

MINUTES
BOARD OF PUBLIC WORKS MEETING
March 18, 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 6:36 PM.

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

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

Guest: David Tapia, Bloom Companies, LLC.

Privilege of the Floor:

Rhoda Flagg-3180 S. Thornapple – I'm glad this is getting going.

Seeing no one else the meeting was called to order.

OLD BUSINESS

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

JP Walker stated that since the last meeting the consultant has been looking at review comments that Staff provided them and analyzed what happens when we put the proper widths on the bypass lanes, the acceleration & deceleration lanes, the 5' paved shoulders and 3' aggregate shoulders. What impacts does that have on the right-of-way areas; can we keep everything in the right-of-way? The focus of the conversation tonight is on that issue.

David Tapia explained that originally when we laid out the bypass lanes we followed the detail that was provided in your design handbook which was a bypass lane with set tapers, set tangents section and 11' widths. Those plans were prepared and everything was going to fit inside the right-of-way. During the review process, JP and his staff requested that we make it a full 12' wide bypass, add the 5' paved shoulder, put that on the outside of that bypass lanes as well. So we went ahead and designed that. They also asked for some changes to taper lengths. After doing that we realized that there are a number of locations where that will impact outside the right-of-way, so we basically brought that to JP's attention and now the question in a nutshell is do we look at individual locations and maximize the right-of-way that we have or do we do a consistent design throughout the corridor so that every bypass lane is exactly the lane even if some had the area to go wider and then once we make that decision we will be able to get these wrapped up.

The following bullet items describe locations that were analyzed and discussed:

- Across from Glendale where the bypass lane would be put in between Stations 69+50 & 72+25, the additional 5' paved shoulder and 3' aggregate shoulder will work in that area.
- North of that area between Stations 68+50 & 78+25 on the east side, the 5' paved shoulder and 3' aggregate shoulder will work.
- At Liberty Lane the length of tapers and widths for the acceleration and deceleration lanes will work between Stations 73+75 & 79+25. At Station 75+25, in order to make it work, we are having to match

the ditch to keep the water flowing by changing the fore slope a little steeper to match the ditch bottom so the drainage isn't impacted. So it's a little steeper than we generally like to see it out there but it's at one station so you are going to make that transition to that fore slope over about a 50' to 100' section where they go from the standard 4:1 side slope to a little steeper than 3:1 and then back out. But if we do that we can make it fit at that location.

- Closer to Lincoln between Stations 84+30 & 88+50 we can't get that to fit with the requested 12', 5' paved shoulder and 3' aggregate shoulder in that location.
- Generally on the east side they work along the frontage road areas because there is plenty of right-of-way.
- North of Lincoln Avenue between Stations 92+75 & 76+75 we have another section where part of that deceleration lane with adding that 5' paved and 3' aggregate shoulder won't work.
- Closer to Westward Drive between Stations 102+25 & 109+75 on the west side adding the 5' paved shoulder and 3' aggregate shoulder doesn't work without impacting of the right-of-way. Actually the design that we had originally shifted Westward a little bit north to avoid right-of-way to get the drainage to work, not only will we be impacting that and having to do some changes to the drainage, now we would be building more storm sewer to accommodate that as well.
- On the west side north of Rogers Drive between Stations 110+50 & 112+25 it will work but we would have to eliminate a 25' – 50' section of the 3' aggregate shoulder in order to fit it within the right-of-way.
- On the east side it would work. The foreslope of the ditch would have to be steepened between Stations 113+25 & 113+50 to match in the existing ditch line to keep it within the right-of-way and not affect drainage.
- North of Rogers on the west side we can accommodate the paved shoulder but there is some existing curb and gutter that would have to be removed and replaced to make it work.
- South of West Roosevelt Avenue at Station 120+00 there is a significant amount of drainage that comes from the west and in order to pick that up in the southwest quadrant the acceleration lane would have to be removed for the southbound movement from West Roosevelt and make a right turn only deceleration lane on the north side of the intersection to bring the pavement in closer and provide more space to get drainage structures to pick up that water.
- On the north side of West Roosevelt the frontage road has been realigned to make it a little straighter to accommodate the need to have the right turn lane and provide more space for drainage. To make all this work we would have to lose both the paved shoulder and the aggregate shoulder.
- Across Calhoun Road in the southeast quadrant of that intersection where the business uses part of the right-of-way for parking, adding the extra 5' of pavement through there would shorten the parking area by 5' because the curb and gutter would move closer to his property although it's on the city right-of-way.
- In the northeast quadrant of that intersection where the acceleration lane would be located we can't add that extra 5' and stay within the right-of-way.
- The bypass on the west side of West Addison will not work with the additional requirements and the tapers going in and out to the West Addison acceleration and deceleration lanes will encroach on the right-of-way limits as well. Currently you have it as a standard small street intersection with the radius we would generally just leave that so that shouldn't be a problem but the bypass lane would have to be eliminated.
- Between Stations 126+00 & 134+00 adding the 5' paved shoulder isn't going to work there. There is an issue with right-of-way. The existing right-of-way was shown as 50', it turns out it is only at 33' and so the 5' paved shoulder won't fit within the right-of-way.
- We could remove the 3' aggregate shoulder to make some of the work, but if you do that then you will have a hodgepodge of look out there where you will have aggregate shoulder in some areas and not have it in other areas. We could take the 5' paved shoulder out in some areas but then the consistency in design is eliminated. We could do some different things where the bypass lanes develop by not keeping that extra 5' paved width and let the bicyclists maintain a straight line through the bypass. Then we would be able to not have the 5' extra pavement width and then visually they wouldn't notice it. It is

