

Item 24-1133: Approve Lawe Street Concrete Reconstruction Design

Municipal Services Committee

Mon, Aug 26, 2024 4:30PM

Alderson Denise Fenton (District 6) 06:11

All right, so we're going to go back to the top of our agenda, item 24-1133 approve the Lawe Street concrete reconstruction design.

Alderson William Siebers (District 1) 06:26

Move for approval.

Alderson Brad Firkus (District 3) 06:27

Second.

Alderson Denise Fenton (District 6) 06:27

All right, we have a motion and a second. Who's going to talk to us about Lawe Street today?

Jason Brown (Project Engineer) 06:35

I can talk to you a little bit, and then we will have a short little presentation from the city's consultant—

Alderson Denise Fenton (District 6) 06:43

Okay.

Jason Brown (Project Engineer) 06:43

—doing the design. So basically, we're looking at the Lawe street reconstruction project from College Avenue to Wisconsin Avenue. This is scheduled for 2026, concrete paving. Underground works, sanitary sewer, and water main would be done in 2025—our underground process. Lawe Street is—from College to Spring is going to be a total reconstruction. All the existing pavement and crushed stone base will be removed and replaced. We will also be replacing all of the sidewalk and driveway aprons as part of this project as well.

Jason Brown (Project Engineer) 07:20

Lawe Street—the city applied for and was awarded BIL funds for this project. So, this is actually a DOT process that we're going through, which is why the city had to hire a consultant for the for the design work. So, I think at this time, then I will kind of pass it over to Andy Rowell with Ayres. He is the main design engineer, and Andy can kind of walk through the design of Lawe Street for us.

Alderson Denise Fenton (District 6) 07:49

And just for the record, can you go ahead and state your name and and—

Andy Rowell (Ayres Associates) 07:52

Sure, Andy Rowell from Ayres Associates in Green Bay.

Alderson Denise Fenton (District 6) 07:56

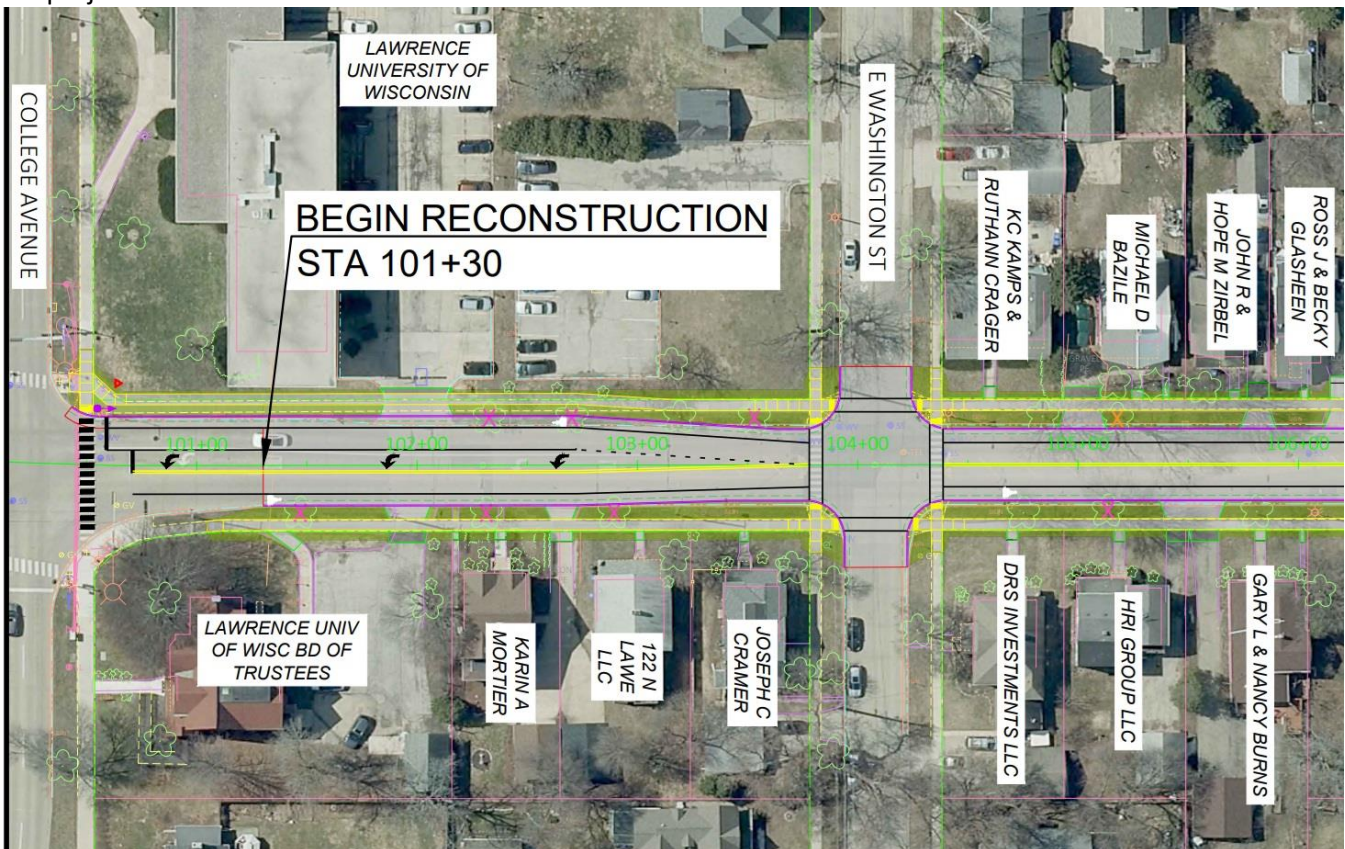
All right. Thank you.

