

MINUTES
BOARD OF PUBLIC WORKS MEETING
** November 20, 2006
New Berlin City Hall Common Council Chambers
3805 S Casper Drive

Please note: Minutes are unofficial until approved by the Board of Public Works at their next regular scheduled meeting.

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

Staff Present: Ron Schildt, Division Engineer for Transportation; Tammy Simonson, Civil Engineer; Eric Nitschke, Division Engineer for Stormwater

Guest: Darrell Berry, Bloom Consultants
Curt Hulterstrum, HNTB

Alderman Augustine opened the privilege of the floor and asked if anyone would like to speak. The following responded:

Eric Nitschke: 2155 Ridgeway Drive – I would like to see the Two Way Left Turn Lanes removed and add the raised medians back into the project, for the area north of Lincoln Avenue to the railroad tracks. The intersection of Westward Drive and Calhoun Road has been shown by the TIA to be the 2nd worst in the project area. Only the Cleveland/Calhoun intersection is worse. It will be even more difficult to exit the subdivision if the frontage road exits opposite Westward Drive and there is only a TWLTL as a median break. The residents currently have no way of accessing the County Trail and Buena Park without walking/biking along the west side of Calhoun. Please move the pedestrian trail from the east side to the west side of Calhoun Road to allow access for the residents on the west side. It would be nice to have a trail to walk on to get to the Waukesha County Trail. Please put safe crossings and very noticeable markings in the road by the County Trail. This is a very unsafe area to cross, and there are many people that cross every day at that location. Please move forward with this project as soon as possible. This project has been delayed for a long time. The road condition is getting worse, and the traffic more congested. As a New Berlin resident I would like to see my tax dollars go to this project.

Steve Podjaski – 2222 So. Calhoun Road – Tape Machining Corporation – I have semis coming in all day and sometimes several times an hour. We have reviewed this plan with the plan date of November 3rd, 2006. We have always urged the rebuilding of Calhoun Road preferably with 3-lanes with a suicide left turn lane. The City wants four, actually 5 with the turning lane. One of our suggestions would be the termination of the frontage lane at Stanek Tool right of their apron and relocate that pond 90 degrees and elongate it. Improve the intersection by putting the apron down and put the access into the frontage road with a stop and go light. For the Frontage road in front of AAA, I don't see an entrance. The semi's need to come in and be able to back up by looking over their left shoulder. The same holds true at Rogers Drive. Their also is the safety issue with the Day Care Center, especially in the evening now that it is dark when the children are being picked up. I feel that Alternative 1 where the frontage road goes out to Rogers is the best way to go for the safety of the kids and giving semis access for backing up.

Ken Matheson – New Berlin Industrial Park Association – Liberty Lane has a lot of bus traffic, about 60 buses a day; could a stop light or caution light be put on that corner?

Dan Kroll – A & A Manufacturing – My concern is to the North of our building where Lincoln Avenue joins Calhoun Road. We have a parking lot where our employees park. They have to cross the road to get to our building. Could some type of flashing light be put there to make the drivers aware of pedestrians in that area?

Meeting was called to order at 8:10 AM

ITEM 01-06 Approval of the minutes from the October 16th, 2006 Board of Public Works meetings.

Motion by Alderman Ament to approve the minutes.

JP Walker 2nd the motion.

Upon voting the motion passed unanimously.

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

JP Walker: This item will remain on the table.

NEW BUSINESS

ITEM 20-06 Development Agreement for a Two-Lot Development at 4320 So. Moorland Road

Alderman Augustine: Recommend to the Common council approval of the Development Agreement subject to final review as to form by the City Attorney.

Motion by JP Walker to recommend to the Common Council to approve the Development Agreement subject to final review as to form by the City Attorney.

Mayor Chiovero 2nd the motion.

