

MEETING MINUTES

MEETING DATE: January 18, 2023 PROJECT: Ames Oakwood Road Improvements
MEETING TIME: 4:30 to 6:30 SUBJECT: Public Project Meeting
MEETING LOCATION: Oakwood Road Church
TAKEN BY: N.Collins/B.Birkland/D.Thomas WHKS JOB NO.: 9594

ATTENDEES:

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE NO.</u>	<u>EMAIL</u>
Dean Sayre	City of Ames-Project Manager	515-239-5277	dean.sayre@cityofames.org
Cesar Cintron	City of Ames – City Engineer	515-239-5160	cesar.cintron@cityofames.org
Brian Birkland	WHKS & Co.-Project Manager	515-663-9997	bbirkland@whks.com
Noah Collins	WHKS & Co.-Project Engineer	515-663-9997	ncollins@whks.com
Derek Thomas	WHKS & Co.-Project Principal	515-663-9997	dthomas@whks.com

Sign up attendees:

See signup list (About 70+ attendees) Some attendees didn't sign
voluntary attendance sheet

Please note, the following represents the basic understanding of the above-referenced conversations. If revisions or modifications are required, please advise.

PROJECT INFORMATION GIVEN (PRESENTED IN RANDOM ORDER)

- Introduction of team from City of Ames and WHKS & Co.
- The City sent out a request for proposals in June, 2022 for Oakwood Road Street Improvements as a part of their capital improvement plan under the 2022/2023 Asphalt Street Pavement Improvements. WHKS submitted our proposal in early July, 2022 and based on our qualifications, were awarded the project later that month.
- As part of the City's capital improvement plan, the City has identified Oakwood Rd. in need of street improvements as the road is seeing accelerated pavement deterioration as traffic volumes are increasing. Oakwood Rd. is located within a diverse area of multiple land use types, residential areas, traffic needs, and modes of transportation.
- A new street would enhance favorable connections to the University Boulevard roundabout and increase Oakwood Rd. level of service. An urban section may enhance the corridor from University Ave. to the west, as University Ave. and Airport Rd. are developed urban street sections as well.
- Topographic survey was undertaken in the months of September and October, 2022. Full topographic survey included the existing pavement, ground, utilities, sidewalks, power poles, shared use paths, manholes, fire hydrants, marked utilities, amongst many other items.
- Survey data processing and mapping of the survey was completed in our CAD software and included the survey data, utility maps, GIS maps, aerials, aerial LIDAR, section corners, and right of way information. Precise and comprehensive data and mapping of the corridor is then available for use in the engineering design.

- In this fall and winter, WHKS has been working on the design of a new pavement reconstruction – A new PCC pavement will provide an improved street drainable subbase and subdrain. This will provide an enhanced pavement structural integrity, serviceability, and rideability well into the future. PCC reconstruction provides an opportunity for an urban section with curb and gutter, intakes, improved drainage, and additional storm sewer capacity at various locations.
- With the various and diverse connections in the area, multiple left turn movements, about 10 within a half mile stretch, may be accommodated with a continuous center two-way left turn lane (TWLTL) from just west of University Ave to Cedar Lane. This would improve the flow of traffic by enhancing the level of serviceability by shifting left turning traffic out of the way of through traffic. It would also help maintain a more consistent speed and flow of through traffic. In essence, it reduces delay, provides a more consistent speed, reduces the chances of rear-end collisions, provides separation between opposing thru lanes of traffic, improves right turn capability, and extra room for emergency vehicles is available. A few areas have been identified to include pedestrian crosswalk refuge islands in this center space as well for the crossings near Timberland and Woodview Dr. New pavement markings identifying the thru lanes, center turn lanes, and is critical for crosswalks to be safe for safe vehicular and pedestrian traffic flow and function. A new rectangular rapid flashing beacon (RRFB); similar to others around town such as on Airport Rd., west of University Blvd. and also on South Dakota Ave. between Mortensen and Lincoln Way; is being proposed at the Green Hills Dr. crossing in proximity to Christofferson Park, to replace the yellow flashing beacon that's currently in place. These beacons are activated by push button and use high intensity LED's lights to alert drivers when pedestrians are nearby.
- The project aims to provide enhanced access and connectivity for adjacent shared use paths, crosswalks, intersection curb ramps, including ADA improvements and rapid flashing beacons at critical crossing areas. Christofferson Park, south of Oakwood Rd. and east of Green Hills Drive is a family friendly destination where providing enhanced safeguards for this crosswalk is suitable. Additional sidewalk connections from Timberland Rd. and Woodview Dr. are planned to be included to provide additional crossing connections to the shared use paths, south of Oakwood Rd. The crossings at White Oak Dr. and Green Hills Dr. can also include western sidewalk crosswalk connections.
- Side street intersection pavement connections will be enhanced with improved pavement, increased turning radii, crosswalks, and pavement markings.
- A drainage review identified areas where storm sewer used in this project to drain the new roadway and would add drainage capacity of the area that serves areas mainly south of Oakwood Rd. along White Oak Dr., Suncrest Dr., Sundown Dr. and Cottonwood Rd. (near White Oak Dr.). The drainage area also includes the Oakwood Rd. church and the Village Cooperative area.
- WHKS performed a capacity design analysis for the sizing of storm sewer trunk lines and network connectivity. It was calculated that adding an 18" to 24" diameter trunk storm sewer pipe on Oakwood Rd. parallel to the existing 30" sewer will increase capacity by about 30% to drain the upstream approximate 50 acres, and will decrease the chances of low area ponding risk by about 50%.
- Construction staging and maintenance of traffic as it relates to proposed construction staging is being proposed in three stages of construction, to close one major intersection at a time along Oakwood. A traffic detour for Oakwood would be from State Ave. to Mortensen, to University Blvd.

