

CITY OF DELAFIELD PUBLIC WORKS COMMITTEE MINUTES

- 1. Call Public Works Committee Meeting to Order  
Committee Chair Dan Jashinsky called the meeting to order at 6:30 P.M.
- 2. Roll Call for the Tuesday, January 7, 2014 Public Works Committee meeting:

Present

Dan Jashinsky, Chair  
 Tim Aicher, Ald.  
 Harold Roberts  
 Mark Millot  
 Art Baumann  
 Patrick Hawley  
 Mike Court, City Engineer  
 Steve Hanson, City Engineer

Absent

Rick Lieblang  
 Tom Hafner, City Administrator/DPW Director  
 Harold Roberts

- 3. Approve minutes of December 4, 2013 Public Works Committee Meeting.

**T. AICHER MOVED TO APPROVE THE DECEMBER 4, 2013 PUBLIC WORKS COMMITTEE MEETING MINUTES WITH THE FOLLOWING CORRECTIONS: PAGE 4 OF 6, TOP PARAGRAPH, LINE 3, CHANGE THE PHRASE “REAL ESTATE ACCESS AT THE LOCATION NECESSARY” TO “REAL ESTATE IMPACT AT THE LOCATION OF THE INTERSECTION”. SECOND PARAGRAPH, PAGE 4 OF 6, 4<sup>TH</sup> LINE FROM BOTTOM OF PARAGRAPH, CHANGE THE WORD “BUMP” TO “HUMP”. P. HAWLEY SECONDED THE MOTION. THERE WAS NO FURTHER DISCUSSION. ALL WERE IN FAVOR. MOTION CARRIED.**

- 4. Unfinished Business:

- a. Golf Road Project – review, discussion and possible action regarding updated cost estimates (including additional alternatives) prepared by Yaggy Colby.

M. Court presented a Golf Road project drawing. The east portion has low build and the west portion has high build. This option is estimated to be \$1,309,000. The Kohl’s driveway stays the same. The major improvement would be cutting down the profile approx. one to two feet to get sight distance to achieve the desirable sight distance at the Sports Authority driveway and the minimum site distance at the Walgreens new main driveway. The cost estimate includes underground stormwater storage because basin would be filled in. Walgreens would use the adjacent access to the east which would require configuration of their parking lot. .

T. Aicher stated Walgreens expressed interest in having people turn left into drive-thru. D. Jashinsky stated the truck entrance by Kohl’s has not been looked at yet. A. Baumann stated driveway is already tight and not a very well designed area.

M. Court stated the cost estimate is a combination of low build with the high build. There will still be the resurfacing of the pavement with an overlay at the east portion. In the cost estimates Yaggy Colby added the underground retention at \$5 per cubic foot.

T. Aicher asked whose land the City is buying for \$100,000. If the project goes over \$1M it would be put to referendum. Can the City assess the property owners in the area to reduce the overall cost? He is not an advocate for finagling the project under the referendum limit. The

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City doesn't know how much support it will receive from the businesses such as Walgreens and Kohl's.

M. Court referenced the advantages and disadvantage per the traffic study for the high build stop control option. The advantages are: Safety – Improved intersection sight distance for the Sports Authority and truck access. Traffic Operations – raised median through west project area is wide enough to safely allow a vehicle to make a two-stage turn movement. Cost – Lowest cost when compared to the other reconstruction alternatives (Medium/High build signal and roundabout options). Pavement Life cycle. Disadvantages are: traffic operation at Sports Authority left turn movement at a LOS F and the construction schedule. The duration of the project could be a big concern with the businesses. We could hold off on the easterly portion, with the limits being Kohl's westerly drive. Construction is anticipated to be 4 months. D. Jashinsky stated this would be put in the 2015 budget to be constructed in 2016. The main objective is to find a plan they are comfortable with and see if anyone has any other questions about the plan. There was more discussion on the project's timeline, doing half at one time, closing the entrance at night and can gravel roads be used. The City needs to make sure all businesses maintain access by keeping Golf Road open.

D. Jashinsky stated he doesn't want to tweak the plan to get under \$1M because at this time the Public Works Committee doesn't know if they want to move forward with more estimates. The objective is for the Public Works Committee to make a decision. A. Bauman suggested getting the east end done separately as a third state being Highway 83/Golf Road.

D. Jashinsky suggested this issue be put back on next month's agenda and break it down into two different projects. The Kohl's driveway is the logical place to split the project into two projects. M. Court will get more information on the design.

- b. Discussion and action to review and approve an updated seasonal weight limit map.

D. Jashinsky stated the proposed map is almost final and asked for comments on it. M. Court stated some of the colors will be adjusted, and the thickness of the 12 ton purple line will be adjusted on the map. P. Hawley stated new roads aren't shown by the new apartments. He asked if the Hwy 83 ramp where it connects with Golf Road and Milwaukee Street is a city street. D. Jashinsky stated no one claimed it so whoever gets there first plows it, which no one argues over. M. Court will look at this. A. Bauman questioned if there was a weight limit just north of Golf Road (100 feet); there is nothing there to deliver to that he could think of. S. Hansen stated a motion isn't necessary since Public Works Committee is not changing anything. If T. Hafner thinks it's an issue, he will bring it back at the next meeting.