JP Walker: This Development Agreement comes about because although it is only a two-lot land division, there is public infrastructure that has to be installed to provide sanitary sewer service to the back lot. The developer has chosen to propose plans that incorporate the installation of sanitary sewer. These plans are prepared taking into consideration potential development in the future. This may become a subdivision if Adell Avenue is extended. He does have Plan Commission approval for this.

Alderman Moore: Where is Adell Avenue?

JP Walker: Adell Avenue terminates one lot to the north.

Alderman Moore: So it goes from Moorland east about a lot and a half and then goes south.

JP Walker: That is the sanitary sewer that you are looking at. The sanitary sewer centers right in that 60 foot zone.

Mayor Chiovero: This has been a project that has been worked on between the City and the resident for a long time. We have asked them to consider buying the property to the north and extending Adell Avenue to the south. That is what the City would prefer to do. The developer is very agreeable to this if that were to happen.

Alderman Moore: Are these single family homes that are labeled C, D, and E?

JP Walker: Those are potential lots and they are single family homes.

Alderman Moore: We would have a street going behind these houses?

JP Walker: The reason is that access to Moorland Road is limited because the County won't approve any more driveways onto Moorland Road.

Alderman Moore: If we allow this we are making an assumption that it is Ok to put streets behind these houses.

JP Walker: Existing Adell Avenue is directly north of this creating the same situation. This has been approved by the Plan Commission and Common Council. The Land Division was approved in September of 2005 by the Plan Commission and Common Council.

Upon voting the motion passed unanimously.

ITEM 19-06 Calhoun Road Reconstruction Design Components

JP Walker: This will be a continuation of the discussion on Calhoun Road. We have had several meetings in the past on Calhoun Road and it is before us again. Hopefully we are at a point where we can make some decisions and move this project on. There is a subsequent phase that needs to be done and that is the Right-Of-Way Acquisition. Certain work that has to be completed before we even get there and that is the Relocation Order. In order to do that we have to make some decisions on components that have to be made on Calhoun Road so we can move it on to the Council for their consideration.

Darrell Berry: There are four alternatives to consider and they are as follows:

Alternative #1 – Basically reconstructing the intersection at Cleveland Avenue and extending the Project to the south transitioning back to the existing roadway and then somewhere north of Cleveland Avenue transition back to the existing two-way roadway and rehabilitate the rest of the roadway north to Greenfield Avenue which would basically consists of rubbelizing the road, smoothing it out and adding some new asphalt. That alternative has a cost of about \$4.7 million. There are contingencies listed. The real estate cost is just what's necessary for the Cleveland Avenue area, not the entire length of the project.

Alderman Moore: Does it include the stormwater work necessary that would have been included with the whole project.

Darrell Berry: No, it does not.

Eric Nitschke: I would not presume to speak for the Water Resource Utility, but it would not be Staff's recommendation to address the stormwater concerns to go with this option.

Alternative #2 – A complete reconstruction of Calhoun Road from the southerly project limits where we transition in from Ryerson Road all the way to Greenfield Avenue. This alternative basically includes the elimination of the frontage road that exists and reconfiguring the access points to consolidate drives to allow access for businesses. This is the bio-retention alternative and gives the maximum opportunity to construct bio-retention basins at Glendale Drive, Rogers Drive and Lincoln Avenue. Following discussions that we had at several meetings with the businesses, this alternative does not look that favorably. There has been concern about preserving the frontage road. This is the most expensive of the alternatives.

Alternative #3 – Full reconstruction of Calhoun Road from Ryerson Road to Greenfield Avenue. It maintains the existing frontage road, includes two intersections with the side roads at Glendale Drive and one intersection with the frontage road at Lincoln Avenue. The reconstruction of Calhoun Road is proposed with raised median islands up to some point in the area just north of Lincoln Avenue where we would turn

into the Two Way Left Turn section. Again, as it was mentioned this morning the area where we would end the median section and begin the two-way left turn section hasn't been decided yet. That is a design refinement.

Alderman Moore: Is that what you have with the diagrams?