Andy Rowell (Ayres Associates) 07:56

So, as Jason said, the project is on the board and we'll—so my supervisor, Troy, will kind of zoom in on the area. So, what I'm gonna do is, I'm gonna kind of work from south to north, which on the on the screen, it's left to right. That's how we'll go through that. If you want to zoom in Troy on the south end there, by College Avenue. So that's really where the limits are. You can kind of see the crosswalk there. That's kind of our southern limits.

Andy Rowell (Ayres Associates) 08:23

So, this section of the road, really, a common person probably won't be able to notice it looking any different, but we are adding dedicated shoulder for a bike accommodation, a five-foot strip there along each curb line. We're maintaining that left turn lane that's there at the signal at College Avenue. So that's not really changing. So that—those distances are what they are today, but that roadway is being widened a couple feet for that additional shoulder area for bike accommodation. And also, the sidewalk along that west side—which is the Lawrence University building there—we are looking to acquire about a three-foot-wide strip of grass to push the sidewalk a little bit closer to accommodate all that that lane widening there. So that's kind of a unique spot in the project.



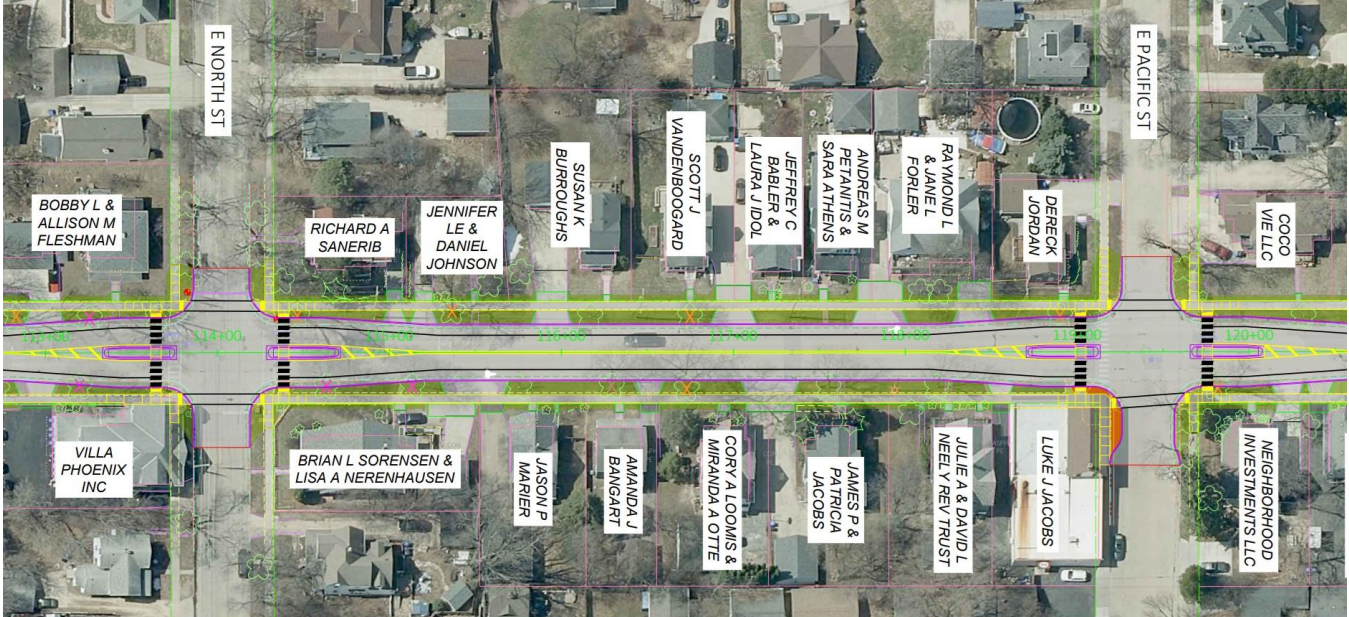
Andy Rowell (Ayres Associates) 09:16

As we move further north from Washington Street, basically towards Spring—so right now today, it's 32 feet of pavement width between curbs. That generally is going to be the same as it is today. How we'll dedicate or stripe that will be a 10-foot driving lane and a six-foot shoulder bike accommodation.

Andy Rowell (Ayres Associates) 09:39

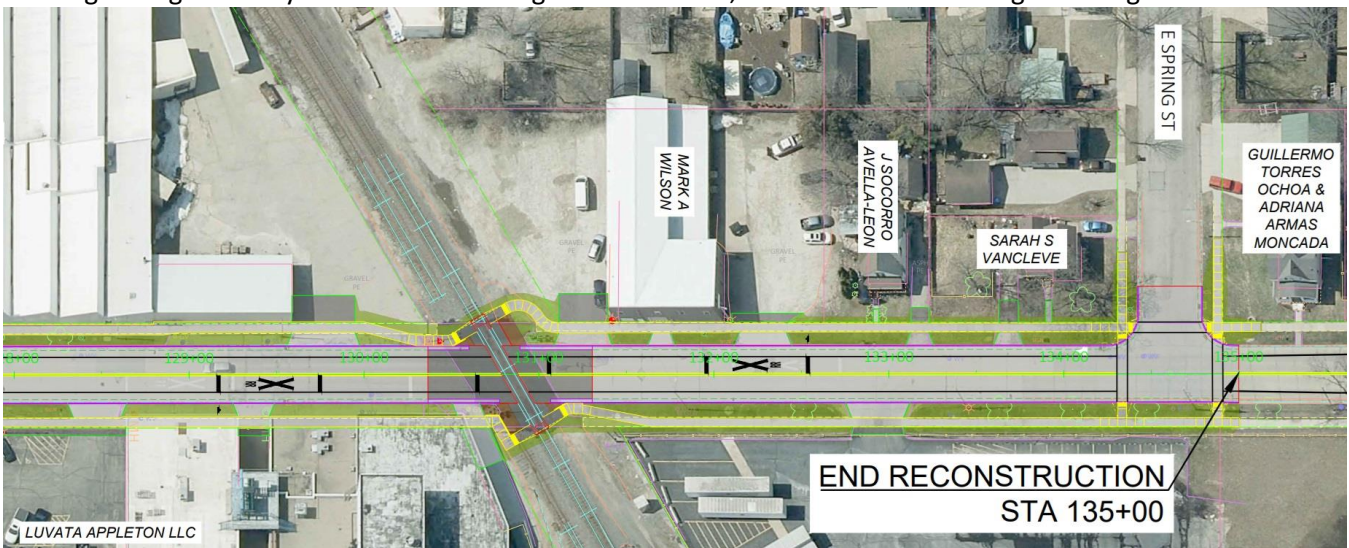
As we continue north, there are two intersections that we are providing some additional accommodation for pedestrians crossings. That's at North Street and at Pacific Street. So here we have North Street shown on the board. What we've done is we have provided a eight-foot-wide area—a median, a raised median to help

