

MINUTES
BOARD OF PUBLIC WORKS MEETING
September 21, 2009
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 Chiovatero; Alderman Ament, John Graber, Alderman Seidl; Alderman Wysocki was absent.

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

Guest: Phil Bain, WISDOT, Amanda Zacharias, DAAR Engineering.

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

OLD BUSINESS

ITEM 01-09 Approval of Minutes from July 20th, 2009 meeting.

Motion by Alderman Seidl
2nd by John Graber

Upon voting the motion passed with Mayor Chiovatero voting present.

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

No discussion.

NEW BUSINESS

ITEM 27-09 Presentation from Phil Bain, WISDOT, on the Martin Road Bridge Project

Phil Bain presented the updated rehabilitation schedule for the Martin Road Bridge Project and the overall I-43 Project.

- The Racine Avenue/I-43 Interchange Project will be completed early this year.
- The next two projects include the Martin Road Bridge Project and rebuilding the I-43 bridges over Hwy 164 in 2010.
- In 2011 WisDOT will be resurfacing I-43 from Hwy 164 to Moorland Road.
- The rehabilitation of I-43 from Hwy 83 up to Hwy 164 in either 2011-2012 construction years or 2012-2013 construction years.
- In 2013 WisDOT will complete the reconstruction of the Hwy 164 interchange.

Phil Bain indicated that there will be times when Martin Road has to be closed completely for safety purposes. He is planning on having a PIM this fall on this project and will see what the public's thoughts are on closing Martin Road.

Alderman Ament stated that most of the time in other projects, people still want to be able to get through. He would yield that issue to Alderman Harenda and the Mayor because they are the ones that are going to receive most of the calls and questions on that. If there is a way of keeping it open as much as possible that is the way they are going to lean.

Mayor Chiovatero responded yes, he knows that most of the residents like to keep the roads open. He also indicated that he will have sway towards Alderman Harenda because he hears more complaints in that area. If it's going to slow the project down, if it means to expedite the project and get you out of there sooner, maybe closing the road down will be beneficial. He asked how long would it be closed?

Phil Bain answered that construction would start late May or early June and end right around November. There are times when bridge decking work is being done, pouring the bridge, waiting for it to cure, when it could be open. It will be some of the operations, obviously like removing the bridge deck, setting the girders, when they are doing the milling and overlaying on Martin Road when it will need to be closed. He has a mailing list set up for Martin Road and will have a website set up for this project. We can put information on our website and some signage indicating when the closures would take place.

Mayor Chiovatero indicated that his first impression would be that it's too long to close Martin Road down for the full time length of the project. During the deck replacement he can see it. He asked Martin Road is not going to be torn up correct?

Phil Bain responded correct.

Mayor Chiovatero stated if it's a drivable road, I'm more inclined to say leave it open as much as you can.

JP Walker asked can the girder work and the work that you have to absolutely have to have Martin Road closed be scheduled during the summer months when school buses would not be using Martin Road?

Phil Bain responded that it would depend on when the contractor would start. He thought that things like girder work could be done at night or on the weekend. Removing the bridge deck, because it will be done half at a time and due to the proximity of the homes that are there, that will have to be done during the day. He thought that school gets out around the 5th or 6th of June. Chances are when we do the middle portion, school would be out and they potentially could have the outside portion of the bridge deck removed prior to school starting on September 1st. If they don't, we could have it done in such a way that all operations are stopped once we approach the time frame for the buses coming through or just do it on the weekend.

Alderman Ament asked when you mill and overlay Martin Road, is that going to raise the height of Martin Road by the bridge? Two concerns would be the height clearance and the other is that generally when that happens, especially on a bigger road where there are stormwater issues to begin with, it seems to create more.