Darrell Berry: Yes, that is the most recent plans.

Alternative #4 – Is almost identical to Alternative #3 with the exception that there are four frontage road intersections. One is at Glendale Drive, two at Lincoln Avenue and one at Rogers Drive. Based on meetings that we have had and comments that we have received, the intersection South of Lincoln is not looked at very favorable. We have a sketch of that intersection included with the plans and the associated costs of that plan are about \$275,000 more. The cost of one frontage road intersection is about \$130,000. We are looking at the costs for alternative #4 to be approximately \$10.3 million in construction costs and about \$1.1 million in real estate costs.

Alternatives 3 and 4 both include bio-retention basins and stormwater management to the greatest extent possible that we can get designed between the frontage road and Calhoun Road.

Darrell Berry: Alternate #1, as written on the Plan Sheet, is showing the proposed new intersection with Rogers Drive going through the property that is currently for sale. That relates in the total overall cost summary to Alternative #4 where we have four intersections of the frontage road. There are some business owners that are in favor of that type of intersection. Alternative #2 does not provide an intersection to the frontage road with Rogers Drive, but improves and modifies the existing driveway from Calhoun Road to the frontage road. That alternative is linked overall with #3 where we have a total of two frontage road intersections. One at Glendale Drive and one at Lincoln Avenue. This particular frontage road intersection has gotten pro and con comments.

Alderman Ament: When I look at the map, if you look at the homes on the east side, south of McDonalds, will they be able to cross the median in and out of their drives?

Darrell Berry: The driveway access into McDonalds if you are heading north on Calhoun Road to enter the existing driveway, right across from that driveway you have a raised median section. The raised median ends about 50 feet south of the driveway and from that point on it will not be a raised median. They will be able to cross the median area.

Alderman Ament: Keeping with what was originally discussed that is not the intent.

Darrell Berry: We are not going down to Ryerson Road. It is ending about 450 feet north of Ryerson Road.

Alderman Ament: We are limiting a lot of the access to McDonalds.

Darrell Berry: It now looks like a lot of the access to McDonalds will be limited. Right now if you are driving north on Calhoun Road there is only a right in, right out access to McDonalds and on Cleveland Avenue you will only have access to McDonalds by another right-in or right-out turn. If you are traveling south on Calhoun Road, you will not have access to the driveway. There will be no access for west bound traffic on Cleveland Avenue into McDonalds.

Alderman Ament: That's the way it is anyway. The County would not participate other then the design work with the traffic signals is that correct?

Darrell Berry: Yes, they will design their plans in the project. The length of the turn bays, number of lanes has been reviewed with the County and is compatible with their future plans to reconstruct Cleveland Avenue.

Alderman Ament: Do we need to do this work on Cleveland Avenue at this time? This is the largest part of the expense. This intersection is as much on Cleveland Avenue as it is on Calhoun Road. Can we just do the Calhoun Road part? I don't have a problem with the design, just with the cost of Cleveland Avenue.

JP Walker: If we go back to Moorland Commons at Moorland Road and Beloit Road, there was an ultimate design and then an interim design. Darrell, is what you are showing the minimum that is required?

Darrell Berry: What we have shown on the plans is what Waukesha County will approve. We have had meetings with the County and they provided comments on the design that we had earlier in the year and we have included those in our designs. This is the minimum amount of what needs to be done on Cleveland Avenue. We did submit it to the County for review, and their comments did not substantially change what is going to be done. Some of the turn lanes were made a little longer for future traffic projections. The remainder is what we had proposed. Because Waukesha County owns Cleveland Avenue, it has to meet with their approval.

Alderman Ament: I would like to look for a way to reduce the cost and have the County pay more for it. I can't see the Council approving this as it is. It looks like some of these alternatives are going to be intermixed.

Darrell Berry: There are four alternatives, but you could have an additional 3A or 5 that would include three frontage road intersections. The one that is in question is the one at Rogers Drive.