ADDITIONAL INFORMATION AVAILABLE FOR MEETING

Existing Oakwood Road Corridor Information

- Urban Federal Functional Classification is a Collector
- Oakwood Rd. 2019 ADT ranges from 1380 vehicles per day (vpd) near State Ave., 3540 vpd east of Cedar Lane, and 4550 vpd near University Ave. Most of the traffic in the area turns on or off of Oakwood. Some of the traffic will be relieved by Cottonwood Rd. More development is planned on Cedar Lane (150 lots). Future development in west and southwest Ames will increase through traffic along Oakwood Rd. Recent improvements on State Ave. has made this route a vital connection between west Ames and south Ames.
- The original County pavement paved in 1964 consists of 22' asphaltic material reconstructed in 1964 with a rolled stone base and 3 inch asphalt surfacing. Since then, the pavement had a few seal coats in the 80's and may've been overlaid a few times since the original pavement was constructed. Pavement cores indicate an existing asphaltic pavement thickness of about 6 inches.
- Condition of pavement is fair to poor, deteriorating with substantial random pavement cracking including fatigue cracking proportional to the amount of traffic.
- Pavement structural integrity, serviceability, and rideability are in fair to poor condition.

Existing Utilities

- Drainage problems have occurred in the past in the Suncrest Subdivision developments, south of Oakwood Rd. near White Oak Dr. Storm sewer trunk lines of 30" and 36" along Oakwood Rd., east of White Oak Dr. toward University Ave. provide drainage for this area. A preliminary analysis indicated the need for additional capacity along Oakwood Rd from White Oak Dr. to east of Green Hills Dr. As the area has developed over the years, with additional impervious area and development, the chances for local street and backyard flooding increased. It was anticipated that storm sewer improvements will be a part of this project.
- A 12" ductile iron pipe watermain runs parallel to Oakwood Rd. along the entire project length.
- A power pole line is location along the south ROW line of Oakwood Rd.

Noted Items

- Oakwood Rd. has a rural feel to the west towards State Ave., with Iowa State University managed properties in the area. Oakwood Rd. provides access to private drives, local streets, and Green Hills Dr. Boulevard. The east section provides access to a large apartment complex, Highway oriented commercial area, and finally, the approach and connection to the University Boulevard roundabout.
- The flashing beacon at Green Hills Dr. may need to be upgraded to a more attention getting beacon, as it serves the public for access for pedestrians from residential areas north of Oakwood Rd. to Christofferson Park.
- Staging and Maintenance of traffic during construction will be imperative to reduce impacts for each stakeholder involved as a few stages and detours occurring at different times are anticipated.
- Right-of-Way is basically 80 feet centered over the roadway centerline, but varies through the project corridor. It's anticipated that permanent ROW will not need to be acquired.
- Funding for engineering, construction administration, and construction for this project is \$2,000,000 in G.O. bonds. About \$1.75 million is anticipated for actual construction.
- A City letting to the Contractor is anticipated for a February or March 2023 for construction in the spring and summer of 2023. Construction may last around 5 months.