Phil Bain responded that they are going to keep it the same elevation. He discussed night work. WisDOT hasn't had too many complaints on the I-43/Racine Avenue Project, but that bridge sits further away from homes whereas Martin Road has homes within a couple hundred feet of the bridge structure. The operations he potentially sees happening at night are things like putting temporary asphalt down on the freeway, but that would be very short term in nature. Setting the additional girders, but that would all be up on the freeway and depending on the temperatures maybe a deck pour at night, if it is warm enough. With having to set the additional girder WisDOT is going to have to widen the bridge piers to the median. Any pile driving operations would be done during the day. He has met some of the folks who live along Martin Road and one of the concerns they have is damage to homes caused by the vibrations during pile driving. WisDOT has measured the distances from the bridge structure to the homes. Their geotechnical and structural people in the central office in Madison do not see any problems with the locations of those homes and performing this type of work, but they are going to have it set up so that they have seismographs onsite both that the contractor could provide and WisDOT can monitor vibrations. To me a little extra cost on that in order to give the resident's

piece of mind is worth it. The other thing we will do, is if the homeowner lets us do an inspection, we have the contractor go in prior to the job starting and actually photograph the house and do a damage survey repair both before and after construction to see if there was any damage. Similar to the I-43/Racine Avenue Project he is going to have a design PIM, probably in late October or November. During construction WisDOT will have a construction PIM meeting before the job starts, once a month during construction and will make personnel available to anyone with questions.

ITEM 29-09 Discussion and Possible Action in Changing the Regular BPW Monthly Meeting Time – Referred from the Common Council on 7/28/09.

Alderman Ament suggested that since Alderman Wysocki wasn't there to discuss this item, it will be held over until the next meeting.

ITEM 30-09 Discussion on Budget Implications to maintain a PASER rating of 6.0

JP Walker stated that the City's stated goal is to maintain a PASER rating of 6.0 (old) / 60.0 (new rating). The current rating based on the 2009 evaluation is either 5.4 (old rating) / 54.0 (new rating), so the average pavement condition is 10% below the City's goal. Approximately 70% of our roads are currently rated 60 or below. We have over 225 miles in the City and almost 70% of those roads are at the stage where something other than crack sealing has to occur. That's where it starts to have some significant impacts on budgets, when we look at the level of effort that is going to be needed to get us back up to the 60.0 average rating. The graph in your packet shows how roads deteriorate. The roads that are crack sealed deteriorate at a slower rate than those that aren't crack sealed. We have estimated that roads that are crack sealed only lose about ¼ of a point in their rating per year. Roads that are not crack sealed lose as much, if not more than, ½ of a point in their rating per year. That comes into play when you take into account the rate of deterioration that is occurring over time. The chart that Ron Schildt put together shows that a road can go from a rating of 10 all the way down to possibly a 1 in 25 years. A road can deteriorate from a 10 to a 6 in about 11 years. The deterioration starts out slow and then picks up over time. We evaluate our roads every two years, a road can go from a 60 to a 50 in one year. He laid out two scenarios that would be needed to build that average back up to 60.0, one scenario is to rehabilitate 14 miles of road for a period of 5 years and then rehabilitate 8 miles of road for each year thereafter to maintain that average of 60.0. The current cost for rehabilitating a road on a per mile basis is approximately \$300 - \$320 thousand. Figuring in a 5% increase per year in potential costs results in a Budget impact of \$4.8 to \$5 million per year when rehabilitating 14 miles per year. At that rate, it will take us 5 years to get that average up to 60.0. The Board may desire to have us look at doing a more aggressive approach in trying to get that average up to 60.0 quicker. The second scenario includes rehabilitating 25 miles per year for two years at a price of \$8.5 - \$9 million per year, but that would get our average up to a 60.0 in two years. Thereafter, rehabilitating 8 to 10 miles per year will maintain that 60.0 average. He asked how much of an effort is the Board willing to recommend to the Council, how quickly would the Board desire to see us try to get that rated average back up to 60.0? Do you want to do it quickly; do you want to do it over time? That is the type of direction and recommendations we would request coming from the Board, especially when we talk about the CIP budget at the Council.

Alderman Ament stated that we had in past years budgeted \$300,000 for crack sealing and shoulder work, pot holes and things like that. Last year we rolled that back to \$200,000. Are we hurting ourselves by rolling that back to \$200,000?

JP Walker responded that over time the answer will be yes. As we have more miles that are rated 80's and 70's, then we will need the crack sealing budget put back up to \$300,000 level.

Alderman Ament asked are we better off going for the \$300,000 in the 2010 budget?

JP Walker responded that we don't need it for 2010, we are fine with the \$200,000 level. If we have an increase in miles, keep in mind we have STP projects coming down the road soon too. That will be new streets and

within four years they will be part of the equation, so yes, probably within the next three to four years we will need to be looking at boosting that amount back up to \$300,000 for crack sealing.