Alderman Ament: When I look at that section, if we went with the alternative that brings it down to Rogers Drive rather than Calhoun Road we are looking at a lot of land acquisition. There are some loading and unloading issues for the dock areas at "Schwantz".

Darrell Berry: This frontage road can be combined with the paved surface that is there right now. Basically with this alternative, you will end up with a large paved area that would be marked to distinguish the road area.

Alderman Ament: That would come out to the east of the pond. There will be issues are: getting trucks in and out of there, car and truck traffic going thru what is now their parking lot, and also in the future. If they want to do something with the building, they are going to lose a lot of their parking lot.

Darrell Berry: That definitely is a disadvantage and is one of the reasons that led to the alternative of not providing that intersection but improving the driveway that accesses Calhoun Road.

Alderman Ament: I would lean that way but would like to see it come out on Rogers Drive. When I look at the Alternative Transportation Plan, it shows a trail on Calhoun Road as a trail on the shoulder. I assume that means either on road or extension of the pavement.

Ron Schildt: The plan originally called for a wider shoulder for the bikes and pedestrians. When this design came forward we looked at a bike lane on the street and then decided we should try and get the bikes off the road and onto their own facility. That's why we looked at a multi-use lane on the east side.

Alderman Ament: I'm trying to get this to be the most reasonable and affordable plan to Council. I don't see them approving this the way it is. As far as connecting the trail for the subdivision where Westward Drive is located, there is a proposed future trail that goes all the way south to Coffee Road, through Cleveland Avenue all the way to the County Trail. So instead they could go west to the other trail. The other concern in making Calhoun Road wider, it is going to be that much more difficult to get across. The sidewalks on the west side are an issue, but the trail or bike lane that is on the east side, which is what I would suggest, would be an off road trail. I still would like to see a cost savings of using the service drive.

Alderman Ament: The alternative for a three lane roadways was not acceptable because it doesn't meet the current and projected traffic demands.

Alderman Ament: When I look at the traffic demands in the northern portion ranging from 15,000 to 23,000 in 2028, that's 22 years from now. The biggest problem with congestion is the intersections. In reducing the basic roadway for the 1.3 mile stretch that would allow us some time to regroup financially. Even if we did it now, in 22 years the road will need work anyway by then. What happens in 22 years from now when we reach the projected total?

Mayor Chiovatero: The current traffic volume indicates a 4-lane roadway. Is that correct?

Ron Schildt: The 12,000 to 15,000 traffic volume indicates that a 4-lane roadway is recommended. The Alternative Transportation Plan does say that anytime a major roadway is constructed we should be looking for another facility for other types of transportation.

Alderman Moore: My general concept is this has been with us for a long time and hope we wouldn't make too many changes at this point. My first question is, is it possible or advisable at all that at the Cleveland Avenue intersection to stop the raised median to the west of the McDonalds entrance and allow traffic going west along Cleveland Avenue to turn left into McDonalds?

Darrell Berry: Based on the traffic projections for traffic that is going to the north that would make a turn to the left or go west on Cleveland Avenue we need to have a turn bay length, and that length determines where that median goes. Based on the traffic numbers we have now, we cannot shorten up that median.

Alderman Moore: There is a median there now, that does not allow traffic to turn left into McDonalds is that correct?

Darrell Berry: No you cannot turn in.

Alderman Moore: McDonalds has not stated any concern about that?

Darrell Berry: We have not had any conversations with them.

Ron Schildt: I did talk to them after our last informational meeting and the manager called and was told the access was going to change. The only direction you won't be able to get into McDonalds is if you are going west on Cleveland Avenue. With the reconstruction they won't be able to turn left on Calhoun Road and then left into McDonalds.

Alderman Moore: If someone is going west on Cleveland Avenue they will have to do a u-turn at the end of the median or take a left on Calhoun Road and then do a u-turn at the end of the median. Do you anticipate that being a traffic problem in the future?

