

In attendance: Mayor S. Bierce, Alderman J. Wamser, Committee Members: D. Swan, J. Tormey, M. Kreiter.

Also in Attendance: Director of Public Works M. Wagner, Chief Engineer-Utilities R. Wirtz, Utility Manager J. Mueller, Utility Billing Specialist R. Reed, DPW Administrative Assistant Sherrie Smaxwill

1. Call to Order and Pledge of Allegiance

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

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

3. Discussion and Action Regarding the Minutes of September 23, 2021

3.1. Discussion and Action Regarding the Minutes of September 23, 2021

A motion was made and seconded, (D. Swan, J. Wamser) to approve the September 23, 2021 meeting minutes. Motion Passed: 5-For, 0-Against.

4. Communications

4.1. Discussion and possible action to cancel the regularly scheduled November and December Committee meetings.

A motion was made and seconded, (J. Tormey, M. Kreiter) to cancel the regularly scheduled November and December Committee meetings. Motion Passed: 5-For, 0-Against.

5. Old Business

Mr. Swan stated that he is still interested in the committee and the council looking at ways to help people pay who want to hook up to city sewer and water; stating that if it is a goal of the city, then we should look at ways to help them.

Mayor Bierce asked Ms. Wagner to look into this request and place it on the next meeting agenda.

6. Status Reports - None

10. Highway Division

Mayor Bierce moved agenda item #10 forward at the request of Alderman Ian Clark.

10.1. Discussion and possible action regarding the request to install a 3-way stop sign at the intersection of Oak Street and Peninsula Drive.

Ms. Wagner stated this request came from Alderman Ian Clark who received concerns from residents about this intersection. She reported on a warrant analysis the sheriff did for additional stop signs.

The report indicated no incidents at that intersection, and the speed analysis indicated it doesn't appear this is an area with excessive speeding. In the 2022 budget, Ms. Wagner requested 4-5 additional radar speed signs. Staff supports placing a speed sign in this location and will move it in rotation throughout the community.

Mr. Tormey stated he lives on the last block of Elmwood Drive and feels that stop signs do not cut down speed; the mobile radar sign did slow down traffic, but only when the sign was there.

Mr. Swan feels the speed trailer is a good idea and more effective than the speed signs. He feels drivers need to be ticketed.

Ald. Wamser stated this is a systemic problem throughout all communities.

Public Comments:

Alderman Ian Clark, W276N2822 Oak Street, stated that residents are particularly concerned about this intersection as it is a stop point for the local school bus and where children tend to congregate. He said that drivers on Oak Street tend to be focused on the upcoming curve and not what is immediately after the curve - the bus stop and children. Alderman Clark said he would not contest the movable radar signs; he feels it is an excellent idea, but stresses there is an overwhelming preference from residents in the area for a 3-way stop.

Mike Humcke, W278N2968 Rocky Point Road, feels a 3-way stop is not necessary, that the natural, physical curve makes people slow down. He is not opposed to putting a speed trailer for a reminder, or a slow curve sign, but doesn't see the need for a 3-way stop.

Mayor Bierce asked Lieutenant Marc Moonen if the best practice was **not** to put up a stop sign unless 50% or more of the drivers were observed speeding more than 7 mph over the limit. Lt. Moonen responded yes and referenced a graph on a handout he passed out to the committee. He stated this report is a covert study, and not a visible one that would be a reflection on a speed trailer or a speed sign. It is a black box, called a JAMAR, that is attached to a pole; its radar collects data and traffic counts. People don't know that the JAMAR is recording their speed. The program gives a 50% leeway, so if speeding is 0-50% it is considered a win. Lt. Moonen feels 50% is too much, so the sheriff's office considers it a concern after it reaches 25%. This was studied 6 or 7 times at different points along Oak, Peninsula and Woodland. The most recent study was done in October and showed that 5% of all people using that road were speeding - a very low percentage. Lt. Moonen said what contributes to the perception of speed is that the roads are narrow so it seems vehicles are going faster, but they actually are not; and Rocky Point and Oak Street are narrow streets.

Mr. Swan thanked Alderman Clark for bringing this concern forward.

A motion was made and seconded, (D. Swan, M. Kreiter) to deny the installation of a 3-way stop at the intersection of Oak Street and Peninsula Drive; and recommends the installation of a radar speed sign near this area for a period of time. Motion Passed: 5-For, 0-Against.

10.2. Discussion and possible action regarding the request to create a no parking zone along one side of Rocky Point Road.