just a question as to how do you want the road to look and we will just put the plans together accordingly.

Alderman Ament asked how important is it for the bypass lanes to be 12', what if they were 11'?

JP Walker answered that we are trying to be consistent with our city standards and they are 12' width. Obviously going one foot narrower I don't think it would create that much of an issue because some of the existing bypass lanes out there are 11' now, but it doesn't meet our standards. So now that becomes a question for the Board to take action on. Staff can't make that call.

Alderman Wysocki asked when you say can't fit, how much is the issue, is it 1', 2' or 3'?

David Tapia said that if the slope intercepts went outside the right-of-way it was just flagged that it would require right-of-way acquisition. They were close enough that's when we started looking at what if we did change the slopes to be less than a 4 to 1 and still fit it in there, because it might be within a foot it would be fine, so most of these probably went beyond being able to do that to the point where you aren't going to save anything or you are going to change the drainage.

Alderman Wysocki said that he thinks even on Michelle Wittmer the bike lanes are in an area where you have the bypass lane the bike lane ends and the bicyclist will continue in a straight line going into that bypass lane and I have been in a couple of municipalities where it is like that. I don't think it's an unsafe issue.

Tammy Simonson said in that situation the bike lane is consistent. What actually happens is the people making the right turn are actually going through the bike lane and there is still a full width turn lane on the other side of the bike lane, you are just trading positions. There are two things on Michelle Wittmer that you won't have on Calhoun. You have the bike lane which is designated strictly for bicycles that are for experienced bikers and when you aren't experienced you go on the sidewalk and that's what you don't have on Calhoun.

Alderman Wysocki asked if those bike lanes are as wide as the ones being proposed here.

Tammy Simonson said that the bike lanes on Michelle Wittmer are 5' wide.

Alderman Wysocki said that he has seen the situations where the bike lanes lead into turn lanes and they continue on. I don't think it's necessarily unsafe, but everyone has to be aware of what is going on.

Mayor Chiovero said that he thinks we have that situation on Sunny Slope in some areas where the bike lane stops and goes. It's a problem. I talk to parents whose kids ride their bikes to Eisenhower and they are really upset, they want to know why we can't just draw a line. I really hate to do it when this may have other truck traffic on it. I would rather see an 11' bypass than the elimination of a bike lane, but I don't know if that will fit in here. You have some areas that can't fit either.