Ron Schildt: We may in the future have to put up a no u-turn sign and people will have to change the direction that they are coming from in order to get into McDonalds.

Alderman Moore: So you are basically saying that this is the best alternative?

Darrell Berry: Yes, this is the best.

Alderman Moore: Are there going to be walk signals at Calhoun Road and Lincoln Avenue?

Darrell Berry: There will be a signalized intersection at Calhoun Road and Lincoln Avenue as there is now. The crosswalks will be to get across Calhoun Road and Lincoln Avenue will be at the standard locations for crosswalks. There is nothing in the plan to provide supplemental lights such as pedestrian controlled intersections.

Alderman Moore: If the sidewalks were next to Calhoun Road the people would be out on the sidewalks anyhow, correct?

Darrell Berry: They would cross at the general locations.

Alderman Moore: People are asking for crosswalks on the outside or the east side of the frontage road access.

Darrell Berry: Employees for A & A Manufacturing park on the north side of Lincoln Avenue and have to cross Lincoln Avenue to get to their place of employment. With the proposed design is there going to be additional crosswalks for these individuals? The answers to those comments are no that is not part of the design right now.

Alderman Moore: Would the City have to put in the suggested safe crossing areas or is that the County's responsibility?

Darrell Berry: North of the railroad tracks and south of Roosevelt Avenue, we have proposed to construct raised medians in the median where the center lane is on both the north and south side of the crossing, in response to some of the safety concerns. The decision whether to provide these markings would be a decision by the City.

Alderman Moore: Within the TWLTL lane, correct?

Darrell Berry: Yes, but we are proposing to put in a relative short section of raised median north and south of the trail crossing.

Alderman Moore: One of the changes would be a TWLTL between Lincoln Avenue and Rogers Drive. If we can do raised medians at the County trail, why would we need to have a TWLT there when we could have a raised median? There would be possible 4 homes that would be restricted from turning left into their homes. Why not have a narrower full length median between Rogers Drive and Lincoln Avenue? My understanding is that you went to TWLT because of narrow roadway there.

Darrell Berry: We looked at the TWLTL because it results in a narrower roadway section, because it's slightly narrower and isn't the raised median and it saves some money. It still provides the capacity and it functions adequately. The TWLTL provides safety but the raised median is safer yet.

Alderman Moore: I would like to make this road as safe as possible. Are there any objections or legalities to having the raised median there for safety?

Darrell Berry: Having a raised median would meet the design criteria and provide a safer area. We could not make the raised median the width of the center TWLT, it violates design criteria. We are at the narrowest we could provide to meet design standards, which is 24 feet.

Mayor Chiovatero: I'm all for some kind of path, I think we are seeing a need for that.

Darrell Berry: On the east side the current design shows an 8' wide paved trail?

Mayor Chiovatero: Why couldn't we put that on the west side of the street?

Darrell Berry: The difference in width of the three feet would make a difference in the right of way. I think your question is could we put an 8' wide multi-use trail on the west side of Calhoun? And not have any trail at all on the east side.

Mayor Chiovatero: Yes, because we already have the service road on the east side. With all the industry and heavy traffic on the east side it makes sense to put it on the west side.

Darrell Berry: Yes, you could do that.

JP Walker: In looking at the relative dimensions from the curb line back we would have to purchase more right-of-way along the west side of the road. It looks like the 5' road sidewalk is already quite close to the right of way.

Alderman Augustine: Alderman Ament are you saying that the intersections at Lincoln Avenue and Cleveland Avenue look well designed but you would like to see, first of all, what the County will be put in for cost on the Cleveland Avenue part and the rest would be a two lane that it currently is?

Alderman Ament: I still have concern about McDonalds, because people going south and having to make u-turns.

Mayor Chiovatero: The people won't have to do that they can turn left on Cleveland Avenue and turn right into McDonalds.

Alderman Ament: Do these costs include the stormwater costs.

Darrell Berry: Yes, they do.