Ms. Wagner reported this was another request by Alderman Clark who received requests from residents in the area for the city create a no parking zone on one side of Rocky Point Road. The concerns are for the safety of pedestrians, to keep a lane of traffic open, and for the safety of traffic in the area. Ms. Wagner suggested that before we make it 100% no parking on one side, we should get feedback from residents on Rocky Point Road. We would create an online survey and send out postcards to residents alerting them of the survey and have it open for a certain period of time to receive their feedback, similar to what was done with Springdale Estates.

Mr. Swan asked about the rules for parking on city streets. Ms. Wagner said people cannot park overnight on city streets. He asked about getting permission for parties or special events. Ms. Wagner said people can get permission from the Sheriff's department for parking for parties or specific events. Lt. Moonen reported that people call his office and he evaluates the need. If they live on Rocky Point Road and have long driveways, they are asked to the driveway for parking first. If they live in a subdivision with shorter driveways, we ask for the window of time and necessity to park on the street with the caveat that if there is any type of inclement weather they have to move the cars.

Mr. Swan asked how people know about this policy? Lt. Moonen stated the winter parking ordinance is well known and has been long established throughout the city, He said they are flexible working with people who have a real necessity to park on the street.

Mr. Swan asked how much ahead of time do they need to call? Lt. Moonen said the office is always open, and most people know ahead of time if they are having an event and they call.

Public Comments:

Mike Humcke, W278N2968 Rocky Point Road, said this is a cluster in the summer, and is not an issue in the winter. He feels most residents in the area know about the city ordinance and work it out for social events. He said that in the summer there are a lot of landscapers and lawn maintenance contractors parking on both sides of the street, such that emergency vehicles and big vehicles can't get down the street. He suggested contractors and landscapers park in the driveways of their clients instead of on the street. He said if you go to parking on one side or the other you have a situation with the location of the mailboxes. He would be happy to see parking on one side or the other so that emergency vehicles could get around. Mr. Humcke also suggested increasing the fine for blocking traffic and having police come through during the day on weekdays and ticketing those people. He stated another issue this past summer was Pablocki Paving had machinery that was blocking half the width of the road. He feels there should be some kind of permit or advanced notification to neighbors to make arrangements and they should not block the view at the intersection. He feels having police tell people to move or get a ticket when blocking the road will take care of most of the issues.

Josephine Hensen, W279N2819 Rocky Point Road, stated she has lived there for 11 years and doesn't see the necessity of parking only on one side of the road or the other. She agrees with the suggestion of landscapers parking in driveways.

Alderman Ian Clark, W276N2822 Oak Street, reiterated some of the comments made in the letter he wrote and mailed to each resident on Rocky Point Road. Of the letters he sent, he received 8 calls and all preferred single-side parking with no preference for either side. He concurs with the action to prepare a survey so that every resident has a way to express their preference for or against parking on one side of the road.

Chris Millard, W277N2510 Rocky Point Road, feels this is a non-issue. She said there are trucks there for paving or working, but not often. She said cars can get through. She also suggested landscapers park in driveways, but she is not for parking on one side or the other.

Mary Hahm, W277N2550 Rocky Point Road, said she concurs with Chris Millard. She was glad the city allowed them to put in additional paving, which helped alleviate the mud situation. She feels that one-sided parking will dig up the grass line again on one side of the road. She also would agree with landscapers parking in the driveways. She does not agree with one-sided parking on the street. She said she has never heard of any emergency vehicle not being able to get through the street in the 30 years she's lived there. She feels the only danger to pedestrians is that drivers are coming off the lake from Oak Street too fast and maybe radar could be put up there more often.

The committee agreed to recommend a survey of the Rocky Point Road area be conducted to determine feedback from the residents on the change to no parking on one side of the street. Mayor Bierce stated this won't come back until next year after the survey takes place, and the committee will have a discussion at that time.

10.3. Discussion and possible action regarding changing the hours of operations for the Recycling Center.

Ms. Wagner reported on an issue brought forward by Mr. Swan to change the hours of operation for the Recycling Center. He requested to shift the regular Saturday hours from 9:00 am to 3:00 pm to 10:00 am to 4:00 pm, or 9:00 am to 4:00 pm. Ms. Wagner said she questioned the Recycling Center staff, who reported there is typically a rush between 2:30 and 2:45 pm, but it calms down and there doesn't appear to be an issue. In checking with office staff, they have not received any complaints about the hours, so staff is not in support of changing the hours of the Recycling Center and would like to keep them the same Saturday hours of 9:00 am to 3:00 pm.

