



# On Track

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Local government's resource for current information on grants, legislation, public finance, land use, new technologies and more.

## KENOSHA COUNTY

### Rubblizing Gains Traction, Nets Savings

Rubblizing may sound like just another funny word—but communities and county highway departments will like the sound of how rubblizing can provide significant time and cost savings.

That's exactly what the Kenosha County Division of Highways found when they rehabilitated Highway H last year. Rubblizing is a cost-effective, time-efficient solution for rehabilitating rural highway projects that have asphalt pavements with old underlying concrete bases.

Gary Sipsma, director of the Kenosha County-Division of Highways, said, "The rubblizing process saved the county about 40 percent over the original project cost estimate and the work was completed in less time than it would have taken using traditional construction methods."

#### R.A. Smith Ranks 12th Among Nation's Civil Engineering Firms



R.A. Smith & Associates ranked 12th in *CE News* "Best Civil Engineering Companies to Work For 2004."

R.A. Smith had the highest ranking among Wisconsin firms on the list. The contest included a workplace practices questionnaire and an employee satisfaction survey.

Kenosha County Division of Highways was faced with the difficult task of rehabilitating County Highway H with limited funds and the requirement of keeping the road open to local traffic. The county worked with its municipal engineer, Len Roecker of R.A. Smith & Associates, and contractor Payne & Dolan to design and construct the highway rehabilitation project using the rubblizing process.

According to Roecker, "Although rubblizing has been around for 10 years or more, its use, due to cost, has been a better fit for larger projects. Today, the technology is in place to use rubblizing on local rehabilitation projects in a cost-effective and cost-saving manner."

Instead of completely removing and hauling off the deteriorated concrete pavement and base, the existing concrete pavement was rubblized in place and used as a base course. The process of rubblizing the concrete pavement prior to overlaying it produces a structurally sound base which prevents reflective cracking in the overlay through the obliteration of the existing pavement distresses and the destruction of the existing slab action.



*Existing concrete pavement on a rural highway in Kenosha County is rubblized in place and used as a base course. The county saved about 40 percent in estimated costs on a recent highway project.*

The rehabilitation of Highway H had a low impact on local traffic because the rubblizing method lends itself to minimal disruptions, if any, to local traffic requiring driveway access. The rubblizing process kept the Highway H project moving with drivable surfaces provided to local traffic at all times. The result was a shortened work cycle and a 40 percent construction cost savings.

In December, the Wisconsin Asphalt Pavement Association (WAPA) presented the Kenosha County Division of Highways and R.A. Smith & Associates with a 2004 Innovation Award for their work on the reconstruction of County Highway H. The award recognizes innovative ideas and leadership in the transportation field.

Kenosha County and R.A. Smith & Associates used the rubblizing

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# MORE PARKING WITHOUT NEW SPACES?

By Pat E. Hawley, P.E., PTOE, project manager, R.A. Smith & Associates, Inc.

It is very rare to find a community without some type of parking problem. The blame is usually aimed at a lack of parking spaces, and for some, this is true. However, the problem is often more of a perception - the on-street spaces immediately in front of their store are filled, but there are several vacant spaces within one-half block. Perceived parking shortages are no less critical than actual shortages, but perceived problems can often be solved without constructing new spaces.

Parking pricing strategies are often all that is needed to significantly minimize the perception of a parking shortage. The following suggestions help establish parking rates that create a more efficient system:

- The most convenient and desired spaces (on-street or adjacent to a building's doors) should have shorter time limits and be priced at least twice as much as long-term alternatives. This encourages turnover and ensures consistent availability of the most sought after spaces.
- Variable rates can favor high priority locations or times. For example, choice on-street spaces can be priced higher than adjacent spaces, or higher rates could be



applied during peak periods of the day.

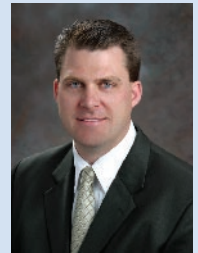
- Less convenient spaces should be priced to encourage long-term parkers, such as employees, commuters and residents.
- Parking rates should be established based on the entire system. Arbitrarily increasing rates of one element (street meters) independent of other elements (daily or monthly rates) lessens the efficiency of the system and may create fewer usable spaces.
- There is a danger in setting your rates based on similar sized communities. In addition to the unique conditions of each community, most communities do not raise their rates on a regular basis, and their rates are often inadequately low.
- Parking enforcement is an integral element of an efficient system, but it does not need to be implemented with a heavy hand.
- Fine rates should be set high enough to be a deterrent. Fines are often two to four times the average daily parking rate.
- The ability to pay the ticket quickly helps minimize bad feelings. Payment drop boxes (or electronic payment stations) can be conveniently located throughout the downtown. The municipality can also offer half price discounts when the fine is paid on the same day as the infraction.

