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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

Pubblizing 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 costeffective, 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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# PROJECT BRIEFS

Answering Challenges, Creating the Future

#### **Town of Vernon**

Municipal Services

Serving as the town engineer and town planner. Ongoing services provided include community planning, engineering, GIS and construction observation services.

#### **Granville Road, Ozaukee County**

Construction Services Provided construction services to Wisconsin Dept. of Transportation (WDOT) for a 2-mile rural reconstruction. The scope of the project included grading, storm sewer, driveway culverts, a singlespan bridge structure, curb and gutter, steel plate beam guard, landscaping, permanent signs, and asphalt pavement.

#### **City of New Berlin**

GIS Storm Sewer Mapping

Converting the city's storm sewer system into geodatabase format inside their existing GIS. Converting data from three sources—paper asbuilts, CAD drawings, and the city's existing GIS

> databases. It's planned that GPS will be used to identify the locations of selected features to obtain a more accurate representation of the overall system. Converting and updating the



#### **Oconto County**

Geodatabase Design/Data Conversion Updating the county's existing cadastral mapping/address information to ESRI's geodatabase format and converting the database design into ArcGIS. The scope of the project includes a needs analysis/situation assessment, geodatabase design, and data conversion. The new comprehensive geodatabase will enable the county to better manage property information on a countywide basis and allow them to integrate the GIS database with the county's dispatch system in the future.



New Berlin is converting storm sewer data to a geodatabase format.

### PARK PLANNING - FROM PUBLIC PARTICIPATION TO VALUABLE ASSET

magine New York without Central Park, Now imagine your community without any parks.

It's very difficult to visualize a community without parks because parks play a vital role in a community's quality of life. And the value of parks extends beyond recreational opportunities and aesthetics. They are also opportunities for economic development, protection of natural resources, wildlife, habitats, and more.

How do you take your community's ideas and vision for a park and make them real? How do you ensure that your park is an enjoyable and sustainable facility for those who live in your community and those who come to visit? The most important success factor is a well-thought-out planning process that incorporates a strong public participation component. Citizens and key stakeholders have historically provided valuable input as to what they envision and possible solutions for addressing unique problems. Getting the public involved at the project's onset can make a significant difference in the final plan and the park's overall success and longevity.

#### **Public Participation Success**

Identify the key stakeholders who will be impacted by the park development. This might include local government officials, school district officials, property owners, real estate agents, the development community, local institutions, financial and business leaders, local residents, interest groups, neighborhood groups and regulatory agencies.

Offer a variety of public participation methods and

multiple approaches. Giving choices provides the greatest amount of public participation. Typical formats include design charettes, open houses, visual preference surveys, focus groups, interviews, surveys and Internet clearinghouses.

Establish good relationships with stakeholders right from the start. Build rapport among participants by offering opportunities for discussion and consensus-building. The best public participation

meetings reveal stakeholder issues and concerns and identify opportunities.

#### **R.A. Smith Park Planning Services**

R.A. Smith provides a continuum of park planning services from public participation to site planning, engineering, landscape architecture, visualization, GIS, and construction services. Our in-house park planning team takes projects from the "thought process to shovels in the ground." Addressing each community's individual needs requires a wide range of skills and abilities. Because our complete team of professionals is in-house, we are able to

easily exchange ideas and coordinate all aspects of your project, bringing greater work and cost

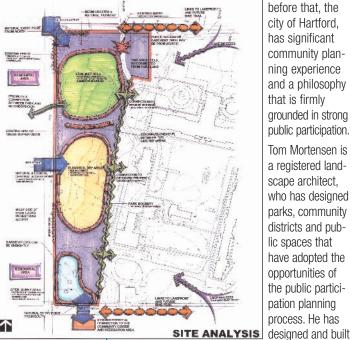
efficiencies. It's part of R.A. Smith's Community Excellence approach to municipal services which integrates multiple disciplines into one seamless approach.

#### **More Information**

Our park planning team is led by Brian Turk, EDFP, senior community planner, and Tom Mortensen, ASLA, registered landscape architect. Brian Turk, formerly the planning director of the city of

> Muskego, and before that, the city of Hartford, has significant community planning experience and a philosophy that is firmly grounded in strong public participation.

Tom Mortensen is a registered landscape architect. who has designed parks, community districts and public spaces that have adopted the opportunities of the public participation planning process. He has



award-winning landscapes for the past 25 years. Contact either Brian or Tom for further information.







## MORE PARKING WITHOUT NEW SPACES?

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

t 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 per-

ceived 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 onstreet spaces can be priced higher than adjacent spaces, or higher rates could be

**CONTINUED FROM PAGE 1** 

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 citywide GIS program.



David Haine 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



Sarah Johnson

the city and facilitating public involvement in city-wide planning efforts.

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



Chuck Stassi

scape architect and 15 years as a landscape irrigation designer.

## process previously for the rehabilitation of

RUBBLIZING GAINS TRACTION, NETS SAVINGS

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.
- 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



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

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

#### **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 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* <sup>®</sup> program. Call Alissa Bails at 262-317-3382 or visit <u>www.successgis.com</u>. 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<sup>™</sup>,
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.





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