Mr. Swan said he is lobbying for 4:00 pm, stating 3:00 pm comes pretty soon on a Saturday. He said when he spoke with the attendant about adding an hour on Saturday and taking one off on Wednesday, the attendant said he felt it wouldn't be a problem. Mr. Swan feels it would be an easy fix and doesn't cost any more money.

Public Comments:

Alderman Brian Dziwulski, N24W22637 Meadowood Lane, said that he uses the Recycling Center all the time and hasn't had a problem getting there by 3:00 pm; though sometimes he wishes it was open a little longer. He feels the city will get a lot more phone calls if they change the hours on Wednesdays and/or Saturdays. His opinion is that people know the hours and can schedule their time around them.

The committee discussed the reasons for and against changing the hours of operations of the Recycling Center.

Ms. Wagner stated that the center is closed on Wednesdays in the winter, so there would be additional dollars added to the cost for year-round Wednesdays.

Mr. Tormey suggested changing it so you have the same amount of hours on Saturday, instead of 9:00 to 3:00, to make it 10:00 to 4:00pm. Mr. Swan was in agreement with that suggestion.

Ms. Wagner stated it will require the retraining of our residents if we change the hours of operation and there will be a learning curve.

Ms. Mueller stated she worked in the Recycle Center years ago and they have been the same hours of operation for more than 30 years.

Mayor Bierce asked if anyone would care to make a motion.

A motion was made, (D. Swan) to change the hours of the Recycling Center to 10:00 am to 4:00 pm on Saturdays. No second. Motion Failed.

Mayor Bierce asked if there was a different motion.

A motion was made, (J. Tormey, M. Kreiter) to keep the hours of the Recycling Center as they are. Motion Passed: 4-For, 0-Against; 1 Abstained.

10.4. Discussion and possible action regarding the Milkweed Lane traffic concerns.

Ms. Wagner stated this request was brought before the committee from an email discussion from Alderpersons Ian Clark and Colleen Brown. The residents have requested additional speed humps. Ms. Wagner asked the sheriff to monitor Milkweed Lane with the JAMAR and the speed trailer. The results of the report indicated the speed is still in the low range for speeding, but there is an increase in traffic volume occurring. Speed humps have already been put on the east side of Milkweed Lane largely because that is the only area that could support them. The driveways and intersections don't leave enough space to add additional speed humps for speed control. Ms. Wagner said stop signs don't slow down speeding traffic, and there would need to be an excessive amount of stop signs added for the number of horseshoe intersections. Staff does not recommend stop signs to remedy the issues seen on the roadway. Staff is proposing a traffic study in the area to determine what other possibilities might be available to help decrease speeds and slow down some of the traffic so residents in the area feel safer.

Mayor Bierce stated he found it very interesting that the numbers are higher than the last study, but still very few cars are speeding.

Lt. Moonen provided supplemental materials. He reported that this is not a new problem to DPW or to the Sheriff's office and we have been studying this area since 2017. He said that this is a historical issue and Mr. Wroblewski readdressed the complaint last month. Lt. Moonen stated Mr. Wroblewski feels there are too few speed limit signs posted on Milkweed, the three speed bumps are too close in proximity to be effective, and he requested a speed sign display. Lt. Moonen stated that together they developed an investigation plan and action points, which included a 9-day deployment of the JAMAR on Honeysuckle, the speed trailer (which is still out there), targeted patrols, and more JAMAR studies on adjacent roads.

Lt. Moonen briefly explained the various graphs and information and summarized the study. He reported that in October 2021, 17% of drivers were driving above the speed limit (target is less than 25%). In 2017, the traffic count was 212 vehicles per day, and in October 2021, it was 611 per day - which is an 189% increase in traffic volume. Mr. Wroblewski complained in 2017 when there were 16 vehicles operating above the speed limit per day, and now there is 104. The percentage hasn't increased, but the volume has increased. In 2017, there was 7.7% of all drivers speeding, now it is 17.7%, but changing the percentage over to actual numbers shows it is a perceptual problem rather than an actual problem.

The Sheriff's office deployed the speed trailer in that area. The speed trailer is an immediate correction to a driver's speed, but it is not effective over the long-term. Most drivers will self-correct, and some just won't, and they have diminishing returns because people become insensitive to the speed trailers and they know that nothing is going to happen to them, and that is why we move them around.