Alderman Ament: I just feel this isn't going to fly if we try to do it all at once. The biggest problem I see is the Cleveland Avenue and Lincoln Avenue sections. If we did those two intersections as they are designed and look for some way of reducing the costs in the other 1.3 miles either leaving it at two lanes and widening it a bit for walk/bike lane on the east side or if it ends up being four lanes put in a TWLTL, it would be something to consider. I'm looking for some ways to save money so that the Council will be able to pass this project. The most important thing is traffic flow. Ron, if we did the intersections and we did leave it as two lanes for now and reconstructed it with a bike lane on at least one side, is it possible if we had the intersections done in the future we could reapply for state funding for the remainder of the road?

Ron Schildt: We could apply for the STP fund. Maybe, but it would be a few years before we would have the funds available. We tried to provide as much of a cost breakdown as we possible could.

Alderman Augustine: Eric, if we were to go to two lanes and deal with just those two intersections how would that effect our long term requirements?

Eric Nitschke: It is 2008 and 2013. The storm water problems in this area start at Calhoun Road. They are two fold. There is water quantity and quality of the conveyance systems in the area. With the construction of Calhoun Road to treat Calhoun Roads runoff, we will get a credit on our permit. How that figures in, I'm not sure how it would figure in; I don't think you would see a significant impact on our Pollutant Discharge Elimination System permit for just Calhoun Road. I think it will kick in when Calhoun Road construction kicks off followed by Rogers Drive, Glendale Drive, Lincoln Avenue and Ryerson Road. In order to do that Calhoun Road is the starting point. We have conveyance problems north of the railroad tracks by Roosevelt Drive, south of the railroad tracks by Lincoln Avenue and by Glendale Drive and we have a lot of drainage going south to Poplar Creek. We also have problems north of Addison Avenue by Fullerton Avenue where the cross culvert is undersized. That area is in dire need of storm water improvements.

Alderman Moore: We have had several votes in the past. I think we have to respect all the work that was done on this project by Staff and the consultants. Have any of the businesses along here indicated any preferences?

Ron Schildt: The preferred one was Alternative #3.

JP Walker: There was concern from Wisconsin Glacial Springs that they need to have access from the north so that puts in that third leg out to Rogers Drive, which is very important to them.

Ron Schildt: It depends on who you talk to.

Alderman Moore: Glacial Springs wants the access to the north. What does Schwanz say?

JP Walker: We haven't talked to them.

Alderman Moore: It seems they would be the ones that would have the objection to Alternative 4. Why have we not discussed it with them?

Darrell Berry: That would be the appropriate next step.

Alderman Moore: It would be my recommendation to talk to them.

Darrell Berry: Has there been anybody from the Schwanz company talk to you?

Ken Matheson: I had a discussion with a realtor for that property and what it would do to the value of the property if the right-of-way was cut through there?

Alderman Moore: What about Alternative 3? There would be direct access to Calhoun Road east of Westward Drive. How would that affect the traffic flow at Calhoun Road and would it be not best to possibly eliminate that access and require all the traffic to go to the south end of the frontage road?

Ron Schildt: There is always some concern depending on what side of the road you are on as to what position you would take. From a circulation standpoint having as much access as you want is beneficial to the businesses, from a safety standpoint limiting the access and having only certain points is somewhat more important and then from operational standpoint being able to do it safely and efficiently sometimes dictates which way you should go. This is why the original layout showed the frontage roads going up to Rogers Drive having it swing back at Lincoln Avenue allow for the proper stacking room at Lincoln Avenue. From an order of safety having a raised median on Calhoun Road stopping just south of Rogers Drive, bringing the frontage road through the Schwanz property would be the best way to handle it for the traffic flow. There is no one good definitive answer. It depends on who you talk to as to which plan is going to be the best operationally for them.

Alderman Moore: How do you perceive the TWLTL working on National Avenue?

Ron Schildt: Depending on where you are, they work well. It depends on the time of day and the amount of traffic.

