



CITY OF WAUWATOSA  
7725 WEST NORTH AVENUE  
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### **BOARD OF PUBLIC WORKS**

Regular Meeting – Monday, June 2, 2008 – 8:30 a.m.

PRESENT: Mr. Braier, Finance Dir.; Mr. Kesner, City Atty.; Ms. Ledesma, City Clerk; Ms. Welch, Community Dev. Dir.; Mr. Wheaton, Chief Bldg. Official -5

ALSO

PRESENT: W. Kappel, Dir. of Public Works; W. Wehrley, City Eng.; J. Archambo, City Admin.

Mr. Kesner in the Chair called the meeting to order at 8:30 a.m.

The Chair requested any additions or corrections to the minutes of the previous meeting.

Moved by Mr. Wheaton, seconded by Ms. Ledesma to accept the minutes as printed. Ayes: 5

**Use of Public Right-of-Way – East Towne Café, 7225 W. North Avenue.** The Board reviewed a request by East Towne Café, 7225 W. North Avenue, for use of public right-of-way in connection with their semi-annual corn roast/brat fest on Friday, June 20, 2008. As in the past, food is prepared behind the building and served in front of the restaurant and the adjacent Laundromat with the permission of the property owner. A musical group will perform no later than 8 p.m., after which the sidewalks and street area will be cleaned of any debris. Bonnie Eckls, 2572 N. 65th Street, was informed by the Chair that the Board cannot grant blanket approval for use of public right-of-way, but the two events that occur each year may be combined in one yearly request.

Moved by Ms. Ledesma, seconded by Mr. Wheaton to approve the requested use of public right-of-way. Ayes: 5

**Truck Routes – MMSD Underwood Creek MIS Relief Sewer Project.** Jeff Salerno, Project Manager/

Engineer, Michels Tunneling, 16500 W. Rogers Drive, New Berlin, reported that the second stage of their work on the Milwaukee Metropolitan Sewerage District (MMSD) Underwood Creek project should begin in the next six to eight weeks. The project involves open cut work to a depth of 20-25 feet down the center of Fisher Parkway. They propose a trucking route using N. 102nd Street and W. North Avenue to Hwy. 45.

Mr. Wehrley felt that 104th Street would provide much safer access and the best connection to North Avenue since it is signalized. Mr. Salerno said that he has videotaped both routes but found that 104th Street is very narrow, making passage of heavy trucks difficult. Cars are generally parked on both sides in the 200 feet south of North Avenue due to businesses in that area. Trucks would also interfere with traffic coming out of Mayfair at 104th Street.

Mr. Wehrley said that both streets have 30 year old asphalt roadways but have very limited traffic and are in fairly good condition. It is questionable whether the pavement will stand up to a significant amount of heavy trucking. For the MMSD project that used Swan Boulevard for heavy trucking, MMSD recognized that the pavement would be damaged and agreed to repave the roadway. Although this is a smaller project, it is possible that at least some asphalt patching would be appropriate if there are damaged areas. Mr. Salerno said that the intent would be to replace in kind. He will provide a CD of 102nd Street, 104th Street, and Fisher Parkway conditions. He indicated that substantial trimming of tree limbs will be needed, which the Chair advised should be coordinated with the city forester.

Asked about the expected volume of trucking, Mr. Salerno estimated that work at the end of Fisher Parkway will require one or two dump truck loads per day, and initial excavation will require about 10 loads per day. Traffic would be very heavy during the open-cut work by a subcontractor, perhaps at the rate of two to four trucks per hour including concrete trucks and pipe deliveries.

The Chair concluded that 104th Street should be used unless there is a reason at some point that it doesn't work out. Mr. Kappel said that parking could temporarily be prohibited on one side of 104th Street. The contractor would need to notify affected businesses and residents of this and other aspects of the project. Mr. Salerno noted that he is required to provide notification of the project at least 30 days in advance and will work with MMSD on that process. Although they may start this phase in six to eight weeks, the starting date is somewhat uncertain due to issues with completion of the earlier phase of the project in the Hansen golf course area..