pedestrians cross that intersection. This one is one of the school zone crossings today, so this will help with that accommodation. And then at Pacific Street, that one is kind of in that little business area where Jacobs Meats is. So, we want to be able to provide safer movements for those, for those people there that are going there. So, you can tell the road bumps out a little bit there. Now everything's still within the existing right of way. So, the lanes will shift a little bit wider. The grass terrace gets a little bit narrower at those two intersections.



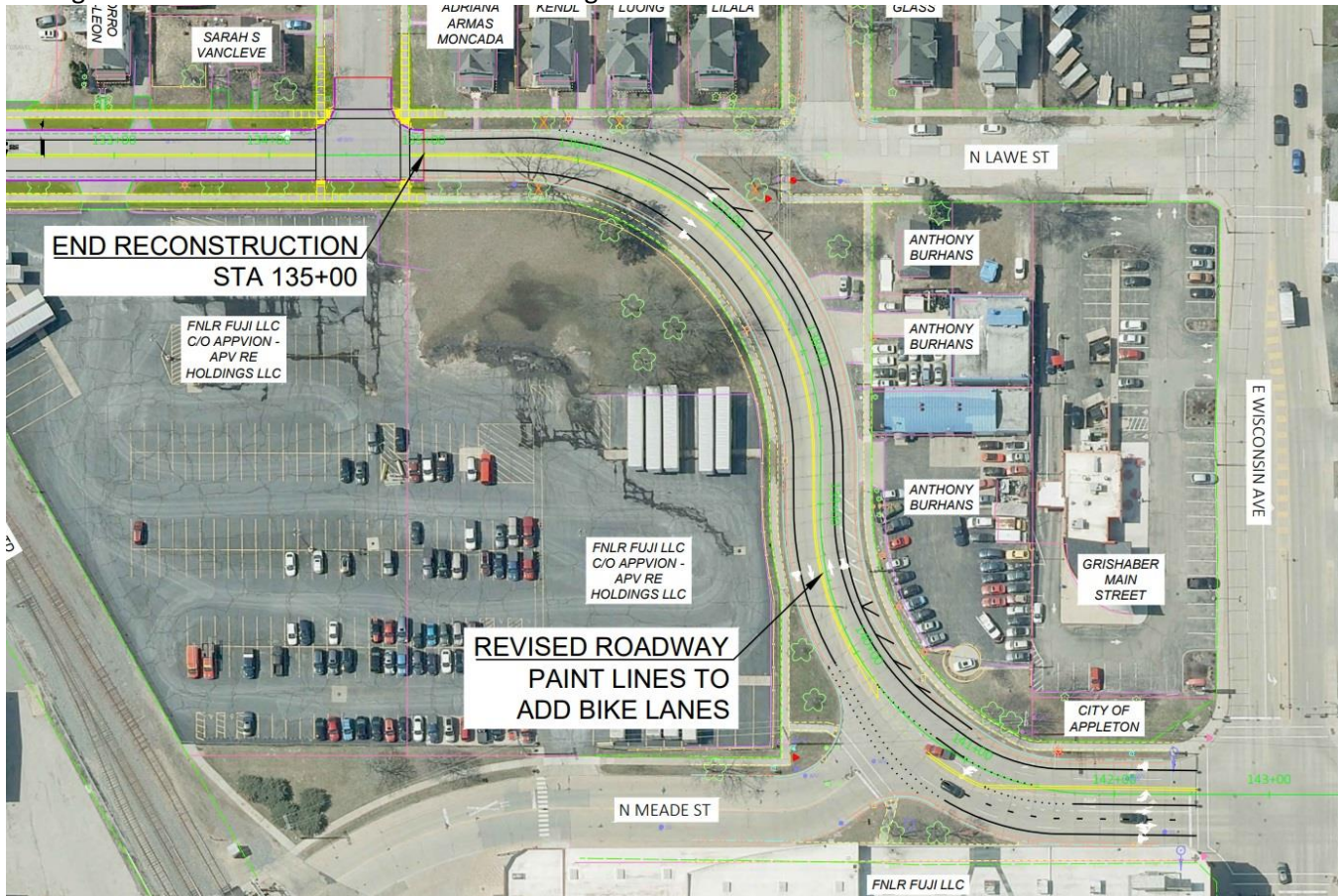
Andy Rowell (Ayres Associates) 10:40

And then as you move to the north, again, we're kind of back to that 32 feet between curbs. You know, all the pedestrian ramps and are all being worked or reworked to give a proper ADA accommodations. Now we do have a railroad crossing here in the industrial area, so that area will be what's kind of darker gray is actually an asphalt area. That's kind of how the we would tie into the railroad crossing. You can also see the pedestrian sidewalks kind of bump out; that's so that we can give a 90-degree crossing of the sidewalk across those railroad tracks, which is a safer situation then getting wheels stuck when it's on an angle, so that'll work a lot better for that situation. It was kind of a tricky to get that design properly because of the slopes of the railroad and the buildings being set really close to the buildings or to the road, but we feel we have a good design with that.



