

In Attendance:

Mayor Steve Bierce, Alderman Jerry Wamser, Committee Members: Michael Kreiter, Jeffrey Tormey

Absent:

David Swan

Also In Attendance:

Director of Public Works M. Wagner, Chief Engineer-Utilities R. Wirtz, Chief Engineer-Streets & Development M. Gabbey, Utility Manager J. Mueller, Utility Assistant Manager R. Kincaid, Utility Billing Specialist R. Reed, Administrative Assistant H. Jacobs

1. Call to Order and Pledge of Allegiance

Mayor Bierce called the meeting to order at 4:00 p.m. and called to stand for the Pledge of Allegiance.

2. Public Comment - Please limit your comments to two minutes. If further time for discussion is needed, please contact your District Alderperson prior to the meeting.

None

3. Discussion and Action Regarding the Minutes

3.1 Discussion and possible action to adopt May 22 2025 meeting minutes

Mr. Tormey noted that his name was spelled incorrectly in the minutes. He also observed that three paragraphs on page 5 were repeated verbatim. He requested these corrections be made and then moved to approve the minutes.

A motion was made and seconded (J. Tormey, M. Kreiter), to approve the May 22, 2025 meeting minutes with the correction to the spelling of Tormey's name and removal of the duplicate paragraphs. The motion passed unanimously.

4. Water and Sewer Division

4.1 Discussion regarding the Sewer Utility CMAR (Compliance Maintenance Annual Report)

Mr. Kincaid reported that the annual CMAR report had been submitted to the DNR.

The report evaluates the financial stability of the utility and ensures code compliance with the system. He noted that the city received a passing grade, consistent with previous years. The report was approved by Common Council prior to submission to the DNR.

Ms. Wagner added that the committee was being informed, as the report had to be submitted prior to the committee meeting. No action was required.

4.2 Discussion on status of the Gun Club Lift Station construction

Mr. Kincaid reported that Watertown Road remains closed for construction at the Gun Club Lift Station. The interior of the new station looks good, with electrical systems being integrated and PLC installation scheduled soon. A wet test of the pumps will be conducted in the near future. The water service crossing under Watertown Road has been installed into the building, and connection to the force mains is expected within the next few weeks.

Mr. Kincaid explained that the road will remain closed while work is completed, integration testing is performed, and operator training is provided. Demolition of the existing building is expected to begin around September, after which site restoration will begin.

Ms. Mueller noted that a manhole located in the middle of the driveway needs full replacement, contributing to the extended road closure. The manhole is approximately 25 feet deep, and excavation will extend into the road right-of-way. Special sheeting is required due to the depth and poor ground conditions.

In response to a question from Alderman Wamser, Mr. Kincaid stated that the wet well is 37 feet deep from the ground surface, and the project required 47-foot long sheeting because they encountered bedrock deeper than anticipated. Committee members expressed concern about the depth. Staff explained that although utility technicians are trained for confined space entry, work at such depth is generally contracted out.

The committee discussed the impact of the road closure. Mr. Kincaid reported some complaints from residents but noted that access to the Gun Club is still available from the east and that most people have adapted to the detour after an initial adjustment period.

Mayor Bierce suggested allowing tours of the completed facility for committee members and interested residents. Staff agreed this would be worthwhile, particularly to highlight the improvements compared to the old facility.

4.3 Discussion and possible action regarding Water Supply Service Area Plan.

Ms. Mueller reported that the DNR requires all community water suppliers serving populations over 10,000 to prepare a water supply service area plan by December 31, 2025, in accordance with NR 854. The utility completed a plan in 2023 that serves as the first phase of this process, positioning them well to meet the requirement. The same consultant who prepared the 2023 plan has been retained for this project.

As part of the planning process, a public open house was held on April 30, 2025, attended by approximately 25-30 people. A formal public hearing will be scheduled in November or December once the draft report is complete.

The report includes projections for the Village of Pewaukee and the Village of Lisbon, as there have been discussions about potentially providing water service to these communities.

In response to a question from Alderman Wamser, Ms. Mueller noted that communities under 10,000 people are not required to submit such plans to the DNR but must show that some level of planning has been completed. Since the City of Pewaukee may serve the Villages of Pewaukee and Lisbon in the future, those areas are included in the projections.

Ms. Wagner emphasized that this is a draft report and welcomed committee feedback on the assumptions. She explained that the plan projects out to 2075 and considers a “worst-case” scenario of serving the entire community to ensure long-term projection capacity. The projections include infill to properties not currently on municipal water and anticipated future development. This comprehensive approach aims to prepare for potential growth, shifting service demands, and long-term production needs.