PROJECT INFORMATION MEETING COMMENTS

- Comments as combined / summarized (closed circle)
 - Initial public meeting follow up responses supplemented by follow up responses as a result of meeting with the City (open circle)
- If Cottonwood is not open by the time of construction, this will substantially add traffic on to White Oak Dr., Green Hills Dr., and increase queues and wait times at the Green Hills Dr. intersection, which can also be dangerous to make a left turn to head northbound on University. Comment about adding temporary span wire stop lights during roundabout construction. Delay project start until Cottonwood is open to through traffic to connect to Cottonwood such that the many people that live south of Oakwood aren't travelling up through Green Hills Dr. backing up intersection.
 - A 4-way stop condition was completed when the roundabout was constructed. The city will plan on a 4-way stop. There are limited funds for a temporary stoplight.
 - An alternative to the staging may be to construct the west stage at Cedar Lane 1st, then east end construction, with the middle section completed at the end. This may facilitate better timing for school bus routes to Kate Mitchell near the end of the 2022-2023 school year, as construction commences and routes are not impacted as much as would otherwise be. Also, it may be possible that Cottonwood is paved prior to the 2023-2024 school year. Also, the intersection improvements at Cedar Lane would be in place before a more substantial additional traffic is added at this intersection for the following stages of construction, improving safety that if traffic is routed on the unimproved intersection. Refer to other comments regarding sight distance and crosswalks.
- Is the speed limit going to be dropped?
 - This urban section with the center lane shifts through traffic away from the center of the Oakwood Rd. corridor. The clear zone (the free area off the edge of roadway for vehicle recovery or excess damage avoidance) is shifted closer to the ROW line. This may warrant a reduced speed with reduced clear zone. The City will also be doing a traffic study to see if warranting a lower speed limit is appropriate for this section of Oakwood (from Timberland Rd. to University Blvd.). Refer to subsequent comments on speed limit.
- Is the second (added) pipe enough capacity?
 - The proposed second pipe will add approximately 30% additional capacity, reducing low point flooding chances upstream by approximately 50%, also reducing low area flood elevations for floods of the same magnitude and duration, pre to post construction. No increase in flooding for the equal storm events will occur.
- What is emergency services response time? Fire stations may accommodate change of coverage areas to provide better service.
 - City to follow up.

- Can the widening at the east end be pushed east? Property owner west of the private drive just west of University is concerned about allowing an entrance from Oakwood for future lot development. Also, the SB to WB from University Ave. to WB Oakwood is tight and longer queue is as a result of waiting for driver that don't use right turn signal.
 - Widening to east would increase level of service for drivers to utilize a left turn lane and ease this particular turning movement. An Oakwood eastbound left turn lane onto a potential entrance to the adjacent lot may be accommodated with the current design. The City will review as to what is allowable. Widening to add the left turn lane further to the east is limited by project funding.
- Drive just west of University Blvd. often missed for a right turn.
 - The drive will contain a slightly larger turning radius along the paving edge of pavement, in conjunction with curb offset distance to the edge of the travelled lane, that will provide a more open feel for drivers.
- Site development is being planned on corner of Oakwood & University. Concerned about access and turning traffic from traffic in both directions on Oakwood.
 - Access to facility can at least be from the drive access intersection from Oakwood Rd. or from the Southgate Square entrance from University Blvd.
- @2039 Oakwood Rd. (Steve Burgason) Questions re: how much they can fill up swale to make the lot more developable and has some fill dirt to place. Would need a grading permit and to coordinate with the City.
 - Maintain ditch drainage from west along south property line, then to northeast storm sewer inlet. Generally, a gradual drop in elevation would be needed to maintain drainage. City would review grading plan and how it may relate to the Oakwood Rd. project.
- Request for roundabouts at intersections, specifically at Green Hills Dr. for pedestrian safety and to slow traffic down.
 - Roundabouts cost more and would require ROW acquisition. If speed limit change is accepted by traffic dept. and council, the posted speed may help slow traffic down. The rapid flashing beacon may help as well.
- Suggest looking at 600 ft. north of project along Green Hills Dr. Extensive alligator cracking. About 2000 sq. yards to mill and fill at same time saves mobilization costs. It will need to be replaced in 1-2 years anyway. Please consider adding to project scope.
 - This is out of the project limits area and there are limited funds appropriated for Oakwood.