Lt. Moonen reported that we use JAMARS so that we can put our people in the right place at the right time. We pinpointed west bound between 7:00-10:00am and east bound between 4:00-7:00pm. We did a targeted patrol of that area from Oct 27-Nov 10. We were there every day during those times and made only one stop, which is a win for us because they know where we and our equipment are; most were going under 25mph and they are hypersensitive to it now. On Oct 30-Nov 7 we did a study on Fieldhack (288 cars per day) and Golf View, which had a worse percentage speeding problem at 25%, so the speeding problem is greater on Fieldhack, but Milkweed has a higher traffic count. The study concluded that traffic volumes increased significantly (189%, with average cars per day from 212 to 611). The JAMAR continues to be a useful tool, and the speed trailer and speed boards are a more short-term tool for us. Lt. Moonen will continue to monitor the area and will enforce as needed.

Mayor Bierce asked if Lt. Moonen has any idea how long the effect of putting out the speed trailer lasts? Do people speed up when it leaves? Lt. Moonen said the speed trailer doesn't record data. It is meant to go out for a week and come in with the hopes that it will get people to slow down. We put the JAMAR box out there because people don't know it's there, and it collects true unmodified behavior. Speed boards like on SS and Rocky Point Road do both, they collect data and give people a better representation.

Mayor Bierce said that especially on this road, of the 611 cars that travel down it every day, 604 of them probably live there. Lt. Moonen said The Padds was not completed in 2017 and Meadowgrass Circle was not done, so the contributing factor is the culmination of the two developments. The people on Milkweed probably are not the ones speeding, but more likely it's the people using it as a pass through. Mayor Bierce said that has been the concern all along. Lt. Moonen said yes, and that is why the speed humps were placed where they were.

Mr. Tormey asked what is the speed limit? Lt. Moonen replied 25 mph. Mr. Tormey asked what is the designed speed for a speed hump? Ms. Wagner said the maximum is 15mph or they can bottom out.

Mayor Bierce asked if the plows have any issues with speed humps? Ms. Wagner stated yes, and there is maintenance work involved with the humps as well. She said they are not our preferred method of slowing down traffic. There is ample signage and paint alerting drivers of the upcoming speed humps. Ms. Wagner stated there isn't any other location to put the speed humps and stop signs will not be effective in slowing down the traffic. She recommends we do a traffic analysis study and see if there are other tools or other ways to make something work in this neighborhood to slow down traffic in that area.

Mayor Bierce said he understands the concerns, but it is a problem without a great solution.

Mr. Wroblewski stated there is more than just speeders, he said that he has seen drag racing. He thanked Lt. Moonen for his efforts, but he is fearful someone will get hit by the drag racers. He asked if there is any way to put a speed hump at the courts, or put a planter as a distraction in the road to go around?

Ms. Wagner said that because there is a driveway right across from the island, there is no way to accommodate speed humps. The city does not have a right-of-way, and there are risks with putting hazards such as planters in the road. Drag racers will not stop at a stop sign, and speeders may slow down but will speed right back up again. Stop signs are there for the safety of an intersection.

Ald. Dziwulski stated that in 2002 the council approved a stop sign at a park in Springdale Estates, and he feels the stop sign has actually made it more dangerous. He does not agree with putting up a stop sign.

Mayor Bierce asked Mr. Wroblewski to figure out when this drag racing is happening and coordinate with Lt. Moonen. Lt. Moonen said he has talked with him before and the best strategy is to call and give information and license plates. Between Oct 18-26 the fastest vehicle went between 46-50mph, though it's hard to say if it was a drag racer, an error in the software, or an emergency vehicle. They were out in targeted patrols, but it didn't happen during that time, and it's hard to predict and enforce with only four squads.

Mr. Wroblewski asked if adding another speed limit sign would make sense? What is the speed limit in that area? Ms. Wagner stated the standard speed limit in residential areas is 25mph. She offered to see where signs are posted and if there is warrant for an additional speed limit sign.

Ms. Wagner stated she put funds in the 2022 budget for 4-5 additional speed radar signs and they will be put in different areas of the city in rotation.

Lt. Moonen said that people choosing to drag race won't care about radar signs; they are intended for law abiding citizens who may be heavy-footed that day. Mr. Wroblewski said he would try and figure out where the drag racers are coming from. Lt. Moonen also recommended to bring it to the HOA's attention. (The president of the HOA was in attendance.) Mayor Bierce stated his concerns are being heard and the sheriff is being receptive and helping out where he can. Mr. Wroblewski agreed and said thank you.