David Tapia said that there are some that just making that 1' foot change won't affect it either. It just comes down to consistency, if we have to maximize the space we have then that's what we do.

Alderman Wysocki said that it appears to him that on the east side there aren't any areas of real problems when it comes to the bike lanes.

David Tapia said that where there is a frontage road there isn't but you still come into some of those. You also don't have as many bypass lanes on the east side as there are on the west but where the frontage road there is no problem because you have all the space between the two roadways.

Alderman Wysocki said that he was thinking if we just had bike lanes on the east side and recognized that in the future according to our highway plans the County is going to take this road over at some point should we even

look at the issues on the west side of the road to have to accommodate a bike lane? We would be better off concentrating on the east side and keeping the bike lane there.

JP Walker said that to provide bike lanes in one direction and not both we shouldn't even consider that.

David Tapia said that if north and south bound bicyclists would be using it the bike lane would have to be even wider.

Alderman Wysocki said that if we start going into acquisitions this project gets put off again. What is your recommendation?

David Tapia said that his recommendation is for consistency.

Alderman Ament asked so if we went with the 11' bypass lane what you are saying is they should all be 11' then.

David Tapia said correct and if we can't get the 5' paved shoulder in there we don't do it. We will try our best. We can do something with the striping, because originally on the regular road we are going to have a white line 5' off and at the bypass then we just don't carry it through down the taper around the tangent and back out where the bicyclist feels that is their route where it was. Then I would move that right to the edge of the asphalt so if the bicyclist felt more comfortable about getting out between two moving vehicles they could hug the line or if they are competent bicyclists, we are going to have the skips through there they would stay next to the skips so they would know that is their location but it wouldn't be two lines.

Alderman Seidl said that we have been looking at Calhoun Road for countless years. One of my concerns is that I believe that the last plan we looked at was 2009-B and that was with the lanes being similar to Lincoln and that also included a terrace and a sidewalk and you had stated that would fit into the existing right-of-way. How can that one fit and this one not fit into the existing right-of-way?

JP Walker stated that where we are having issues is on the west side; I don't have an answer for you.

Mayor Chiovarero said that it included curb and gutter and this doesn't.

Alderman Seidl asked so if that included curb and gutter it would keep us from going into the right-of-way.

JP Walker said that what would happen here is you would have no need for the 3' shoulder on both sides, saving 6' there, and the ditches.

David Tapia said but the costs would escalate with all the storm sewer work that would be needed.

Alderman Ament said that the one thing that caught him more than anything on this was Lincoln Avenue intersection. Do we have any problem with the 5' paved shoulder in that area on the east side? I see that there is one on the west side. I assume that is an acceleration lane if you were coming off of Lincoln and then going south. That will not work there? But if we go down to an 11' or do we eliminate that acceleration lane or what would be the best recommendation?

David Tapia answered said that with some tweaking of the slopes and elimination of the three foot gravel shoulder there is the possibility that more of this will fit in there.

Alderman Ament said so the main decision that you are looking for from us is whether we want to go with a consistent 11' bypass lanes is that it?

David Tapia answered yes it is whether or not you want us to use all the available space, make it 12' and 5' and 3' where we can, 12' and 5' and no 3' as it comes in and just change the look of it though each individual section or just say well if we can't get the 5' then it will just be a 12' and you sort of lose that additional bike lane just thru the bypass and only through the bypass areas.

Alderman Ament said that he would like to get a recommendation between JP and Tammy on the bike lane and bypass lane. Would you prefer to see us go with the 11' bypass lane and keep that more consistent or leave the bypass lane at 12' and have that gap in the bike lane?

JP Walker said that dealing with semi traffic I would be leery of lessening the width of anything because of that issue. If it was all cars I would be fine with 11' bypass, but not when we are dealing with semis. The shoulder issue, I would be willing to forgo the shoulder if that helps the situation and just not have the consistency with the shoulder but I would want to see the consistency in the driving lanes, the acceleration and deceleration lanes and the bypass lanes.

