

CITY OF DELAFIELD PUBLIC WORKS COMMITTEE MEETING MINUTES

1. CALL MEETING TO ORDER

D. Jashinsky called the meeting to order at 6:30 p.m.

2. ROLL CALL

Present

Dan Jashinsky

Art Baumann

Pat Hawley

Rick Lieblang

Absent

Harold Roberts

Mike Lamont

Gerry MacDougall

Also present:

Tom Hafner, Director of Public Works

Mike Court, City Engineer

3. APPROVE MINUTES OF FEBRUARY 3, 2010 PUBLIC WORKS COMMITTEE MEETING

A. BAUMANN MOVED TO APPROVE THE FEBRUARY 3, 2010, PUBLIC WORKS COMMITTEE MEETING MINUTES AS AMENDED ON PAGE 4, PARAGRAPH 7, SENTENCE 3, CHANGE “IT WOULD FURTHER CONFLICT THE” TO “IT WOULD CONFLICT WITH THE”. R. LIEBLANG SECONDED THE MOTION. ALL WERE IN FAVOR. MOTION CARRIED.

Without objection from the Committee, D. Jashinsky moved to Item 5a.

4. OLD BUSINESS:

- a. GOLF ROAD FEASIBILITY STUDY UPDATE – REVIEW AND APPROVE EXHIBITS OF PROPOSED ALTERNATES TO BE DISPLAYED AT PIM #2. REVIEW UPDATED CRASH DATA.

T. Hafner explained Shana Mogenson was present from GRaEF to review the exhibits of proposed alternatives to be displayed at the next public information meeting and to gather feedback on the alternatives.

S. Mogenson reviewed the various alternatives proposed. The Committee held discussions on the alternatives and revisions submitted at the last Committee meeting. Safety and operational analysis were considerations for each alternative presented. The resurfacing of the roadway was the first purpose in considering all alternatives and all agreed a secondary issue was that a solution should be found for navigating the roadway safely in the area of Driveway 1 shown on the exhibits.

Various representatives were present from the TOLD Development Group and other Golf Road properties regarding the project. G. Kost was concerned about the impacts to clients, the project and overall community with this project. Concerns were heard from representatives from Walgreen’s noting it was the

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corporate desire to have two access drives to each Walgreen store site. Since this was currently not the case due to the lack of curb cut on Highway 83, it was critical to allow substantial movement through the site rather than attempt to restrict entrance drives in this location.

The following suggestions were discussed and found to be worthy of investigation as a result of discussions held by the Committee. Numbers referenced in the suggestions correlate directly to the numbered intersections or driveway entrances shared on the exhibits. These numbers will correspond to the exhibits presented at the next public information meeting.

The Committee agreed all "Option B's" were removed from the low, medium and high build options presented. In addition a single lane roundabout should be placed at #2 and #10 should be left in its current location. The east approach to the roundabout should be eliminated and the westbound lanes then picked up from the roundabout.

Consensus was heard for consolidating the medium and high build stop control designs with elimination of the bike lanes. In addition, there were two different median widths proposed throughout the design alternatives. Consensus was also heard for having a consistent width of 24 feet for the medians.

All were in agreement that the roundabouts proposed at #5 and #8 shown on the exhibits should also be eliminated on all design alternatives. Discussion was held regarding the entrance driveway at #4. P. Hawley noted if the roundabouts were eliminated, then there could be no left turn in movement at #4.

A discussion of the backage roadway was held at this time. It was determined that the low build and medium signalized alternatives should include the backage road. P. Hawley confirmed that if the analysis for #1 and #11 did not meet standards for performance analysis, then all high build options would be eliminated. D. Jashinsky agreed.

In response to G. Kost and other property owners, T. Hafner explained he would provide the exhibits to the property owners prior to the next owners' meeting to allow time for owners to consider modifications and provide public input at that meeting.

D. Jashinsky recessed the meeting at 8:29 p.m. and reconvened the meeting at 8:34 p.m.

b. **2010 STREET IMPROVEMENT PROGRAM – REVIEW BIDS AND RECOMMEND CONTRACT AWARD**

M. Court briefly reviewed the bids for the 2010 Street Improvement Program, noting bids were opened on February 25, 2010. Wolf Paving, Inc was the low bidder and recommended contractor for the improvement program. He also noted cost estimates for engineering were within budget.

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R. LIEBLANG MOVED TO ACCEPT THE BID FROM WOLF PAVING, INC, AND TO AWARD THE PROJECT CONTRACT TO WOLF PAVING, INC. AS PRESENTED. P. HAWLEY SECONDED THE MOTION. THERE WAS NO FURTHER DISCUSSION. ALL WERE IN FAVOR. MOTION CARRIED.