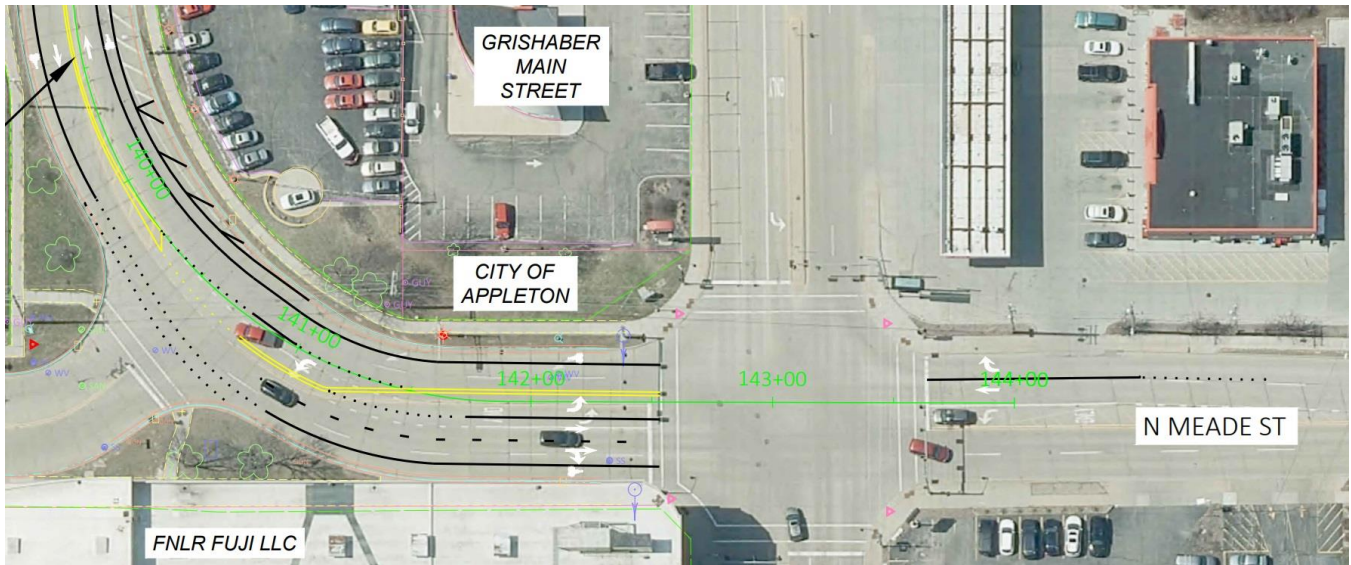
Andy Rowell (Ayres Associates) 11:39

And then as we go further north, Spring Street is there, and that's where our construction, concrete construction, limits end. But as part of our project, we're continuing restriping the road from Spring through those S curves up to Wisconsin Avenue. So as—let's go towards—let's go right to the end. So, and the goal here was to make sure that we could continue the bike accommodation or shoulder all the way from Wisconsin through the curves and then south towards College.



Andy Rowell (Ayres Associates) 12:15

So, through our analysis—and I mean, I'm giving you too much technical details, but this is the kind of stuff like to talk about. So, at Wisconsin Avenue, so right now there's a left turn lane and two through as you go south. So that's going to be changed so that it'll be a left, one through, and then a right turn only. Because right now, if you go through there, it's two through lanes, and you gotta narrow it down the one as you go through those curves, not a safe situation. So basically, with this restriping the area, that's going to eliminate that that situation as we show, and then it also allows us—we have that extra width then because we're getting rid of a through lane. We can restripe it to accommodate the bike lane. That's essentially what we're doing. Any questions you would like to talk about?



Alderson Denise Fenton (District 6) 13:07

Up here, any questions? I'm going to defer to Alder Meltzer first, because a lot of this is in his district.

Alderson Vered Meltzer (District 2) 13:13

I would like to hear what comments and questions the audience has so that I don't repeat them.

Alderson Denise Fenton (District 6) 13:20

