

Steering Committee Meeting Report

Date: August 19, 2009
Project: 2008 Dexter Community Schools Bond, Phase 1 Projects
Owner: Dexter Community Schools
A/E#: 2466.39 PF
Location: Copeland Administration Bldg. **Time:** 3:00 p.m.

Attendees:

Larry Cobler
Ron Darr
Dick Lundy
Rob Glass
Mary Marshall
Dave LaFerle
Sharon Raschke
Matt Maciag
Randy Westerman
Kit Moran
Molie Sharrar
Sean Burton
Donna Detling
Jim Valenta
Greg Brand
Jerry Brand
Bob McGraw

Representing:

DCS/Board Member
DCS/Board Member
DCS/Board Member
DCS/Superintendent
DCS/Ass't. Superintendent
DCS/Director of Building & Grounds
DCS/Finance Director
DCS/Technology Director
DCS/Energy Director
DCS/High School Principal
DCS/Creekside Principal
DCS/Transportation Director
Village of Dexter
Midwestern Consulting Group
Granger Construction
Granger Construction
Kingscott

Discussion:

The following represents our understanding of the information presented and decisions accepted during the above dated meeting. All additions, corrections and clarifications are to be submitted to Kingscott within (5) days of receipt.

Purpose: The Purpose of the Steering Committee Meeting was to review the status of the Baker Road and Shield Road Crossings.

Item No. 1: Baker Road Crossing Study

Midwestern Consulting presented the results of the Traffic Study they conducted for the Baker Road Pedestrian Crossing. The proposed crossing would connect the sidewalk from the Main Entrance at Creekside with the sidewalk leading to the drop-off at Bates. This would be a more "natural" pedestrian pathway than the current crossing at the north edge of both the properties at Bates Drive.

In the Spring of 2009 Midwestern Consulting conducted a Traffic Study to determine traffic gap times on Baker Road. The analysis was done in 15-minute intervals during student arrival and dismissal times. The study found there was only a single 15-minute interval that had a sufficient gap in traffic to allow a pedestrian to safely cross Baker Road.

The Traffic Study indicated that if a traffic median or “island of refuge” was installed, that pedestrians could safely cross Baker Road in two stages. The District was concerned about Elementary children and their ability to make good decisions in a two stage crossing, as well as children being exposed to oncoming traffic from two directions while waiting in the median. Due to these concerns Midwestern Consulting studied the potential for a traffic signal at the proposed crossing location.

The Signal Study included use of simulation software to analyze traffic movements into and out of the driveways at Creekside and Bates as well as traffic flow on Baker Road. The Study indicates that the crossing likely meets the criteria necessary for a traffic signal, and the signal would allow adequate time for safe pedestrian crossing of Baker Road. The main drawback of a traffic signal is that it would increase the average delay times for traffic on Baker Road as well as for the driveway exit between the crossing and Dan Hoey Road. There is also some evidence that while a traffic signal reduces some types of traffic accidents, it may increase other types. For this reason, Midwestern Consulting recommends the use of crossing guards in conjunction with a traffic signal as the best solution for a pedestrian crossing at this location.

Midwestern Consulting indicated that a rough estimate of installing a traffic signal would be \$120,000 - \$150,000 not including design fees. Their initial analysis indicates that no significant improvements to Baker Road would be required for installing the signal; minor adjustments to drives, sidewalks, and curb cuts might need to be done, but that would be determined during more detailed engineering/design.

Currently, this project has not been funded as part of the 2008 Bond.

The next step is to present the study information to a joint meeting of the Village and School Boards, sometime in September.

Item No. 2: Shield Road Crossing Update

Review comments have been received from the County Road Commission, most of which are minor. The Road Commission has requested the School Zone Speed Limit Signs be removed all together, rather than relocated – Midwestern will work to convince the Road Commission this is an important safety feature that should be retained. Also, the Road Commission does want to meet to review the rapid-flash signal that is being proposed. Midwestern believes this is because it hasn't been used before in the County and they are not familiar with it. Midwestern does not anticipate any problem receiving approval from the County Road Commission.

Approvals are expected soon from the MDEQ for the work that is to be done in the wetland.

Item No. 3: Creekside Team Building Modifications

As a result of adding the additional toilets requested by the State, modifications to the Team Building are necessary to keep the project in budget. Granger provided a list of the changes needed to meet the budget.

It was decided to add back the vandal resistant light fixtures in the Locker Rooms.

Kingscott will double-check to verify there are no problems with the proposal to reduce the size of the water heater from 100 gallon to 60 gallon.

Item No. 4: Ballfield Improvements

Granger indicated that bids for the improvements to all the ballfields are due on August 19. In order to get the bulk of the work done prior to the start of school they will need a letter of intent to award to the recommended lowest responsible bidder right away.

Next Meeting: September 9 at 3:00 pm at Copeland.

Respectfully Submitted,
KINGSCOTT

A handwritten signature in black ink, appearing to read "Bob McGraw", written in a cursive style.

Bob McGraw, AIA, LEED AP
Principal