Mr. Swan thanked Lt. Moonen for his report and said it was well done. He asked how much do you want to spend for another report? Lt. Moonen stated it doesn't make any sense for another report. Mayor Bierce agreed.

7. Storm Water Management Division

7.1. Discussion and possible action regarding the request to clean out and re-establish drainage in Springdale Estates within a drainage easement.

Ms. Wagner stated this item was brought to us by Alderman Dziwulski as well as some residents in this area with concerns about drainage complaints where backyards are not draining properly. She said there are a lot of impediments (tree, retaining walls, buildings, debris, etc.) that are in existing drainage easements along Springdale Estates, many of which have not been maintained since the inception of the subdivision. In this area the water is supposed to run to the east in the drainage easement, but the downstream area is blocked and is ponding outside of the drainage easements onto properties. These residents have asked us to clean out the drainage areas. Since they haven't been maintained in the past 30-40 years, when we clean out these impediments, we will be using the whole 30-foot drainage easement and clear cut the entire easement to get the drainage to occur. Before we go forward and take that step, Ms. Wagner wants to make sure that we have the backing of all of the bodies because this is likely going to be a contentious issue and I want to make sure that we are all on the same page. Ms. Wagner laid out the approach the city would take and asked for committee concurrence with the plan on doing this, and stated we will be taking this to the council to get their concurrence as well.

Mr. Tormey asked a question on item 4, about the phrase "maintenance on all easements in the subdivision." Are you talking about doing this throughout Springdale Estates? Ms. Wagner said yes, because once we start everyone is going to want it done. We have been out several times to the subdivision over the years and there are a lot of properties that have this problem without drainage easements, and we have no right to go in there and clean out those areas. Some people will agree with this, and some will not want it done on their property. If there is a drainage easement we have the right to do this, but if not, it's entirely up to the property owner. There may be push back about drainage easements

cleaned in areas where we have the right, and those not done in areas where there are no easements, though all of them have the same problems.

Mr. Tormey said there will be push back on either side. Ms. Wagner stated that is why it is going to the council before we do this, as there will be a lot of PR.

Public Comments:

Alderman Brian Dziwulski stated there was an electrical box under water in an easement after a large rain. People are paying storm water management fees, but not maintaining these areas. People have sheds, retaining walls, etc. in the easements. He stated that we don't know what it will take to get this done. Ms. Wagner said no, we don't know how far we will have to go until the area is surveyed; Waukesha County topography shows about half-way to Maplewood and this drainage easement goes all the way down to Stonewood. We know there are issues goes further east, but for this immediate problem it's at least half-way to Stonewood.

Mr. Tormey said the main issue is that the Springdale Estates subdivision was built a foot too low.

Mr. Swan said to Mr. Wirtz, when you talk about storm water management, the DNR doesn't want you to move trees. Can you take a grader and make a ditch in the middle of the easement or a groove that could start the water running down there? Mr. Wirtz said we will have to remove a good part of the brush to get a good survey; it will be a large undertaking and given the length of these easements, you use up 30 feet very quickly when you have a harvester and a truck, there isn't much room left.

Mr. Swan asked, as for storm water management, is the DNR okay with going through there after 40 years and cleaning this out? Ms. Wagner said it is our right as long as there is an easement.

Mayor Bierce stated he is not sure what to say; he sees the good and bad. He stated it will require a lot of man hours, and asked Ms. Wagner if we would have to replace a road project to do this? She said no that we would turn it over to a consultant and subcontract the work.

Ms. Wagner reported that we have an accepted offer from an engineer who starts on December 1st. Mr. Swan asked if we can do this work in house? Ms. Wagner said we have a lot of things to catch up on, and this is more work than our guys can handle.

Mayor Bierce asked what a legitimate timeframe is for this project? Ms. Wagner responded it would be two years before we get to construction. Ms. Wagner said residents are going to call if they are opposed to it, and this will generate a lot of phone calls. Ald. Dziwulski anticipates there will be a lot of calls from people who have moved in and didn't know about the drainage easement, and if people are getting flooded because someone else blocked the easement, he has no problem explaining that to someone.

Mr. Kreiter stated ignorance of the law is no excuse. Mr. Wirtz stated that we will provide education so residents don't plant new stuff or put up sheds; that they realize the easements have to remain as is.

Mayor Bierce asked if staff is looking for whether the committee stands behind this idea to bring it forward to the council level? Ms. Wagner said yes.