John Graber said that he agrees with that. I think that the consistency for the bicycling public and that type of thing is an issue. I think it is more important for consistency with the driving public that is using Calhoun Road because of the semis. We are building the road primarily to maintain safe adequate vehicular transportation and I am going to make the distinction that a bicycle isn't a vehicle but that to me is that more important than the uniformity issue that if we are going to make something uniform make the driving lanes and the bypass lanes uniform.

Alderman Seidl said that JP had mentioned eliminating the 3' aggregated rather than moving either of the bypass lanes, would that fit into the existing right-of-way with removing that in say the area right around.

David Tapia said that there were a couple of areas where eliminating that would help it, but not all of them.

Alderman Seidl said he was looking at the drawing PRE-20 where it says "cannot fit the 5' paved shoulder. The right-of-way is 33' not 50'.

David Tapia answered that the note wasn't added whether or not the 3' staying or going would alleviate the problem.

JP Walker said that we will have to look at that again.

David Tapia said there wouldn't have to be a bypass lane at that location on the west side there is. From Station 126+00 to 134+00 the bypass just won't fit. There won't be a bypass there at all it will just be the 17' of pavement.

Alderman Ament said that primarily affects West Addison?

David Tapia answered correct.

John Graber said that is the middle street of that subdivision to the east. You have Fullerton to the north and Roosevelt to the south. I think that will be subdivision traffic only and if they realize that they can get out a lot easier on either Fullerton or Roosevelt just by their actions they won't use Addison as much.

Alderman Wysocki said just so I'm clear your recommendation is.....?

JP Walker said consistency in the widths of the driving lanes, bypass lanes, and acceleration / deceleration lanes.

David Tapia said that they will show the bypass as 12' and just the pavement markings will direct the bicyclists to go straight thru the bypass.

Alderman Ament said that he would agree with JP on that because part of my thinking on that is because if that bypass lane is wide enough and it's consistent the drivers won't have to be concentrating or thinking about where they are going to have to go with the car or how wide is that going to be as they go around, which will make it easier for them to pay attention to anybody that is on a bike in that area. The bicyclists I would imagine are pretty cognizant of cars coming and going.

Mayor Chiovaturo said that he sees there are a couple of spots that are tough and that's the encouraging part. As far as the bike lane goes we have to remember there are no sidewalks in this area and this bike lane does lead to a County bike trail. That's what makes this so complicated. If the bike trail was in the middle I think we could get away with some of the issues that we have on Sunny Slope where you have a really nice paved area and then it just disappears in front of you because the lane goes right into it. I'm talking south of National. I understand the consistency for the cars and I do agree with that and I would like to see some kind of consistency with the bike lanes. But if we try to squeeze the bike lane in there and we have to go 4' bike lane, 11' & 4' with the lack of the shoulder in there I'm not comfortable. We have to do this right.

JP Walker said that when we looked at 2009-B, Alderman Seidl asked, how we made that fit within the right-of-way. Remember, the bike lanes stopped at the County Trail and the bikers were going to be routed through the subdivision up to Greenfield Avenue and then back. We heard all kinds of opposition to that. We know it's tight up there and we are trying to do our best to make this puzzle come together and work but there are a couple of problem areas.

Alderman Ament said the other thing he was looking at the intersection for Roosevelt on the north east side it says "cannot accommodate 5' bike lane", to do that what does that mean. Would we have to take out the acceleration lane out of there?

David Tapia answered that no we just wouldn't add 5' extra feet to that acceleration lane.

Alderman Ament said that he would imagine that wouldn't be as dangerous as a deceleration lane where somebody is coming up, if you are pulling out of there from going west out of that parking lot you are going to be looking to your right and left anyway.

Alderman Wysocki asked JP if he was looking for some action from the Board at this point.

JP Walker answered that Staff is looking for direction from the Board so that Bloom can complete the plans.

Alderman Ament asked if they need an official action or just a consensus.

Alderman Wysocki said that he liked JP's recommendation. I would feel more comfortable if we stayed with the consistency of the traffic lanes and I would think that would be the better issue. Keep in mind as JP reminded us we are taking this lane right through the neighborhood as we hadn't done on previous plans. They will be in the bypass lane for that short segment but at least it will be there.