Okay, so I think we do have a couple people who from the public who would like to speak on this, so we'll take their questions first, and we will defer to you, as well as to Mr. Brown and other staff in answering those. And this is not really a public—hearing, so we're not going to do a dialog, but we're just allowing input into this item. Okay? All right, thank you, and we'll we may call on you again. Okay. If you want to speak, please come to the microphone.

Ross G. (Resident) 13:51

Actually, I have a question for him.

Alderson Denise Fenton (District 6) 13:53

Okay, okay, so we're not going to do a dialog in this case, but you could ask your question to the chair to the committee, and then we can refer for answers here. So, if you want to speak, come to the podium. State your name and address for the record. And—

Ross G. (Resident) 14:11

My name is [Ross G.] I'm one of the owners on Lawe Street, and I just—

Alderson Denise Fenton (District 6) 14:18

Can we get that address for the record?

Ross G. (Resident) 14:19

[XXXXX] Lawe Street.

Alderson Denise Fenton (District 6) 14:21

Okay.

Ross G. (Resident) 14:21

I apologize, sorry.

Alderson Denise Fenton (District 6) 14:23

Thank you.

Ross G. (Resident) 14:24

I just wanted—this is my first time coming here, and just, I'm just kind of curious, because I got a plan on dishing out some money or whatever, because this Wednesday, I got the plumber inspector coming to my house, and they're doing something before they tear up Lawe Street. But my question is, when he passed my house, the green outline, what are—what do those mean?

Alderson Denise Fenton (District 6) 14:57

Okay, um, shall we go ahead and have the consultant answer, or Mr. Brown, would you like to answer?

Jason Brown (Project Engineer) 15:04

I would defer to Andy, to the consultant. I think Andy can help us answer that question. Maybe some more clarification.