Alderman Seidl asked if we just let it go as we have been doing, how long would it take us to get our PASER rating back up to 60.0?

JP Walker responded that we are doing about 6 miles per year. At that rate, we will never catch up and get it back to 60.0. If you do the math and look at 225 miles, and rehabilitating 6 miles per year, that's over a 40 year cycle.

Alderman Ament stated that just looking around there are others besides the major roads that have really gotten bad in the last couple of years. We are talking about Coffee Road when it comes to the widening of the lanes and potential shoulder paths, maybe Staff could give us a cost analysis of just doing a rehab of that road and doing what we did on Lincoln without any major additions to it. It also needs widening and other things along the way that will add to the cost. I think we have to look at the things that we have to do when we look at these rehabs and what we would like to do and maybe over the next five or six years we will have to do just a little more of what we have to do and less of what we would like to do until we are caught up.

JP Walker stated that Staff has had some preliminary discussion on what to do on Coffee Road. Obviously we are just getting started on that project. This won't be a full pulverization reconstruction. It's going to be a rehabilitation project. There are large sections of that road that need to be totally rehabilitated, pulverized with base repair and building it back up. There are large stretches that don't need to be milled. We have to pay particular attention to the areas where there hasn't been any pavement that will now be paved to make sure that the structural stability is there in the sub-grade. We do that with a boring project where we have core samples drilled and have them analyzed to develop an understanding of the stability as part of our analysis.

Alderman Ament stated that the balance point is you don't want to do it so cheaply that you really aren't making any improvements long-term because then we are just putting the project off a couple years. On the other hand if there are ways that we can save a couple bucks as we do these projects, maybe we can get another one in sooner because obviously the budget is going to be limited as to where we can go with it. As we add the bigger projects such as Calhoun Road and Coffee Road it's going to have an effect on what else we can do. Are you looking for something from us right now?

JP Walker responded that it is a timing issue, when is the CIP budget going to be discussed? What type of direction or recommendation should come from the Board to the Council prior to that discussion? Ultimately I'm looking for some recommendation from the Board to the Council and how rehab needs to be impacting the budget discussion.

Alderman Ament indicated that he was not prepared right now to fully make a recommendation on this. Some of this is also going to depend on where we land with Coffee Road as we get into the costs of that, unless you have a rough idea.

JP Walker indicated that Staff will still be working on the design probably late spring or early summer of next year.

Alderman Ament asked will we have a rough idea before that of what we might be into?

JP Walker responded that as staff comes up with their preliminary estimates we certainly can report that to the Board as we fine tune those numbers.

Alderman Ament added that he didn't know if it pays to go to Council and recommend something that isn't realistic.

JP Walker indicated that Staff is OK with Coffee Road and Martin Road, those are separate CIP projects. My intent is not to have those as part of the annual rehabilitation project because that takes potential funds away from other roads that are needed. These are large enough projects where they can be CIP projects.

Alderman Ament stated that when we look at that old CIP budget individually it is good, but we still need to look at it collectively.

Mayor Chiovarero stated he is not against adding \$5.3 to \$5.6 million to the CIP Budget except that the next couple of years we have some really heavy CIP roadway projects. This year we have a huge CIP budget mostly driven by roads and the next year another set of roads plus Calhoun Road. As much as I would say this would be great to do, what we may have to do is take a big picture and maybe the next two years we try to squeeze in a million dollars or two and then go into year three when the major projects we have slated are done, raise that up above \$5 million to catch up.

Alderman Seidl stated that he looks at it as if we continue to put these off we aren't going to get the very favorable interest rates that we have right now. If we continue to put this off, the cost is going to continue to go up.

Alderman Ament indicated that we do need to try and accelerate this, but how far is going to be the question. That's why the program that JP and Greg Kessler worked out a couple of years ago of the crack sealing and making sure that we actually use it and not use that money for other things, I think that will pay dividends especially over the next three to five years.

JP Walker added yes, we are going to see dividends in the roads that are cracked sealed, what's going to happen to the roads that are already below a 60 rating that are going to continue to deteriorate at a higher rate. I was surprised at the condition of the roads that were a 4 two years ago and are now a 2, that was a drop of 1 point per year instead of ½ point per year.