Mr. Kreiter inquired about Pewaukee’s water loss compared to Milwaukee’s. Ms. Mueller and Ms. Wagner reported that Pewaukee’s water loss was approximately 13% last year, likely due to several significant leaks that have since been identified. Historically, the city’s water loss has been between 5-8%, which is notably lower than Milwaukee’s reported 20%. Ongoing efforts to locate and repair leaks—particularly deteriorating copper laterals and saddles—are part of the city’s strategy to maintain system efficiency and reduce losses.

No action was taken; the item was for informational purposes only.

5. Engineering Division

5.1 Discussion and possible action regarding the Pewaukee Road Trail Extension Study and selection of 2 alternatives to move forward with detailed preliminary engineering.

Mr. Gabbey presented a study on extending the Pewaukee Road Trail. The study was initiated following a petition received in 2024 and subsequent direction from the Public Works Committee and Common Council. Four alternatives developed by the consultant were outlined:

1. Alternative 1: Direct route along Pewaukee Road; estimated cost \$733,900. Shortest and most direct route but with challenges due to topography and

utilities.

2. Alternative 2a: Route through Riverwood Drive and loop back to Pewaukee Road; estimated cost of \$1,164,000.
3. Alternative 2b: Similar to 2a but uses private pathways behind ProHealth Care and the hotel to reach Tower Place; estimated cost of \$1,187,500.
4. Alternative 3: Cuts from Pewaukee Road onto Riverwood Drive, uses existing trail behind businesses, and extend behind ProHealth Urgent Care to Tower Place; estimated cost of \$1,112,900.

Ms. Wagner reviewed a matrix prepared by the consultant that compared alternatives by cost, safety, user comfort, tree impacts, and connectivity to businesses. While Alternative 1 had the lowest in cost, it also rated lowest in safety due to proximity to busy traffic. Committee discussion focused on safety concerns along Pewaukee Road.

Mayor Bierce expressed preference for Alternative 3 (blue line on the map), for its improved user experience away from high-speed traffic and avoidance of sending bicyclists and pedestrians through a busy parking lot. Members also discussed a possible hybrid configuration combining Pewaukee Road to the southern Riverwood entrance, then connecting to Alternative 3—potentially reducing right-of-way issues and improving future trail network connectivity. The committee discussed coordination with ProHealth Care regarding path viability near their property, access to parking areas, and the potential addition of walking lanes.

Several members agreed that Alternative 2 (the loop) felt excessive and indirect for serving high-use areas. Ms. Wagner noted that while the original bike and pedestrian plan aimed to place trails along busy roads to remove pedestrians from traffic lanes, challenges along Pewaukee Road required exploring alternative routes. The decision-making matrix helped weigh cost against safety and user experience to find the best community connection.

A motion was made and seconded by (J. Tormey, M. Kreiter) to advance Alternatives 1 and 3 to detailed preliminary engineering. The motion passed unanimously.

- 5.2 Discussion and possible action regarding a multi-use trail along Redford Boulevard (CTH F) and the City support for WisDOT to add accommodations on the proposed diverging diamond interchange over I94.

Ms. Wagner reported that WisDOT is planning a diverging diamond interchange over I-94 on Redford Boulevard (CTH F). Waukesha County is advocating for the inclusion of a bike and pedestrian crossing as part of this project to connect the Fox River Trail to Frame Park. The County has requested that the City of Pewaukee adopt a supporting resolution to be sent to WisDOT, demonstrating the City's endorsement of these accommodations as beneficial to the community.

Ms. Wagner noted that the County had pursued this connection for years using an abandoned railroad bridge over I-94 and the Fox River but was unable to secure cooperation from the railroad. The diverging diamond project presents an alternative

opportunity to complete the connection. She expressed her belief that it would be a valuable improvement for the City and requested the committee's support for the resolution.

In response to a question from Mayor regarding pedestrian safety and raised paths, Ms. Wagner explained that most crossings would occur at signal-controlled intersections, with pedestrians needing to watch for traffic from only one direction when crossing ramps. She noted that the final design may vary from the example provided, it would incorporate appropriate safety measures.

Committee members shared their experiences with diverging diamond interchanges, observing that although they can appear complex at first, they function well once users become accustomed to them. Ms. Wagner also mentioned that the County is working on a broader trail network, with this connection serving as an important link.

A motion was made and seconded by (J. Tormey, Alderman Wamser) to recommend that the Council support WisDOT's inclusion of bike and pedestrian accommodation in the proposed diverging diamond interchange over I-94. The motion passed unanimously.

6. Public Comment - Please limit your comments to two minutes. If further time for discussion is needed, please contact your District Alderperson prior to the meeting.

None

7. Adjournment

A motion was made and seconded by (J. Tormey, M. Kreiter) to adjourn the meeting at 5:01 p.m. The motion passed unanimously.

Respectfully Submitted

Magdelene Wagner
Director of Public Works