Alderson Denise Fenton (District 6) 15:10

Okay. So, I think he's what he's asking. Is what the green lines mean on the...

Ross G. (Resident) 15:17

I don't have any marks on my property, but the only thing I have is a yellow flag in my yard. And when—my question is, when you're going to my, uh, two blocks away from College Avenue, what are those green lines?

Andy Rowell (Ayres Associates) 15:39

Right. Oh, okay, sure, no problem. Okay, so you want—okay, that's the block he is referring to. If you want to zoom in a little bit more, Troy, we can maybe see a little closer, but, I mean, we can look at this offline too.

Alderson Denise Fenton (District 6) 15:53

Talking about the 200 block, right?

Andy Rowell (Ayres Associates) 15:54

Yeah. So, so basically, the green outline is at every driveway. So, what we've done is we've—in our design, we're showing how far back we would need to go on those properties to make sure we, call it, tie in the driveway with the roads, and to make sure everything slopes well, we don't want to leave a big, you know, bump or anything. So that's what that means.

Ross G. (Resident) 16:17

[...] on my driveway too?

Andy Rowell (Ayres Associates) 16:18

Yes, so anything that's shown highlighted in the green outline will be reconstructed as part of this project. And that's a project cost. That is not a cost you would see. That's correct.

Ross G. (Resident) 16:31
They're gonna handle that.

Andy Rowell (Ayres Associates) 16:33
It's part of the project. Yes.

Ross G. (Resident) 16:34
Okay, no, that's—is there a possibility I can get all like a map of this showing all these lines?

Jason Brown (Project Engineer) 16:42
Yeah, I just wanted to add the—that link that takes you to all that information was actually in the letter that I would have assumed that you would have received because you knew about the meeting, so that—the letter that you got from me—

Alderson Denise Fenton (District 6) 16:42
Excuse me, there is on the city website, and in the document here, there is a link to the entire project plan. There's a PowerPoint out there that describes the plan. And there's a couple of different documents and documents that were presented at the public information meeting, and somebody can help you with a link to where that information is. Mr. Brown.

Ross G. (Resident) 17:20
Under [...]?

Jason Brown (Project Engineer) 17:21
No, it was actually—the letter came from the city, came from me, that talked about this meeting tonight, and on that letter, there's a link to that information.

Ross G. (Resident) 17:31
Oh, okay.

Jason Brown (Project Engineer) 17:32
So, if you still have that letter, otherwise, I think I might, we—

Ross G. (Resident) 17:36
I'm gonna play it safe and want another one. Yeah.

Jason Brown (Project Engineer) 17:42
Okay, let me talk to you after the meeting.

Alderson Denise Fenton (District 6) 17:43
Okay, can—yeah, we can, we can get, we can provide you that information after that, because I was just looking at all those documents today. Okay. Any other—anybody else from the public have any something to say? Okay, now I'm going to go to Alder Meltzer then.

Alderson Vered Meltzer (District 2) 18:04
Thank you. So not from this picture here, but from the written description between Franklin Street and Spring Street 21 trees to be removed due to poor condition, 10 trees to be removed due to proximity and grading work needed. And then the ash tree being removed. My constituents are very interested in seeing an account of each

of these trees, what its condition is, why the determination was made to remove it. One of the things that we talked a lot about during the previous public engagement meetings was how concerned people are about these trees. So, I would be just hoping that that information would be forthcoming, just to explain, on a on a much deeper level of detail to the constituents, as to, you know, just saying that it's in poor condition versus explaining why it's in poor condition.

Alderson Denise Fenton (District 6) 19:05

I saw you, and I saw Deputy Director Loper grabbing a microphone, so we'll go to Mr. Brown first.