Moved by Mr. Wheaton, seconded by Ms. Welch to approve the truck route contingent upon using 104th Street as the connecting street to North Avenue, coordination of tree trimming through the Parks & Forestry office, proper contact and notification of citizens and businesses, and repair or replacement of any road damage at the discretion of engineering staff. Ayes: 5

**Relocation of Bus Stops and Bus Shelter at N. Mayfair and W. Blue Mound Roads.** The Board reviewed a request by Chris Quesnell, Regional Traffic Safety Engineer, Wisconsin Department of Transportation (DOT), for relocation of existing bus stops and a bus shelter at the intersection of N. Mayfair and W. Blue Mound Roads. Mr. Quesnell explained that this arose initially as a safety and accessibility issue after a disabled individual was unable to maneuver his wheelchair up and down from the islands where the bus stops are currently located. The islands cannot accommodate ADA-compliant ramps and, it was found, may not be the most appropriate places for stops here. The DOT proposes moving all the bus stops to far-side locations in each quadrant of the intersection. The southeast corner is in the City of Milwaukee but all other quadrants are in Wauwatosa. The bus shelter would be repositioned within DOT right-of-way in the northwest quadrant. This site is adjacent to Mo's Irish Pub, and it was felt that bus shelter seating would help separate passengers from outdoor activities at Mo's.

Fran Musci of the Milwaukee County Transit System said that the proposed far-side stops seem to be the most cost efficient and safest way to solve the problems at this intersection. They will be far enough off the intersection to give buses room and still allow traffic to get through. She and Mr. Quesnell observed turning movements on-site to ensure that large northbound to westbound trucks would have sufficient room to turn without clipping a stopped bus.

Mr. Kappel reported that property owners around this intersection were notified of the request to relocate the bus stops and the date and time of this meeting. The fact that none are present apparently indicates there are no objections.

Mr. Wehrley said that a concern with far-side stops is potential stacking of vehicles behind a bus that has stopped to load or unload passengers. If the traffic signal turns red with vehicles stacked in the intersection, they would block oncoming traffic. He suggested further review if such backup conditions occur. He noted that there are other far-side stops along Highway 100 that operate successfully.

Moved by Ms. Welch, seconded by Ms. Ledesma to recommend to Council approval of the requested relocation of bus stops and a bus shelter subject to review if problems arise in the future. Ayes: 5

**Contract 08-6, Street/Alley Repaving – Award of Bid.** The Board reviewed a memo from the Director of Public Works recommending award of Contract 08-6 to D. C. Burbach, Inc., at their bid price of \$437,275.00, the lowest of five bids. The engineer’s estimate was \$500,000, and \$496,932 was budgeted. The contract covers work on W. Hadley Street, Mayfair Court, alley bounded by Fiebrantz-Capitol-Mayfair-100th, alley bounded by Wright-Meinecke-64th-65th, alley bounded by Jackson Park-Stickney-Ludington-90th, alley bounded by Stickney-Menomonee River Parkway-89th-90th, and alley bounded by Wells-Menomonee River Parkway-60th-west end.

Moved by Mr. Wheaton, seconded by Ms. Ledesma to recommend to Council award to D. C. Burbach, Inc., the low bidder. Ayes: 5

**Partial Payments and Contract Updates.** Mr. Wehrley reported on the status of the manhole rehab, Schoonmacher Creek, and sidewalk projects as well as water main and storm sewer work at Mayfair Court and Hadley Street and the work on Mayfair Road for the St. Joseph’s facility. Public Works crews are working on the 70th Street bridge to determine the extent of necessary repairs and whether they can be undertaken in-house. Work on the Hart Park west tennis courts will proceed fairly quickly, but the asphalt has to cure for a minimum of four weeks before the final surface course is installed. The courts should be ready just prior to the start of varsity tennis in August. The Chair suggested installing signage to explain the process and provide an estimated reopening date.

Board Resolution

BE IT RESOLVED, By the Board of Public Works of the City of Wauwatosa, Wisconsin that the proper City Officers be and they are hereby authorized and directed to issue City orders in favor of the contractor listed below in the amount listed in the column headed “Amount” as partial payment for work completed as indicated on the attached Exhibit pursuant to the terms of the contract noted.

<u>Contractor</u>	<u>Payment No.</u>	<u>Contract No.</u>	<u>Amount</u>
Great Lakes Marine Contracting, Inc.	1	07-24 Schoonmacher Creek Safety Trash Rack	\$ 99,726.42
Wm. Beaudoin & Sons, Inc.	1	08-20 Pavement Repairs	\$ 95,365.22
Visu-Sewer Clean & Seal	1	08-01B Reconstruction of Fully Deteriorated Sewers Using a Structural C.I.P.P. Relining Process	\$ 41,168.84

Graham & Associates, LLC

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08-01A Sanitary Sewer, Storm Sewer and  
Water Main Relay, Repair and Extension

\$168,147.20

Moved by Ms. Ledesma, seconded by Mr. Wheaton to approve  
the foregoing. Ayes: 5

The meeting adjourned at 8:51 a.m.

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Secretary to the Board

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