

MEMORANDUM

Councilman Bair and I met with John Jahr, a traffic engineer from Maser Consulting on January 28, 2009. We met to address the commencement of procedures designed to finally accomplish the reconfiguration of Kinderkamack Road.

Prior to the meeting, we had received a Memorandum from Mr. Jahr and Paul Niehoff, dated December 17, 2008, setting forth the four phases for the design of the project. We discussed the memorandum at length during our meeting, which lasted approximately two hours. A copy of that Memorandum is attached.

Mr. Jahr was in agreement with our belief that we should separate the issue of reconstruction of the road from redevelopment. Previously, the Borough had intended to defray the costs of planning and land acquisition to one redeveloper who would redevelop the entire Kinderkamack Road corridor. However, recent events have proven it will be difficult, if not impossible, to secure a redeveloper at this time. Instead, it does appear that several property owners along the corridor will apply to develop their own properties.

Mr. Jahr estimated that the total funds to be expended by the County would be approximately \$3 million, and \$1 million for NJ Transit, for a total of \$4 million. He indicated that in prior projects where he was involved, the Borough's cost would be 10 to 15% of the amount expended on the project. Thus, the range would be from \$400,000 to \$600,000 over the course of the planning and construction. He suggested that we should budget at least \$150,000 for the engineering costs in the 2009 budget.

We spent considerable time going over the December 17, 2008 Memorandum. I opined that as we are far into the process of redevelopment and discussing the road, many of the phases should either be cut back or eliminated. Similarly, I opined that public participation at this stage would not be necessary, as there is a general consensus that the road needs to be widened, turn lanes added and parallel parking established on the road.

A 'to do' list was established. That list is as follows:

1. Our Administrator should talk with other towns to determine the extent of financial participation required of those towns with County road projects;
2. Allocate sufficient funds at the February 3, 2009 Council meeting, whether by budget line or bond;
3. Invite the engineer to address the Council at the February 17, 2009 meeting;
4. Obtain a written commitment from the County.

Subsequently, I spoke with Farouk Ahmad by conference call with Phil Boggia, Esq. Mr. Ahmad indicated that the first step would be a letter from the Mayor and Council to him, the County Engineer and the Director of Public Works indicating that the Borough has resolved to begin the process of revising the road. The letter should set forth what is deficient with the road. He suggested copying County Executive McNerney and the Freeholder Board on the letter. The letter would request that the County works with the Borough towards design and funding for the improvement.

Mr. Ahmad stated that the Borough would be required to expend the costs for engineering and any necessary land acquisition, with the County doing the construction. He confirmed that we need to put the funding in this year's budget and adopt a resolution to agree to work with the County toward revision of the road. If design work is done timely, the County will then allocate monies in the 2010 budget for the work to be performed in 2010 or 2011.

I asked Mr. Ahmad whether we could recoup any of the funds that we spend for engineering. He indicated that there might be some grants for Smart Growth from the State. The engineer that we hire should direct us towards those applicable grants. We did discuss being able to recoup some of the funds expended by the Borough by the property owners who develop their property. For example, if the Arthur's property and abandoned gas station develop, they would be required to contribute a percentage of the engineering fees for the entire road to the Borough as a condition of development. We should also be able to require a property owner to provide whatever land is necessary to the County for the widening and reconstruction of the road. I spoke with Phil on this, and he is in agreement.

Dr. Bair and I conferred subsequent to our meeting with Mr. Jahr, and Phil and my conference call with Farouk Ahmad. We are in agreement that the Borough should issue a Request for Proposals to area engineering companies for the purpose of establishing a set fee to perform the tasks set forth in Maser's December 17th Memorandum. Phil is confident that we could obtain specifications from other towns so that we accurately set forth the scope of work expected of the firm that would be awarded the contract.

To summarize, on February 3, 2009, I would like to first, earmark some funds in the 2009 budget for engineering and other costs associated with the reconstruction of Kinderkamack Road; second, to resolve to issue a Request for Proposals for a specified fee to accomplish the surveying and design; and third, resolve to work with the County towards reconstruction of the road.

As always, please feel free to call or write for any clarification or with your comments.

Dated: January 30, 2009

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MEMORANDUM

To: Mayor Louis Lamatina
Joseph Scarpa, Borough Administrator

From: Paul Niehoff, PE, Borough Engineer PAM
John J. Jahr, TSOS, Borough Traffic Engineer

Date: December 17, 2008

Re: Borough & Emerson: Downtown Redevelopment
MC Project No. EMT017P

As requested, we have conducted a basic informational review of the Downtown Emerson Redevelopment project to provide you a rough idea of costs associated with improvements to Kinderkamack Road. Based on our review, we have prepared this memorandum of record outlining estimated engineering work and fees for a Traffic Engineering Investigation & Design for the downtown area of the Borough of Emerson.

This information is based on the basic review of reports and information currently available, as well as attendance at various meetings with Borough and County officials. In our opinion the best approach to a project of this nature would be to proceed as follows:

Phase 1

- Thoroughly investigate all known reports, studies and available traffic information from local, county, and state sources and New Jersey Transit.
- Meet with local police and Borough Planning, Zoning and Council members.
- Hold a public meeting to obtain the basic parameters of the traffic study and roadway improvements which will best accommodate the needs of the Borough.

**We anticipate the cost would be between \$7,000 and \$20,000 based on the number of meetings necessary, the amount of reports and studies published on this matter, and the amount of time needed to prepare for meetings.*

Phase 2

Conduct a traffic engineering investigation for the Kinderkamack Road Corridor and prepare a report to include the following data:

- Traffic Counts
- Geometric Evaluation of the road
- Correspondence with the New Jersey Transit & County Officials on their design requirements and traffic requirements for the corridor.

**We anticipate that the downtown traffic study will range between \$25,000 and \$65,000 depending on the requirements of New Jersey Transit and Bergen County.*



Phase 3

- Hold several public information sessions in order to obtain input from the community and the various Borough Boards to determine what roadway, geometric, traffic signal and other traffic and pedestrian improvements would be appropriate.
- Issue a final report indicating the required improvements for Kinderkamack Road.

**We anticipate that this phase of the project will be done separately in order to maintain its independence from both engineering and planning and provide the maximum benefit to the Borough of Emerson. This phase will range between \$5,000 and \$10,000.*

Phase 4

The final phase would be the preparation of roadway design plans, traffic signal plans, and pedestrian improvement plans for the Kinderkamack Road Corridor through Emerson. This will include roadway improvement plans for the corridor that incorporate the recommendations of the traffic study and residents of Emerson.

**We anticipate the preparation of roadway design plans for this corridor from Dunkin Donuts to Kuiken Brothers will cost between \$100,000 and \$150,000.*

Summary

Phase 1:	\$7,000 to \$20,000
Phase 2:	\$25,000 to \$65,000
Phase 3:	\$5,000 to \$10,000
Phase 4:	<u>\$100,000 to \$150,000</u>
Total	\$137,000 to \$245,000

Based on our experience with these types of projects and the involvement of a railroad crossing, we anticipate that construction costs can range from one to three million dollars.



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