

MINUTES
BOARD OF PUBLIC WORKS MEETING
MAY 17, 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 8:03 AM.

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

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

Privilege of the Floor: Mike Morgan wanted to correct his address listed in the minutes from April meeting; it should read 15385 Coffee Road.

OLD BUSINESS

ITEM 02-10 Approval of Minutes from the April 19, 2010 meeting.

**Motion by Alderman Seidl to approve with the correction of Mr. Morgan's address.
2nd by John Graber.**

Upon voting the motion passed unanimously.

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

JP Walker stated that based on Council Action last Tuesday night, the one bid that we received for the Calhoun Road project on May 6th is being rejected and the project is being re-bid on June 3rd. It will be coming to the Special Board meeting in June and then onto the Council on June 22nd.

Alderman Ament asked will it delay the beginning of the construction by approximately a month?

JP Walker answered no it will not delay the beginning of construction because there is private utility work going on first that has to be completed before most contractors will start their work because they want to have a clear run of the entire project. We are extending the end of the project to the end of October instead of the beginning of October.

ITEM 8-10 Update, Discuss & Possible Action on Modification to Coffee Road East Design

JP Walker said that at the April meeting we talked about the issue with the sidepath and how we can parallel the curbing with a terrace and keep it closer to the road, terminating at the east driveway of the Sendik's development and then pedestrians will have a connection through that driveway out to the bike lane resulting in no sidepaths on the three private properties as was previously discussed.

Ron Schildt then presented the design for the revised sidepath location.

Alderman Wysocki asked where will that sidewalk end?

Ron said it will stop on the west side of the Sendik's eastern driveway so from there pedestrians will walk down the drive to get onto the roadway.

Alderman Wysocki asked where the sewer and water utilities are located.

Ron showed on the presentation on the screen where they are located.

Alderman Wysocki asked if the road will be over that easement.

Ron answered no that easement is where the sidepath would go in in the future once those parcels are develop.

Alderman Wysocki asked if we have to take more easement from the properties on the south side?

Ron answered no. There will be a temporary grading easement that we will need to get during construction because the curb is at the right-of-way line right now so there is a little bit of grading that will have to be done as part of this project but everything will fit within the existing right-of-way.

Alderman Wysocki asked if we really need the two left lanes onto National Avenue?

Ron Schildt said that we have had numerous TIA studies on this, in 2001, 2003, 2006, 2008, 2009 and then the last one for the MSP development that have all included this intersection and it has always been modeled as the duo left turn lanes. It was because of the level of traffic that we needed to maintain that level of service.

Alderman Ament said that anything happening in the City Center would NOT have much of an impact on that left turn lane. Because they aren't going into the City Center they are going down National Avenue. Apparently the Mrs. Sippy property is for sale and I'm not sure what theIr plans are for that and where that would fit into it in the future. I know we were looking at some land acquisition along the east side of their property, right on the corner.

Alderman Wysocki asked if this would be the time for us to consider that.

Ron Schildt said that following FHWA guidelines, if we had kept the original radius of the curve, the walk along the south side, the bike lanes and the dual left turn lanes we would encroached so far into the property that we would have been required to acquire the entire parcel. We are redoing the design and can get an exception to standards from FHWA to make that revised curve work and we will need to take part of the parking area. We have been in contact with the property owner before and talked about trying to do something with cross access. I know they have been approached several times by the funeral home asking if it's OK to use the overflow parking on their lot at night when they are closed. We could work something out with the cross access between the two properties and most likely construct an asphalt drive aisle so they could share parking.

Alderman Wysocki said that with the property being up for sale it might be the opportune time for us to get involved if it would result in a better design for the roadway.

JP Walker said that we can't do any right-of-way acquisition at this point until the environmental approvals are in place. That is a federal mandate and until we have the environmental approvals, because this is an STP

project, we can't even talk to the property owner about anything that would be constituted as right-of-way acquisition. Once the environmental documents are approved and we have our consultant start the negotiations that is an option.

Alderman Wysocki asked how long it would be before we hear from them.

Ron Schildt said that it would probably be in about 4 – 6 weeks.

Alderman Ament asked if we get the environmental info, say we got it today; we couldn't approach them until we decided to do at that point. Would that change the environmental issue again and then we would have to start over?

Ron Schildt said no that isn't part of the environmental study. The owners of the property approached us and asked what is going on and he actually came in and asked if the design is changing and we told him we are on hold until we get the environmental report.

NEW BUSINESS

ITEM 11-10 Approval of the 2010 Roadway Maintenance Crack Sealing Contract

JP Walker indicated that this is our fourth year of crack sealing. We received three bids from contractors and two quotes from inspectors. The low bid is from Interstate Sealant & Concrete of Waukesha. They were the contractor two years ago for the project so they are aware of the City requirements. Their bid came in at \$178,269.18 and because of budget restraints we have had to reduce the project. On Friday you received an e-mail from me following discussion with Alderman Ament as to the roads that were pulled out of this year's project and made a priority for next year. They total about \$24,000 in cost but in order to be within budget we had to reduce the project as described in the staff report. In addition to crack sealing, the items that are covered in the Roadway Maintenance account is pavement marking which we expect to be around \$25,000 this year, pre-emption signals which is about \$1,100, and inspection services. The comparison of the bid and what the actual reduced construction contract is is about \$22,000. The reduced amount is \$156,091.50. When you add in inspection the total construction cost is \$172, 941.50.

Alderman Wysocki said that he is concerned that we aren't doing the total recommended work as we know the crack sealing is a process and procedure that extends the life of the roads. I thought that those traffic regulators were County systems that the County put on. Why do we have to pay for the maintenance of those?