Alderman Moore: You would probably try to create a left turn lane by the busier business anyhow right?

Ron Schildt: We would try, but it can't always be done. So you have to funnel traffic in a way that will help.

Alderman Moore: My biggest concern would be traffic going southbound on Calhoun Road and trying to turn left onto the frontage road across from Westward Drive. Do you see that as a problem at all?

Ron Schildt: I think that would be in a long run. Having the median there would provide better operation there. Right now we are showing a TWLTL. Prior to this we had a raised median up to just south of the railroad tracks.

Alderman Moore: Is there enough length there between Westward Drive and Rogers Drive for a left turn to made into the frontage road?

Ron Schildt: There is proper distance. Depending on the traffic volume, they might block Rogers Drive. I believe there could be some problems with how that's designed. Alternate 4 would work the best.

Alderman Moore: Would Alternate 4 be Staff's recommendation.

Ron Schildt: Yes, I believe that would be the best.

Alderman Moore: I move that we adopt Alternative 4 as shown.

JP Walker: 2nd the motion.

Mayor Chiovero: Cost has been controversial. It's a big bite in the City's budget. We have had a struggle with the design, frontage road and storm water. We seem to have come to a point where we can at least feel comfortable. Is it perfect probably not, but something has to be done. An area of concern is the traffic flow. The traffic on the road now indicates a 4-lane roadway is needed. The idea of the TWLTL, is a good idea to reduce the cost and make this feasible. I don't see a lot of driveway access along there. It is mostly frontage road until you get to the residential area and there the traffic would be lighter and there wouldn't be the congestion. I feel the County should help us more with that. I'm going to push to see if we can get any more funds from them. We all know that the biggest problem we have on Calhoun Road is at the Cleveland Avenue intersection. That's where the majority of the traffic concerns are. I am going to go the County Supervisor and County Executive to get some more participation on this intersection. This is a safety issue for residents that live on the west side of the road. If I knew that we could go with the reconstruction and know that in a very short time we can make modifications to go from two to four lanes and I don't see that happening now. We have committed to use the STP funds on smaller projects later on. This is the hinge pin of our Industrial Park. We have major storm water issues here, we have heard from Eric on this issue. Part of the biggest cost of this is the storm water issues. It's going to be tough for Council and we have to help them understand the full impact of this. We have to make sure we get it done and get it done right. I will support the motion and make sure we stay focused.

Alderman Augustine: I guess the action we are taking if we approve it, is then to move forward and approve funding for right-of-way acquisitions.

JP Walker: We have approved funding for right-of-way acquisition per the 2006 budget. This motion is to move the Alternative selection on to the Council, and we selected Alternative 4.

Alderman Augustine: I know it's always been a matter of not if but when we do this, but it's a matter of cost. Is there a chance of moving ahead with the right-of-way acquisition at today's property costs and then move on in stages in terms of taking care of the two intersections at Lincoln Avenue and Cleveland Avenue and Alderman Aments' idea of two lanes?

JP Walker: I think there are two things we have to look at here. Traffic control and storm water control. In your estimate how long would it take to construct the entire project?

Darrell Berry: To construct the full build out with 4 lanes, it would be a stretch to get it done in one construction season. It could be done with a good dedicated effort starting in April and ending in November. Some of the finishing work and landscaping would be done the following spring. With one good solid construction season it could be done.

JP Walker: I would charge the consultant to look at if there a way we could phase Alternative 4 over at least a two budget cycle, over a two year period? Keeping in mind traffic issues and storm water control. I think there is and I think that location is somewhere north of Lincoln Avenue. I think that would help the Council make a decision.

Alderman Ament: When I first came into office one of the first things I approached Mayor Wysocki on was the Industrial Park and Calhoun Road. I don't see how, with all of the budget issues coming up, this flying. I don't see that the taxpayers will be able to afford this, both residents and businesses in the Industrial Park. I won't support it because I think it will just set it back. I think we should look at Alternative 1 with some expansions, but keeping the cost in the \$5 or \$6 million range.