Alderman Wysocki made the motion to recommend to Bloom Consultants to go ahead with the idea that the plan be consistent in the widths of it's traffic and bypass lanes and adjustments be made accordingly for the bike lane. It also may reduce in certain sections the width of the shoulders and if and where that needs to be done it would be done.

Alderman Seidl 2nd the motion.

Mayor Chiovatero said that it seems like maybe solve the issues south of the tracks in the bike lane. Would it help if we went with the 11' bypasses north of the tracks? I'm trying to get as much of the bike trail in there as we can otherwise we are going back to why the other plans didn't work.

David Tapia said that north of West Roosevelt there was only one bypass lane at Addison that we can't fit in but we still would be able to put the 5' shoulder in there. So we would only be eliminating the bypass lane there. We would still have the bike accommodation lane we just wouldn't have the bypass. We will have to look at the 800' between Stations 126+00 & 134+00 on the north end to see if we go 12' & 5' and take out the 3' aggregate in that short section and see if we can make that fit as well.

Mayor Chiovatero said that he is confused about West Roosevelt. We aren't eliminating the bypass lane there, correct?

David Tapia answered that we are going to add the 5' of pavement and move the curb & gutter more into the parking lot. On the north east side the acceleration lane wouldn't have an additional 5' added onto that but the bicyclists would maintain a straight shot through the intersection. What we would end up doing on the west side is we propose to do is make that a right lane a must turn right going southbound onto Roosevelt in order to eliminate what we are showing for that acceleration lane on the south side of the intersection to get the required drainage in there. The only way to do that is to put the same intersection radius back in but it has to be a must turn right lane otherwise cars would think of it as a bypass and then find themselves running out of real estate quite quickly. We also have a lot of tangent, taper, tangent, taper, through the islands we are creating and it will create a cleaner look to it.

Mayor Chiovatero said that he sees there are some solutions. I just want to make sure the consistency is there. I would like to see it when it's finally drawn out and see how it plots out. I won't support the motion because I don't support the whole plan but I will work with this to see what we can do.

Alderman Ament said that with the assumption this gets approved tonight you can then move ahead with finalizing this. Where do we go from now with the scheduled April 8th bids going to the Clerk's office?

JP Walker said that Staff will have an internal meeting with David and his staff to look at the plan one last time to make sure that Staff agrees with it. We will bring the Mayor up to speed on it. If we find some issues David will work those out. We are looking at sending the Advertisement for Bids to the City Clerk on April 8th with two Ads being in the local newspapers on the 15th and 22nd and a Bid Opening on May 6th. That is still the schedule we are pursuing. Realistically you aren't going to see the first shovel in the ground until June. We will only bring it back to the Board if there is an issue that I don't feel comfortable making a decision on.

Alderman asked how long is it going to be before you are done drawing up and then reviewing it.

David Tapia said that the bulk of the plans are completed because traffic control and signing and a lot of that stuff didn't affect it. It's going to be getting the final plan sheets, the typical sheets and plan details pulled together. My hope that is in two weeks we have a new set of everything for JP to look at.

JP Walker said that you don't have to have the plans 100% perfect on April 8th; they have to be 100% perfect when the first add hits the paper on April 15th.

Mayor Chiovatero asked that when you start getting some drawings if you could just make some PDF's, it looks like two areas of concern, if you could just e-mail them out to us and if there is a decision that you aren't comfortable with we can have a quick meeting on it.

John Graber said that he would like to go back to something the Mayor said that he wasn't going to support this because of the actual design. I don't really support the two lane road either but I look at this as a done deal in

my mind and to vote no and somebody else would it would throw this into a tailspin so I'll vote in favor of it but with the same concerns I've had all along is that I think it should be four lanes.

Upon voting the motion passed with Mayor Chiovatero voting no.

Alderman Seidl made the motion to adjourn.

John Graber 2nd the motion.

Upon voting the motion passed unanimously.

Meeting was adjourned at 7:24 PM.