5. NEW BUSINESS:

a. PLAN REVIEW FOR DELAFIELD WOODS DEVELOPMENT

P. Hawley recused himself from this item.

M. Court explained the history of this matter and introduced Rob Davy, of Lake Country Engineering to the Committee at this time. R. Davy reviewed the site plan for the project, noting there would be two 30-unit apartment buildings, and 16 single family lots placed on the site if approved by the City. He reviewed the drainage for the project, and the proposed activity with the stormwater drainage, roadways, and pedestrian pathways for the project.

He explained there were various issues associated with the project that required comment from the Committee. Bleeker Street was not in a platted right of way and there were power poles in the middle of the space to be utilized. In addition, the street was narrow and would require coming into the project area at an angle. The proposed location of the Bleeker Street extension was the only viable solution. A culvert will be placed on the site with the bike path placed over it to allow stormwater to continue to be properly drained from the property. Moving south on Bleeker into the project, there was a narrowing of the roadway that would be needed to accommodate the median and driving lanes. With the roadway being narrowed, the right of way would need to parallel the roadway. In addition, there would be a 90 degree bend in the roadway with two stop signs placed to slow traffic in that area.

M. Court explained Staff was comfortable with the connection of the project at Division Street as it would encourage pedestrian traffic to the downtown area. A bike trail was encouraged through Lake Street to connect to Wells Street to further encourage traffic to access the downtown roadways and sidewalks. With regard to the Bleeker Street issues, Staff thought the plan proposed was the best fit for the site. He noted land banking would be utilized for parking on the site to offset future needs. The applicant had proposed the project with an asphalt valley along the roadways; however, Staff would like the use of curb and gutter throughout the project for drainage diversion.

D. Jashinsky stated he thought the private roadway proposed for a plow turnaround should have a wider width. M. Court stated this issue could be resolved in working with the applicant on the design.

A discussion of impacts to the green space near the parking areas on the project was held at this time. Differences in amount of green space were noted and would be corrected. In addition, A. Baumann expressed concern for the narrowing of the right of way on the southerly approach on Bleeker Street. The road should be shifted to a more accurate location and allow for 66 feet of right of

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way. This would also align the drive lanes as motorists headed south around the median in that area. He further noted stop signs would be a waste on the site at the proposed location at the southerly end of Bleeker Street. D. Jashinsky agreed. A. Baumann also requested curb and gutter be placed on the radius of the curve to avoid rutting the green space on the turn. Sidewalks should be extended from the project area to meet the existing sidewalks in the downtown as proposed. D. Jashinsky stated he felt strongly that curb and gutter should be used throughout the site.

D. Jashinsky returned to Item 4a on the agenda at this time.

- b. GENESEE STREET/CTH "C: NORTH RECONSTRUCTION PROJECT (MILL STREET TO OAKWOOD DRIVE) – REVIEW COST ESTIMATE, PROPOSED COST SHARING AND MAKE A RECOMMENDATION TO COUNCIL REGARDING PROJECT TIMING/URGENCY RELATIVE TO THE AVAILABILITY OF COUNTY FUNDING

T. Hafner explained this reconstruction project had been in negotiations with various agencies for many years. Now County representatives indicated they would be willing to participate in the cost of the project; however that funding would not be available for five years. Alternatives were discussed regarding how to proceed with the project if desired. D. Jashinsky expressed concern regarding the possibility of the City constructing the project and then the timeline changing for reimbursement of the project. He suggested the use of a jurisdictional transfer agreement at this time. The Committee indicated consensus for exploring this option prior to proceeding with the project.

- c. SET APRIL MEETING DATE

T. Hafner stated he would need to work with GRaEF Staff to determine options for the next meeting of the Committee. He would communicate potential dates for the meeting to all Committee members via email at a later date.

6. DIRECTOR OF PUBLIC WORKS/CITY ENGINEER/TRAFFIC COMMITTEE – REPORTS

- A. DIRECTOR OF PUBLIC WORKS

There was nothing further to report on at this time.

- B. CITY ENGINEER

There was nothing to report on at this time.

- C. TRAFFIC COMMITTEE

No report.

7. CORRESPONDENCE

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None.

8. ADJOURN

R. LIEBLANG MOVED TO ADJOURN THE PUBLIC WORKS COMMITTEE MEETING OF MARCH 3, 2010 AT 8:48 PM. A. BAUMANN SECONDED THE MOTION. ALL WERE IN FAVOR. MOTION CARRIED.

Minutes prepared by:

Accurate Business Communications, Inc.

DRAFT