Jason Brown (Project Engineer) 19:10

I'll start, and if Nate has some better information than he can add that. But basically, the city forester determines the condition of all the trees along the project limits, as you probably heard this before. So we certainly can have him reevaluate the trees along here and kind of identify, kind of what you're talking about. I do know, I will say that near the Wire Works building, I believe, the trees that are underneath the overhead lines that have been fairly severely pruned, for lack of a better term, he was talking about taking those out from a condition standpoint just because there could be better trees to be under the overhead lines. Now, I think at the public information meeting, there was discussion and talk of maybe saving those, like just leaving them there and just continuing to have them pruned, you know? So that's certainly a possibility. So, we could commit, certainly, to having our city forester reevaluate the trees and getting that information, and perhaps we will get a little bit more from Alder Meltzer in terms exactly what they would like.

Alderson Vered Meltzer (District 2) 20:21

And thank you. Yeah. It's not, not necessarily a reevaluation that's needed, but more just transparency of how the evaluation was done.

Jason Brown (Project Engineer) 20:31

He would probably need to go back out and look at 'em again to be honest with you, because it was probably done over a year ago. So, to remember each tree and what the exact condition was...

Alderson Vered Meltzer (District 2) 20:42

Thank you.

Alderson Denise Fenton (District 6) 20:44

Anybody else? Committee? I just have a question that—and it was—we could have talked about this last week, but obviously, when we're doing all this, there's going to be a lot of disruption. And can I ask anybody what the plan is for truck traffic during '26 when all the construction is happening?

Deputy Director of Operations Nathan Loper (Public Works) 21:13

Truck traffic as in...?

Alderson Denise Fenton (District 6) 21:14

Well, because it's a truck route, and I know we've had a lot of public discussion about the truck route. And so, is there a plan to do something different with truck traffic during the...?

Jason Brown (Project Engineer) 21:26

I'll take a stab at it, and if Eric wants to add anything in there that he can as well. I don't—we don't have a plan as of yet. We're still a year and a half out from this project actually happening, but that's certainly something we will need to talk about and address. There will be some sort of plan to get the trucks around this area, because

the road will be closed to through traffic. But there will also—at some point, within the limits of the project, the trucks will need to get into the project to get to whatever destination that they're trying to get to. It's just a matter of, how do we get them around the area or through the area. We haven't even talked about staging yet, if there's going to be multiple phases of construction. Those sorts of things will get figured out as we get further along in the process, and the details, the actual details, of the project, project itself. So, no plan as of yet, but that's something we will talk about.

Alderson Denise Fenton (District 6) 22:21

Okay. And I understand I was getting a little bit ahead of myself, but kind of thought about that the other. All right, any other questions? Alderson Doran.

Alderson Chad Doran (District 15) 22:29

Thank you. Just one quick question for our staff, does this design follow our new Complete Streets Policy, or was this already in the works prior to that?

Eric Lom (City Traffic Engineer) 22:46

This did kind of make it in under the wire, I would say, a little bit. It—there's really a few things that that make it consistent with the guidelines that we developed. The first and probably most important is that we're using 10-foot lanes. The second thing is, is with the traffic calming slash pedestrian enhancement features that we're doing at the crossing guard location at North Street—

Alderson Denise Fenton (District 6) 23:12

One second. Can we keep the side conversations a little bit lower so that we can hear what's going on here? Thank you.

Eric Lom (City Traffic Engineer) 23:20

Backing up just a little, the enhancements that we are proposing at North Street where the crossing guard location is, and also at Pacific Street, those are all sort of traffic calming features. We are limited on other things that we can do, largely because of the bike lanes themselves, which preclude us from doing much with curb extensions, and also the fact that this is a heavy truck route, and that help—that kind of keeps us from doing anything with vertical treatments. So, it's about as much as I think we can do.

Alderson Chad Doran (District 15) 23:55

Okay, thank you.

Alderson Denise Fenton (District 6) 23:57

Anything else? All right. Thank you so much, both of you for coming and for the presentation, and I think we are ready to vote. So, we have a motion and a second. All those in favor, please signify by saying aye. Aye. That passes five, zero.