Ron Schildt said that it's not actually the pre-emption it's actually the phone lines. We have the four signals that have phone lines so we can call them and see if we can make any changes to the timing plans and that type of thing. It's a monthly bill that is roughly \$100.00 for the four phone lines. There are four different locations, Elm Grove Road & Greenfield, Sunny Slope & Greenfield, Calhoun & Lincoln and Calhoun & Coffee that are our responsibility.

Alderman Ament said that the concern he had is looking at Calhoun Road between National and Beloit, it looks like the number is almost \$5,000.00. That was one of the roads back in 2003 where we did a rehab. I'm concerned if we don't do that this year if we are better off looking at some other roads to rearrange or if we are better off trying to find \$5,000.00 in some other project to try and still get that maintained.

JP Walker said that he asked Don Ullman in our Streets Department whether or not they can do the crack sealing on Calhoun between National and Beloit this year. He hasn't received a response back from Don Ullman but that is an inquiry and hoping that is what we are able to do.

Alderman Ament said his concern is that it is a heavily traveled road and to keep that road as long as we possibly can because there are other ones that need it more.

Alderman Wysocki said that we have talked about this in the past and I know the administration and we have made a commitment that we keep our roads in good shape.

Alderman Ament asked when it comes to budget time again and we look at maintenance, in the past couple years we had \$300,000 and this year we went down to \$200,000, when you break that up if you could give us an estimate as how much is going towards lane markings and things like that. If you could break that up for us so we can see how much is actually going into there, especially if we need to do something. You are telling us in the staff report that by the end of next year if we incorporate the things that we are putting off till next year by the end of 2011 we will be back to where we are supposed to be with the crack sealing is that correct?

JP Walker answered yes you are correct. There will be Staff Report to the Board in the June meeting talking about the roadway maintenance projects. Because one of the items we have to weigh in on is how do we pay for the sidepath repairs? We are finishing the inventory of that and by the June meeting we will have an understanding of what the costs are so the question then becomes does that qualify for CIP funding, last more than 10 years or should that be covered under the roadway maintenance account. There will be a topic of discussion on that at the June meeting and I'll incorporate the information on where we see all the dollars that are going to be needed in the maintenance account.

John Graber made the motion to recommend to the Common Council the awarding of a Construction Contract to the lowest responsive, responsible bidder, *Interstate Sealant & Concrete, Inc.*, for the 2010 Roadway Maintenance Joint, Crack Cleaning & Sealing Project in an amount of \$156,091.50, with inspection the not to exceed Total Project Costs are \$172,941.50.

Alderman Wysocki seconded the motion.

Upon voting the motion passed unanimously.

ITEM 12-10 Discussion & Possible Action on StreetPrintXD Demo Installation

Ron Schildt said that he received an e-mail from the representative for Integrated Paving Concepts who we used their regular street print material for the area by the Library, the colored asphalt that is in the terrace area. We have always been looking at the intersection areas in City Center in the concept that they had shown some sort of a colored insert in the middle of the intersection with special cross walks around it and have never really come up with whether that is going to be stamped asphalt or painted on. StreetPrint came up with a new material that they are using. The thermoplastic that they use has an aggregate inside of it and it's placed on top of it and heated and they can put the different types of patterns in there. They said that they would do a crosswalk for us for free. So it's a matter of finding a suitable location. You can do it on existing asphalt but the pavement needs to be in decent shape so it doesn't matter if it's two or five years old as long as it doesn't have a lot of cracks in it. We are looking at different locations and we were thinking that maybe on Michelle Wittmer at National Avenue where there is the final lift of pavement placed. That would be a good area to do a test, the only thing is what if this isn't what we want to do in the rest of City Center then we have to somehow get rid of it. Another idea was Casper Drive at National Avenue. They want it for marketing purposes, but we

want it so the citizens can see what it is and give feedback as to whether they like it, and see how good it works. It's supposed to be very good for traction control. I think it would be a good product for us to look at, there is no maintenance cost until we have to get it replaced or get rid of it if we don't like it.

Alderman Ament said that he doesn't like pavement markings because they do wear out, they are slippery and I don't think it calms the traffic as much as something like this would. When you are driving along and you see the pavement marking as you are looking ahead you are immediately aware that they are potentially going to be pedestrians crossing at that location. Another area you could consider is the County trail at Calhoun Road, or even National Avenue between Regal Manor West and Malone Park.

Alderman Wysocki asked it is free?

Ron Schildt said that they would do an area 500' to 600' square feet at no cost to the City.

Alderman Ament said that we would have to pay to have it taken out if something didn't work.

Alderman Wysocki said that it doesn't look like something that would be damaged by snowplows. I agree with Alderman Ament that National Avenue at Casper Drive would be a good location.

Mayor Chiovarero asked if you were talking about doing it across Casper Drive

Ron said yes, across Casper, parallel to National Avenue.

Mayor Chiovarero said he likes the idea of the one across Casper because it does get a lot of traffic and we would be able to see the durability. It's an isolated area and a lot of people cross there.

Alderman Seidl asked the first one is free but what is the cost if we like this.

Ron Schildt answered that they aren't cheap, they gave me a square footage price but I forget exactly what it was. That's why I think we should stay away from the City Center Area, we get a free crosswalk and they get some publicity.

Alderman Seidl said he likes the idea also of using it on Calhoun Road by the County trail, but I'm not opposed to Casper Drive either.

John Graber said that he likes the word free also. Are there any hidden costs as they are promoting this for other uses in other communities?

Ron Schildt said the only cost is they would like us to provide the traffic control for the installation by the contractor for the time it takes them to put it in.

UPDATES

No update on Coffee Road West Design.

No update on Martin Road Design.

Alderman Wysocki made the motion to adjourn.

John Graber 2nd the motion.

Upon voting the motion passed unanimously.

Meeting was adjourned at 8:46 A.M.