

City of Mission Hills

Tomahawk SBC

Fiscal Notes on Committee Recommendations

Further Analysis	Committee Recommendation	Estimated Cost
Yes	Reduce the speed limit of all of Tomahawk Rd to 25 mph and encouraged enforcement of traffic regulations	\$1,000 (replacement of speed limit signs)
No	Construction of a 90-degree angle T-intersection at 69 th St and Tomahawk Rd (Exhibit 1.1) conceptualized by Ochsner Hare & Hare in Option A (Exhibit 1.2).	N/A
No	Modified intersection at 67 th St/Wenonga Rd/Indian Ln and Tomahawk Rd (Exhibit 2.1) incorporating the meandering path conceptualize by Ochsner Hare & Hare in Option C (Exhibit 2.2) with additional consideration for sidewalk on the north side of Tomahawk Road from Wenonga Terrace to 67 th St/Indian Ln/Wenonga Rd (Exhibit 2.3)	N/A
Yes	Construction of a 70-degree angle T-intersection at Mission Drive with narrowed driving lanes to provide 29-foot distance between playground and roadway (Exhibit 3.3). Additional considerations are for a physical barrier between the road and playground, a crosswalk from Tomahawk Road to the playground, and elimination of parking on the east curve of Mission Drive	Movement of Roadway & Stormwater System \$311,518 Decorative Brick Barrier for Playground \$149,459
Yes	Pedestrian crossings should be signed on decorative poles and painted minimally on the roadway Consideration for a Rectangular Rapid Flashing Beacon pedestrian crossing sign on decorative mount at City Hall crossing at Tomahawk Road and Mission Drive (Exhibit 5.1)	Marking Crosswalks Uniformly: \$3,000/crosswalk Equipment & Installation of Beacon Pedestrian Crossing: \$17,500/crosswalk
Yes	Install decorative streetlights in keeping with the aesthetics of other arterials in the City	\$650,000 - \$796,250 Includes 49 deco lights – currently there are 22 cobra lights along or immediately adjacent to Tomahawk.

Further Analysis	Committee Recommendation	Estimated Cost
Yes	<p>Reduce both driving lanes along Tomahawk to 12.5 feet (6-inch reduction to each lane), remove existing shoulder, and place 5-foot wide sidewalks against the curb (in what is now the existing roadway) on the south side of Tomahawk (Exhibit 4.1). This recommendation stipulates that all street trees should be maintained and the winding street network remains intact. Additionally, the Committee recommends as a sidewalk on an arterial road that snow/ice control be managed by the City.</p> <p><i>Minority Recommendations:</i></p> <ul style="list-style-type: none"> • Sidewalks could provide additional safety for walkers. Request for further exploration of 4-foot sidewalk with 5-foot wide turnarounds every 200 feet against the curb on the south side of Tomahawk. • Maintain existing width of both driving lanes and road shoulder. With yard service trucks, delivery trucks, construction trucks, and the occasional residential car that parks along the street there is concern that narrowing the road could reduce all user's safety • Preserve the character of Belinder Circle. A sidewalk configuration around Belinder Circle could change the character of City. 	<p>5' Wide Sidewalk \$230,400 - \$258,600</p> <p>4' Wide Sidewalk \$186,840 - \$209,595</p> <p>(Difference: \$43,560 - \$49,005)</p>
Complete	<p>Manage sight challenges to drivers by trimming or replacing vegetation at Shepard Island (Mission Drive and Tomahawk Rd) and intersection of Aberdeen and Tomahawk Rd</p>	<p>Complete</p>
Yes	<p>Lighting and irrigating all islands along Tomahawk Road.</p>	<p>All 11 islands are already irrigated. Four of the 11 islands do not have electricity available on them. The cost to bore electrical service is approximately \$10,000 - \$12,000 per island (depending bore length).</p> <p>Note: Due to aesthetic concerns and the size of the islands that do not have electricity, the Park Board does not view these installations as a priority.</p>