- Request for red flashing beacons @ park crosswalk
 - Red flashing beacons are not warranted due to traffic volumes and are not used elsewhere in Ames. The yellow beacons are used on Airport Rd. and South Dakota, that have more traffic than Oakwood.
- Increased risk to pedestrians crossing Oakwood due to increased width.
 - There's no increase in through lanes. The crossing will have enhanced flashing beacons and new accessible sidewalks and shared use path curb ramps, landings, and detectable warning panels. Refuge islands for the Timberland Rd. and Woodview Dr. crossing may help to cross one through lane at a time. The flashing beacon at Green Hills Dr. will be upgraded to a rapid flashing beacon activated by push buttons, similar to Airport Rd. and S. Dakota.
- 2729 Burr Oak concerned that the culvert will be filled in.
 - Culvert and flow to the east in the north ditch of Oakwood Rd. will be maintained. Drainage area to ditch is being reduced with addition of urban section with curb and storm sewer on Oakwood that will take the flow instead. The remaining ditch and existing culvert will handle greater than a 500-yr flood event without ponded water flooding adjacent residences.
- At 2727 White Oak Dr., they have seen vehicles and tracks of vehicles that have run off the road in this area. Commented on the closer proximity of the wider street road to their residence. Wondered if there's anything the City can do to mitigate.
 - The addition of the curb, curb offset, and 4 ft. border area will provide additional maneuvering room and buffer for run-off the road accidents. The reduced speed limit may lower the chances of accidents.
- 2627-2617 White Oak Water flows through backyard onto White Oak Drive. Water flows south, west of Woodview Dr., then crosses under Woodview culver (about 180 feet north of Oakwood) to the east, flooding neighbors' backyards and basements downstream of Woodview. Request to tie into storm sewer system at Oakwood. Or, add Storm sewer to the north of Oakwood by Woodview? Low point drainage project?
 - In review. Another potential option may be to regrade ditch west of Woodview to allow water to drain to storm sewer inlet to intercept this flow, and block off Woodview cross culvert that would otherwise direct flow downstream, causing flooding through this neighborhood. The additional storm sewer capacity being provided along Oakwood Rd. will be able to handle this reroute change and still lower flooding elevations for any storm.
- Comment regarding appreciation toward cities work on installing more intake drains near Oakwood Church ditch and appreciated the difference it has made in reducing flooding potential.

- Woodview to Cedar Lane separated turn lanes to avoid head on traffic?
 - In review. It's desirable to have a separate turn lane for Cedar Lane but is limited by the storage length available due to the short distance (~200 feet) between the intersections. If a double yellow "S" curve to separate turning movements is inadequate, a shared left turn lane may be acceptable.
- Comment regarding appreciation of adding crosswalks and refuge islands for Woodview and Timberland.
- Comment regarding lack of bicycle shared use path for Timberland (and Woodview). Won't ride on sidewalk connection to shared use path south of Oakwood. Stop bar is ahead of crosswalk at Cedar Lane such that could be a conflict. Therefore, would prefer to ride to next entrance or crosswalk to access shared use path. Also, please widen the Timberland Rd. crossing to better accommodate bike traffic.
 - In review. Further design of this crossing is being implemented in the plans to move the crosswalk closer to Oakwood with a stop bar south of the new crosswalk. Sight distance will be maintained. The crosswalk width across Oakwood is being increase from 5 feet to 8 feet. The landing in the southwest quadrant of the intersection will accommodate the new crosswalks across Oakwood and Cedar Lane, as well as the existing shared use paths from the south and west. This will require a larger paved landing intersection area considering all pedestrian movements.
- Insufficient sight distance west of Cedar Lane on Oakwood for the Cedar Lane intersection
 - Further review of the intersection was performed by City staff and WHKS. I was determined that removal of the shrubs and small trees on the back side of the ditch is warranted for adequate sight distance.
 - A reduced speed limit may increase the time to for drivers on Oakwood and Cedar Lane to visualize oncoming traffic and adjacent shared use path users.
- A large (~150 unit/lot) residential development is being planned south of Oakwood Rd. along Cedar Lane. This will add a significant turning traffic volume at Cedar Lane.
 - The left turn lane already being provided on Oakwood Rd. will be even more important and will require more storage length for left turning traffic.
- Culvert south of Oakwood Rd. between Worle Lane and Bobcat Dr. is partially clogged.
 - This area is outside of the project limits. However, the City will plan to review.