- Retailers/restaurants can offer a discount when a ticket is presented during a purchase. This provides incentives for repeat business, while still maintaining a deterrent for parking violations.

Implementing a well designed parking pricing and enforcement plan can substantially increase the efficiency of a parking system and give the perception of additional parking.

## Planning, Landscape Architecture, Irrigation Staff Added

David Haines has joined R.A. Smith as GIS project manager. David was previously employed at the city of New Berlin as planning services manager with responsibility for land-use planning and administering and maintaining the city-wide GIS program.



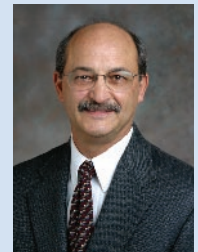
David Haines, AICP, GISP

R.A. Smith has added Sarah Johnson as community planner. Sarah was previously employed at the city of Franklin as senior planner with responsibility for reviewing all development plans in the city and facilitating public involvement in city-wide planning efforts.



Sarah Johnson

National Survey & Engineering, a division of R.A. Smith & Associates, has added Chuck Stassi for landscape architectural and irrigation design services. Stassi has more than 28 years of experience as a landscape architect and 15 years as a landscape irrigation designer.



Chuck Stassi

## RUBBLIZING GAINS TRACTION, NETS SAVINGS

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process previously for the rehabilitation of County Highway G, so they understood the process and knew what kind of positive results to expect. The Highway G "pilot project" resulted in no cracks or other signs of deterioration, as well as significant time and cost savings.

Kenosha County plans to use the rubblizing process on future rural rehabilitation projects and encourages other county highway departments to consider using the rubblizing process.

### More Information

For more information about the rubblizing process and R.A. Smith's highway design services and expertise, contact Len Roecker, P.E., municipal engineer, at 262-317-3383.

### Rubblizing

1. Mill off 2 1/4 inches of existing asphalt pavement.
2. Mill/pulverize and windrow remaining asphalt pavement down to concrete pavement.
3. Rubblize and set the concrete pavement.
4. Spread windrowed asphalt material over rubblized concrete base; roll, shape and compact.
5. Construct new asphalt binder and surface courses.





## 2005 Grants, Funding Guide Now Available

R.A. Smith's "2005 Grants and Funding Reference Guide" is now available to help your community identify funding resources. Contact



free copy. Ask us about available funding or to request application assistance.

Tim Barbeau, director of municipal services division, at 262-317-3307 to request a

## GIS Grants Available

When seeking GIS funding information, consider ESRI. ESRI researches and promotes grants that will fund GIS or geospatial projects. The ESRI Grant Notification System allows GIS users to register for notices regarding non-ESRI federally funded grants in specific areas of interest. Visit [www.esri.com/grants/index.html](http://www.esri.com/grants/index.html) for more information or to register for e-mail notification from ESRI of future funding opportunities. ESRI software grants are also available periodically for specific areas of interest.

## GIS Classes Announced

Register now for upcoming courses through R.A. Smith's *SuccessGIS*® program. Call Alissa Bails at 262-317-3382 or visit [www.successgis.com](http://www.successgis.com). Classes are held at R.A. Smith's learning center in Brookfield, Wis. Instruction can also be on site. Please inquire.

[Introduction to ArcGIS I](#), February 7-8

[Introduction to ArcGIS II](#), February 9-11

[Introduction to Programming ArcObjects™](#), February 14-18

[What's New in ArcGIS 9](#), February 28-March 2

## R.A. Smith Holds GIS Day Events



*The Medical College of Wisconsin's Jennifer Yauck (right) learns about geocoding from R.A. Smith's Alissa Bails, GIS division manager, (left), on Nov. 19 during Geography Awareness Week. R.A. Smith also held GIS events at U.W.-Milwaukee, Brookfield Academy and Western Wisconsin Technical College.*

On Track



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