JP Walker: A couple concerns that were brought to my attention were the left turn lanes from Liberty Lane and Glendale Drive. We know that they are problem areas. We have to look at the relative location between Lincoln Avenue and Cleveland Avenue. Is there anything that can be done to enhance the left turn movement? Can they be signalized?

Darrell Berry: What is proposed at Liberty Lane is the median section and as you head north on Calhoun Road there is a dedicated left turn lane to get into Liberty Lane, there is a full median opening proposed at that location. From a traffic standpoint all movements can be made from that point. If it can be signalized or not, it is a City street, and that would have to be the City's decision. You have to consider the traffic flow along Calhoun Road if you were to put in another signalized intersection and how it would work with the Cleveland Avenue. Glendale Drive is the same thing, for traffic that is heading south we have a dedicated turn lane. From a traffic operation standpoint all the movements are provided for at that intersection. Again the signals are up to the City.

Alderman Moore: Can the lights be timed so the flow stays?

Ron Schildt: The County will be designing the lights at Cleveland Avenue and Lincoln Avenue so they would set them up to be in-sync with each other. That should provide traffic a smooth flow.

Alderman Ament: When we were talking about the \$1,550,000 dollars that is in the budget for the right-of-way acquisition. I have a letter here dated in February from JP with inspections and contingencies in there we have 1\$, 717, 600, are we already over the.

JP Walker: I don't remember the other number.

Darrell Berry: I want to re-emphasize there is Alternative 3A or 5 that basically does not have an intersection with the frontage road on the south side of Lincoln Avenue. In meetings with the Industrial Park there were strong comments about if the intersection on the south side of Lincoln was really necessary. After talking with them and understanding more about the truck movements we came up with the design of not putting in the intersection on the south side Lincoln. It isn't really necessary.

Starting at Glendale Drive to the south it is proposed to provide an intersection on the frontage road with Glendale Drive and on the north side of Glendale Drive. Call that Frontage Road Intersection Number 1.

The second intersection would be at Lincoln Avenue and would only be on the north side. That would be Frontage Road Intersection Number 2.

The third intersection would be at Rogers Drive on the south side. That would be Frontage Road Intersection Number 3.

Based on the discussions that we have had, it seems that the Alternative of 3 frontage road intersections would be the best compromise.

Alderman Moore: From an engineering and safety standpoint, I'm assuming that this is safer because it is right in and right out only. If you were questioning if that is part of the motion, then I was assuming as diagramed.

Alderman Ament: Why can't we do that at Rogers Drive if we can do it at Lincoln Avenue?

JP Walker: It is the truck maneuvering that is favored by the businesses that are north of Lincoln Avenue that prefer to see their semis come in from the north. I think we can do it if we can safely make that driveway access right near the Day Care Center easily accessible from the north.

Ron Schildt: At Lincoln Avenue we have the median where at Rogers Drive and Westward Drive there is no median. With all of these options we have taken the TWLT down as far as possible.

JP Walker: The Motion is to request the Board of Public Works to recommend approval of the design components associated with Alternative 3A which includes the three frontage road intersections with the reconstruction of Calhoun Road so that the consultant can complete the design for the project setting the stage for the relocation order to be issued and the right-of-way acquisition phase to begin.

Alderman Moore: Are you saying that Alternative 4 is different then the diagram.

Darrell Berry: We didn't have a cost estimate for 3A.

Alderman Moore: So 3A is basically as designed with the Rogers Drive access. It is now Alternative 3A correct?

Alderman Augustine: Just concerned about the timing and cost factor.

Upon voting the motion passed with Alderman Augustine and Alderman Ament voting no.

JP Walker made the motion for Adjournment.

Alderman Moore 2nd the motion.

Upon voting the motion passed unanimously.

The meeting was adjourned at 10:42 AM.

****Amended**