5. New Business:

- a. Preliminary plan review for 2014 Street Improvement Program.

S. Hanson provided initial drawings for the project is primarily to repair worn asphalt roadway surfaces. The two streets in the NW quadrant of the City are Jaekles Drive and Village Court adjacent to County Highway "R". Jaekles Drive goes north about two tenths of a mile, then jurisdiction changes to the Town of Oconomowoc, then Merton. Yaggy Colby contacted the Town of Oconomowoc and asked if the Town would be interested in contributing financially to the project in order to extend repairs about 150 ft. to the repair limits of a 2010 Town project. S. Hanson will follow up with the Town. Yaggy Colby requested that Waukesha County contribute to paying for or performing repairs to the Village Court curb & gutter at CTH "R". Otherwise,

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City pavement repairs might stop short (north) of the curb. Village Court repairs. Hanson noted that plans include construction of an approximate 13'x13' asphalt extension to the paved access to the lift station on the west side of Village Court near the south end. This would include excavation, addition of granular base and asphalt, and vegetative restoration.

S. Hanson stated the program included repairs to Oakwood Road, a collector street, from Stone Drive to halfway between Timber Oak Circle and Horseshoe Bend. The north lane is severely worn; the south lane is in better condition, but the entire road width will be repaired. Hanson also noted that one larger culvert would replace two existing partly blocked culverts.

T. Aicher suggested improvements to the intersection at Oakwood Road and STH 83. There is an issue with the sensor positioning relative to motorists that turn south on STH 83. Cars that pull past the stop bar might not activate the traffic signal to stop cross (STH 83) traffic and they might be stuck there until another car stops behind the stop bar. M. Court said that the Oakwood Church developer's agreement requires an evaluation of the intersection for potential maintenance on a periodic basis, and they have previously performed an evaluation. A. Bauman recommended that City staff evaluate if it is time for a subsequent evaluation.

S. Hanson stated the Dopkins Street segment between Wells and Main Streets is less than a tenth of a mile in length, but its condition merits surface repairs. The program also includes milling and installing asphalt along a damaged road joint at the intersection of Main and Oneida Streets.

Kent Attwell asked if a bike lane could be added to Oakwood Road and indicated that Smart Growth planning would dictate that the City evaluate certain roads for bicycle or pedestrian improvements when are considered for pavement.

D. Jashinsky noted that it would make sense to add the bicycle/pedestrian improvement on the north side of the road to connect to the future park, and also for a possible connection to a horse trail. The Public Works Committee discussed the possibility of two possible alternate bid additions. One would be to widen the segment scheduled for repair to accommodate bike/ped lanes on both sides. The other would be to install bike/ped lanes on both sides of Oakwood Road (along pavement not to be repaired) continuing to the east to STH 83 for consistency. The initial thought was to expand the cross section from the existing 22 ft. wide asphalt pavement section to a 30 ft. wide asphalt section consisting of 11-ft wide lanes and 4 ft. wide paved shoulders, plus one ft. wide aggregate shoulders. YCA will provide costs for PWC evaluation in February.

The schedule is to finalize the plans at the February PWC meeting, bid out the paving program mid-February and bring it back to the March PWC with a contract award.

D. Jashinsky asked if the City performed its road condition ratings in 2013, and if varied rating were assigned to Golf Road east of STH 83. Hanson stated that YCA inspected City roads and assigned the ratings in 2013. Information provided later: From the east City boundary travelling west, the first 0.24 miles (24 ft. width) was rated PASER 5. The next 0.15 miles (48 ft. width) was rated PASER 6, and the 48 ft. wide segment connecting to STH 83 (repaired with the 2010 DOT work) was rated 10. There was also discussion of including Muir Valley Road (in Ruff's Preserve) in the 2016 street improvement program.

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6. Director of Public Works/City Engineer/Traffic Staff – Reports:

a. Director of Public Works.  
None.

b. City Engineer.

M. Court asked if there were any questions about Delafield Woods. The surface asphalt was installed on December 2, 2013, the last day available that met paving temperature requirements. There is some minor restoration required for spring 2014. Some heavy rains made the pond very muddy but the developers stayed on top erosion control issues. There has been a continuous drainage issue but the pond took care of that problem. There are a few projects coming to the next Plan Commission meeting; a medical office building on Hillside Drive and the Kar-Tech expansion on Enterprise Drive which may not be referred to the Public Works Committee.

c. Traffic Staff.

7. Correspondence.

8. Adjourn.

**P. HAWLEY MOVED TO ADJOURN THE TUESDAY, JANUARY 7, 2014 PUBLIC WORKS COMMITTEE MEETING AT 7:40 P.M. A. BAUMAN SECONDED THE MOTION. THERE WAS NO FURTHER DISCUSSION. ALL WERE IN FAVOR. MOTION CARRIED.**

Minutes Prepared By:

Ellen O'Brien, CMC  
City of Delafield Deputy Clerk-Treasurer  
Waukesha County