

**Dailey, Janet**


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**From:** Kevin Possell [possell@hotmail.com]  
**Sent:** Friday, June 05, 2009 12:38 AM  
**To:** Dailey, Janet  
**Cc:** Bachmann, Christy; Maniaci, Bridget; Cnare, Lauren; Verveer, Mike; Bidar-Sielaff, Shiva; Rummel, Marsha; King, Steve; Eagon, Bryon; Skidmore, Paul; Solomon, Brian; Schmidt, Chris; Rhodes-Conway, Satya; Kerr, Julia; Bruer, Tim; Palm, Larry; Compton, Judy; Clausius, Joe; Schumacher, Michael; Clear, Mark; Pham-Remmele, Thuy; Sanborn, Jed  
**Subject:** RE: Blackhawk Rd Reconstruction: Potentially Madison's Bridge to No Where

Janet and Christy -

I fully understand that I pay for 4 ft of road regardless of the width. That is clear to everyone and no one is disputing that or the necessity of it.

I fully understand that Madison's general policy is to widen the road, with curb and gutter, and with a bike lane when improving the road. No one is disputing that this is generally a good policy for the city of Madison.

Here is what the city of Madison doesn't seem to get

- By the city's own testimony, this is a repavement project because the road is in bad shape. This is not a bike route project.
- By applying Madison's general policy to this one half of 1 mile of the road, the city is increasing the cost to achieve repavement by \$380K or 1/3 the cost.
- The town and city of Middleton have the remaining 3/4 of the 2 mile blackhawk road and are applying there general policy of no width for bike lane or otherwise and no curb and cutter unless necessary. As a result, the city of Madison will pay more for their 1/4 of Blackhawk Rd then the town and city of Middleton will pay for their 3/4.
- The city of Madison could minimize the width expansion of the road to minimize the need for additional infrastructure like additional storm sewer, additional grading, and additional curb and gutter. This could be done and has been done on other projects conducted by the city. By the city's own testimony.
- In addition to minimizing the width, the city could reduce the speed limit to 25mph, install sidewalk along the entire southside of the street, and mark a bike route through the Blackhawk neighborhood. This route would connect existing bike lane on Pleasant view Rd near Old Sauk Rd through the neighborhood to Blackhawk Rd via the intersecting street furthest to the west.
- This little bit of common sense and willingness to seriously consider an alternative could result in a cheaper and better solution.
  - Provide sidewalk needed by grade school children to reach the proposed new school. Grade school children do not ride bikes in bike lanes here.
  - Provide a safe bike route to new school and Blackhawk ski club through t the neighborhood.
  - Repave the road as needed for less money. The improvement is consistent with the other brand new half of the road and as such appropriate for the life of the road.
  - Reduce speed differential between bikers that still use this road instead of the marked route while reducing noise and improving safety for those living on the street including the new school.
  - Save \$300k.
- You have universal opposition to this project by everyone who understands the details not due to miscommunication. It is because you have not made your case for the value of what you propose and you are completely unwilling to openly consider alternatives. This obviously excludes the support you have from a biker who has not biked down this street and an ex- alder who believes in the Madison general policy for street improvement.
- This is what makes people upset about government and why every household in america has a \$550k debt placed on it by government (USA today). You have essentially created Madison's mini version of a bridge to nowhere using special interests of the bike lobby and universal application of a general policy.
- On top of this, you subsidize the higher cost of the project by placing an unfair amount of the cost to the very limited people who live on Blackhawk Rd and then try to shade the facts to cover it up.
- The widening of the road is increasing cost for curb and cutter by your rough estimate \$150K. At 50% assesement, the widening of the road to accomodate bike lanes will cost the 18 residents of Blackhawk \$75,000 in addition to the amount they pay for through property tax. This is a doubling of the assesment to these households. If the city really believes in the need for the widening, it should support Funding of this \$75k in addition to \$190k of increased cost associated with the full widening recommendation.
- I came to the first meeting fully expecting to pay the total amount communicated and while I did not like it, i was not upset. Now I am just plain upset at willingness of the City of Madison to throw away a lot of money for so little return.

Janet - Thank you for providing accurate and honest numbers of the rough estimate. You are providing excellent service to the citizens of Madison.

I am very displeased with the head of the engineering group. He seems very willing to tell part of the story and shade facts to support the original recommendation. He seems unwilling to consider possible alternatives, though this is consistent with the rest of the public works board.

Please include this email and Janet's attached ROUGH estimate in the official report that goes to the coucil for approval of funding.

Kevin Possell  
 9409 Blackhawk Rd

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From: jdailey@cityofmadison.com  
 To: possell@hotmail.com  
 CC: CBachmann@cityofmadison.com  
 Date: Thu, 4 Jun 2009 12:33:23 -0500  
 Subject: RE: Blackhawk Rd Reconstruction: Potentially Madison's Bridge to No Where

[Kevin, below if the ball park estimate we used for the widening.](#)

I'll explain the numbers a little:

- 1) please keep in mind this is a [ball park estimate](#). I'd have a few hours of work to do in order to do a detailed estimate to break these numbers apart
- 2) I'm generically estimating the storm sewer on the Madison side to fix the existing drainage issues that exist today regardless of the street being widened the rest is to retrofit and add inlets along the way
- 3) some areas in the City of Middleton and town will require curb to account for differences in grade if this is widened. It's approximately \$100k per each side of the road for the additional pavement and stone once the numbers are all crunched, not including curb or storm sewer
- 4) the last column is to show the pavement, stone and restoration costs only for the additional width of road

