are going to do what we can do to make sure this gets done in this upcoming construction season.

JP Walker stated that it should be done in June.

**Upon voting the motion passed unanimously.**

**Alderman Seidl made the motion to adjourn.**

**Alderman Ament 2<sup>nd</sup> the motion.**

**Upon voting the motion passed unanimously.**

**Meeting was adjourned at 9:49 A.M.**