Alderman Ament stated that a good example is the western section of Coffee Road, where just a couple years ago it didn't seem all that bad, in the last two or three years it is literally disappearing, there is nothing to patch. I agree we do need to do that and that's where the balancing act is going to come in. I'm just a little cautious that if we go back to Council with too much at one time, it's going to be disregarded as out of hand.

ITEM 31-09 Reallocation of Funds from the Rogers Drive Design Account to Coffee Road West Rehabilitation Design Account for Surveying Services

JP Walker stated that Staff is going to be redesigning Coffee Road west in house, it's going to be kind of a hybrid of a rehabilitation project where in some areas there may be substantial reconstruction needed but that's something the Staff will determine when it does it's analysis as part of the design work. In order for us to get a head start on the design the latter part of this year and into 2010 we need to reallocate funds from an existing design account to allow survey work to be done this fall. We have looked at all the projects that we have on the books and the project that has the most funds available is the Rogers Drive account. We are coming forth with a request for a reallocation of \$25,000 to be transferred from the Rogers Drive design account to the new Coffee Road design account via draft Resolution 09-26. That resolution will be going to Council.

Alderman Seidl asked what does this do to the Rogers Drive project is this pushing it further ahead?

JP Walker responded that this has no impact on the Rogers Drive design project. This is just reducing the amount of money that's in that design account by \$25,000.

Alderman Ament asked how will that affect it?

JP Walker responded that we received a very good quote from the selected consultant for the design work. We have plenty of funds available on that project.

Alderman Ament stated so we aren't taking anything away from the project itself.

JP Walker responded no.

Alderman Seidl made the motion to recommend to Council to approve the transfer of \$25,000 of approved funds from the Rogers Drive Design Account 04251100 63018 C2008 to the Coffee Road West Rehabilitation Design Account 04251100 63019 C2009 via Resolution 09-26 for Survey Work Associated with Preparing an In-house Design for the Rehabilitation of Coffee Road West of Calhoun Road.

Mayor Chiovero 2nd the motion.

John Graber asked how much money will that leave in the Rogers Drive account?

JP Walker responded that there was around \$500,000 in the account and the consultant's contract was approximately \$300,000.

Upon voting the motion passed unanimously.

ITEM 32-09 Approval of Professional Services Agreement for Surveying Services on Coffee Road West of Calhoun Road

JP Walker stated that Staff solicited quotes from consultants for doing the survey work. We received four quotes which are summarized in the packet. The high quote was \$28,720 and the low quote was \$17,000 by Crispel-Snyder. Staff reviewed the quotes and recommending that we select Crispel-Snyder to do the work. They have done significant survey work for us on recent projects and we know that they are very capable of providing the data that we need for our in-house design.

Mayor Chiovero made the motion to approve the contract.

John Graber 2nd the motion.

Alderman Seidl asked this is a \$10,000 difference, are we sure this is all encompassing?

JP Walker answered that when he saw the differences in the bids with three of them being so close, the first call that was made was to Crispell-Snyder. They were asked "did you leave something out", and they said "no, we don't believe we did, our quote is \$17,000 and that's what we will do the work for." They will be required to meet the requirements of the RFQ.

Alderman Ament asked that on the bid request under Item 3, it lists the cross sections of the cross roads, Woelfel, Cari-Adams, Catamount, Wehr, Johnson and Woodland, does that mean that there won't be any problems at Schwartz or Heidi, did they need to be specifically listed or is that not an issue?

JP Walker indicated that Staff tried to list them all, but we might have missed a few, the key words in the RFQ are "on all side roads and cross roads."

Alderman Ament asked under Item 5 we required a description of all the control points. Is that referring to the cross roads when it says all control points?

Ron Schildt answered that the description is all survey shots that are actually taken out there, it is basically a text file listing the description of each survey shot. It gives us reference points so we know exactly what they shot and that they shot a specific thing.

Alderman Ament asked that under Item 9, Responsibilities of the City, the first sentence seems to end, should there be something after the word from, or is it from the survey summary sheets?

JP Walker responded that it could have been worded differently, but it is a complete sentence.