Blackhawk Road Ballpark Estimate for Widening  
Approximate cost per LF

	frontage LF	5" HMA bituminous pavement	12" basecourse (road and shoulder)	restoration / LF	curb and gutter	storm sewer	total cost of widening	pavement and restoration cost to widen including 8% contingency
cost per LF of frontage		\$9.00	\$5.50	\$1.00	\$20.00	\$5.00		
CITY OF MADISON	6580	\$59,220.00	\$36,190.00	\$6,580.00	\$131,600.00	\$32,900.00	\$266,490.00	\$110,149.20
CITY OF MIDDLETON	1250	\$11,250.00	\$6,875.00	\$1,250.00	\$6,750.00	\$0.00	\$26,125.00	\$20,925.00
TOWN OF MIDDLETON	4610	\$41,490.00	\$25,355.00	\$4,610.00	\$15,000.00	\$0.00	\$86,455.00	\$77,171.40
	12440	\$111,969.00	\$68,425.50	\$12,441.00	\$153,370.00	\$32,905.00	\$379,070.00	\$208,245.60

I just to reiterate what was mentioned last night at the meeting...although the assessments seem to imply that they are for the addition of bike lanes, they are in fact for the street improvements regardless if bike lanes are added or not. The City's assessment policy (Madison General Ordinance 4.09 and 10.09) is such that each property owner is responsible for 4 ft of pavement (stone, fill, earthwork, drive aprons, etc), curb/gutter and sidewalk to improve the road. That is 100% assessable and it's the same if it would be for Blackhawk Road as a 2 lane road or if we proposed a 4 lane road (which we aren't of course). Once the road is improved, the assessments are 50% the cost for curb, sidewalk and drives only with the City paying the other half for any maintenance or reconstruction. If sidewalk is installed at a later date where no sidewalk exists today the assessments would be 100% borne by the adjacent property owners. Of course we are not planning to do sidewalk with this project.

From listening to the dynamic last night there seems to be some confusion with this project and the assessments, but maybe that is because I did not attend the first meeting. The additional bike lanes are not what is making it so the property owners are assessed ....it's a merely a coincidence that the widening to accommodate the bike lanes is approximately the same as the assessment policy. Any street work would have the same assessments for it. Also as Christy mentioned, it's unlikely that any work would be done on this road unless it was a permanent improvement with curb and gutter at a minimum. So if the street were to get fixed, regardless of the widening, the assessments would still include the curb, gutter and pavement and would be, for all intensive purposes, the same as what they are now. The alternative is the street stays as is with no repairs.

Hopefully this helps explain a little more.

Janet

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**Janet Dailey, P.E.**

Engineer IV  
City of Madison, Engineering Division  
210 Martin Luther King Jr. Blvd, Room 115  
Madison, WI 53703  
Phone: 608-261-9688  
Fax: 608-264-9275

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**From:** Kevin Possell [mailto:possell@hotmail.com]  
**Sent:** Thursday, June 04, 2009 8:43 AM  
**To:** Dailey, Janet  
**Subject:** RE: Blackhawk Rd Reconstruction: Potentially Madison's Bridge to No Where

Hi Janet - Can you please provide your rough estimate that you completed for the Blackhawk Rd project where widening of the street would be minimized to enable minimize existing infrastructure changes and minimal curb and gutter. If you could break out the town and city of Middleton portion versus the City of Madison as we discussed it would be helpful. - Kevin

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From: jdailey@cityofmadison.com  
To: possell@hotmail.com  
Date: Wed, 3 Jun 2009 14:59:40 -0500  
Subject: RE: Blackhawk Rd Reconstruction: Potentially Madison's Bridge to No Where

Kevin, Thank you for forwarding me your email to the Alders. I will make sure this is incorporated into the "Legistar" files on line.

I've attached the waiver... I hope you can read this. It's a scan of a copy which is poor quality to begin with.

Again, thank you for the phone call today. I will work on that estimate so we have a talking point to go from. I'm unsure if Christy will be presenting this tonight or if I will, but I will also be there regardless of who will present.

Janet

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**Janet Dailey, P.E.**

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**From:** Kevin Possell [mailto:possell@hotmail.com]  
**Sent:** Wednesday, June 03, 2009 2:56 PM  
**To:** Dailey, Janet  
**Subject:** FW: Blackhawk Rd Reconstruction: Potentially Madison's Bridge to No Where

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From: possell@hotmail.com  
To: district2@cityofmadison.com; district3@cityofmadison.com; district4@cityofmadison.com; district5@cityofmadison.com; district6@cityofmadison.com; district7@cityofmadison.com; district8@cityofmadison.com; district9@cityofmadison.com; district10@cityofmadison.com; district11@cityofmadison.com; district12@cityofmadison.com; district13@cityofmadison.com; district14@cityofmadison.com; district15@cityofmadison.com; district16@cityofmadison.com; district17@cityofmadison.com; district18@cityofmadison.com; district19@cityofmadison.com; district20@cityofmadison.com; district1@cityofmadison.com  
Subject: Blackhawk Rd Reconstruction: Potentially Madison's Bridge to No Where  
Date: Fri, 22 May 2009 19:43:03 +0000

Dear City Council,

Please review the attached letter and contact those with direct control over this project. Lets make sure we make a data based decision that passes the common sense test of investment versus return. Then, let's make sure the cost is appropriately allocated to those reaping the return.

Thank you for your consideration,  
Kevin Possell  
9409 Blackhawk Road  
City of Madison  
608-826-0733  
920-277-4714

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