Alderman Ament stated that on the back of the Staff Report under Request Description of Project, the second line, it says “adding an alternative transportation component”. He asked is that just a general statement, it’s not specifically looking to add the trail or sidepaths that we are trying to save money on this time out?

JP Walker responded that that is a perfect segway into the next item, where we are actually talking about the design components.

Upon voting the motion passed.

ITEM 33-09 Discussion and Possible Action on Design Components for Coffee Road West of Calhoun Road

JP Walker stated that Staff is looking at applying a rural cross section to Coffee Road and Developers Handbook calls out a cross section that is shown on the back of the Staff Report, the bottom cross section. The typical cross section would have 14 foot drive lanes and a three foot shoulder on each side. We can look at including the option for an off-road trail. Or, if you look at the top cross section there would be 12 foot drive lanes with 4r foot bicycle accommodation and then a 3 foot shoulder and ditching where needed. These are the general cross sections that we are considering for Coffee Road as related to our Developers Handbook. The current draft of the Comprehensive Plan Update indicates that Coffee Road will have an alternative transportation component to be determined and so we are looking for direction from the Board for that type of determination. As we head into the design effort, we need to know whether there is interest in an off-road trail or is there interest in on-road bike lanes similar to what is going to be on Coffee Road east of Calhoun Road.

Alderman Ament asked in the eastern section, do we have the shoulder path on both sides?

JP Walker responded yes.

Alderman Ament asked is that a five foot path?

Ron Schildt answered that it is four feet in the rural area and then five feet in areas where there will be curb and gutter, but it’s 2 feet of the curb pan plus 3 feet of pavement. Because of the flange joint between the concrete and asphalt that people shy away from, the bike lane would be a little bit wider when you have an urban cross section. Ron indicated that just east of the homes actually is where it starts on the north side of the road and the south side is just west of St. Francis.

Alderman Ament stated that then it is 4 feet wide is the western portion of the eastern part of the project. As we have discussed in the past, for financial reasons and others, I would definitely be in favor of the shoulder path rather than the side path, cost is a major part of it and it would slow down this project. He assumed there would be more land acquisition and referring back to our original discussion on the PASER rating, we can make this accommodation as we have on the eastern section and still have a great improvement. The widening of the lanes is obviously important.

Mayor Chiovatero indicated that he is a huge advocate for sidepaths, but in the right place. He thinks that Coffee Road is a very rural road. He does not see a need for a sidepaths out there. He would agree that we should use the cross section that has an on-road bike trail on each side.

Alderman Seidl asked is a 10 foot side path standard?

Ron Schildt responded that it depends on what you want to call it. If you want it to be a two-way bike path then it would have to be wider than the ten feet. If you are going to say it's an off-road trail that anybody is going to use then you could make it any width you want.

JP Walker indicated that is something that he forgot to mention from the Staff Report that needs to be in the minutes because it will have impact on the CIP budget discussions. Although the Staff is going to be doing the design in-house we will need a consultant for the right-of-way acquisition.

Alderman Ament requested that Staff: sends him a map showing the existing right-of-way on Coffee Road.

Alderman Ament asked what about the farm field erosion into the creek near Woelfel Road?

JP Walker responded that we will need a grass buffer there.

Alderman Ament asked how is the budget impacted and what is the timing for Martin Road and Coffee Road?

Ron Schildt indicated that we will apply for LRIP grants for both in different cycles.

Alderman Seidl made a motion to direct Staff to design Option A without off-road sidepaths, but with on-road bike lanes.

Alderman Ament 2nd the motion.

Ron Schildt indicated that streets that have over 100 vehicles per day should have by-pass and turning lanes..

Alderman Ament suggested that we put turn lanes at Johnson Road, Racine Avenue and maybe Swartz Road.

Ron Schildt asked do we want to keep the speed limit at 40 MPH? Do we want to have the bike lanes marked?

Alderman Ament responded that 40 MPH is fine. He thought marked bike lanes would be fine.

Alderman Ament requested that Staff keep him and Alderman Seidl in contact so we can have neighborhood meetings.

Upon voting the motion passed unanimously.

Motion by John Graber to adjourn.

Alderman Seidl 2nd the motion.

Upon voting the motion passed unanimously.

Meeting was adjourned at 9:25 AM.