Mr. Swan asked if there were any thoughts of lawsuits? Ms. Wagner said that is always the risk, but the easement granted on the plat gives us the right to remove all the impediments. Ms. Wagner stated we are not acquiring land, we will only touch the drainage easements on plats that are recorded with the county. Mr. Swan asked about quality of life. Mr. Wirtz said we are looking to improve the quality of life by improving the drainage.

Mayor Bierce asked if anyone had an absolute objection to moving it forward to council, and if not, does anybody have anything that they see is glaringly wrong with the process set out here?

Ald. Wamser stated this has needed to be done for a long time and maybe we can bandage some of these other issues for a couple of years, like the electrical box under water.

Mayor Bierce stated that since there are no objections, we as a committee direct staff to move this onto the council and see what happens.

A motion was made, (J. Tormey, M. Kreiter) to recommend the procedure outlined in Ms. Wagner's memo (to approach to the Common Council to complete the clean out and re-establish drainage in Springdale Estates within the drainage easements). Motion Passed: 5-For, 0-Against.

7.2. Discussion and possible action regarding the Kathryn Court/Springdale Estates Flood Mitigation project.

Mr. Wirtz provided an update on the project. 50% plans were included in the committee packets to install an underdrain to drain the low point around the west side of Kathryn Court and bring it through the existing easements and outlot to Springdale Road. As part of the project, we are also looking to try and gather some water quality improvements by putting in a biofilter because it drains such a large area and a lot of it is industrial. We thought this was a good idea because of our upcoming TMDLs, to try and incorporate some water quality enhancement that we can take credit for. Our consultant, AECOM, has sent over 90% plans, and they recommend (like our drainage easements in Springdale Estates) there are a number of items within the easement and the outlot in Kathryn Court that need to be moved. We recommend a public information meeting to let residents know what is going to occur, that the easements and outlots are a stormwater management basin to be used for flooding. We are looking to bring this to the committee in January to start the bidding process.

Ald. Dziwulski said there is water coming in from other areas and from Duplainville, and is there any other way to stop that? Mr. Wirtz said no, this is the natural flow path for it

and as development has occurred it has encroached so that there is no other place to go.

Mr. Wirtz went over the details of the project with the committee. A 12" drain tile in a biofilter (native plants) will be placed and water will go through a 12" pipe that will go through the outlot and run to Springdale Road and collect into the storm sewer installed years ago. It will run basically around the subdivision.

Ald. Wamser suggested once we run Agenda #7.1 through council, maybe the public meeting could integrate 7.2 to 7.1 and show them on a map how this will work. Ms. Wagner said we will send out notices, but they are two separate projects. Kathryn Court is moving forward and we will meet with those residents next year, but the drainage project will take more time.

Ms. Wagner stated this was just an update, and the committee will be notified when the public information meeting is planned.

8. Water and Sewer Division

8.1. Discussion and possible action regarding the Well 5 Alternative Study.

Ms. Mueller provided an update on the status of Well 5. She reported on some long-term water quality issues with gross alpha and radium levels since 2014. Bids went out last year to install an HMO treatment system for Well 5. Prior to the award, we planned to do some well and pump rehabilitation but discovered that the well had collapsed by half (500 ft), and all attempts at the repairs failed. We did not award the contract to build the treatment system because we needed to make sure we had a well to move forward. The original estimate for the HMO treatment system was \$3.4 million. We decided not to move forward on the treatment system until we had more information on the long-term viability of that site. After speaking with consultants and hydrogeologists, it was determined that rehabbing the site will not work due to the proximity of the quarries and that the well is located on the Waukesha fault line. The utility consulted with Ruekert-Mielke to find some other alternatives to back up the water supply to the industrial park.

Well 5 is located near the intersection of Springdale Road and Bluemound Road, and serves a smaller residential area and an industrial park. Our water system piping is a single feed system from North Avenue down Watertown Road to Springdale Road to this development, and just a single 12" water main feeds that system. We are concerned about providing the fire flow and water supply to this area if there is a water main break in that vicinity and if there is enough fire flow capacity to serve the industrial park. The initial focus has changed from repairing Well 5 to find alternatives to supply and loop water main back into the area.

Ruekert-Mielke provided different four alternatives to run water main in that area, none of which is easy or cheap. Ms. Mueller explained the various alternatives, and recommended that ultimately, the most reasonable solution was to make the connection from Busse Road east to Foster Court. This is proven through the water modeling to provide the best fire flow capacity and it gives us a number of alternative feeds if a catastrophic event happens with the water main. Another viable alternative is instead of boring across the Fox River, to open cut the Fox River and install the water main.

Waukesha was successful in doing this when looping mains. All alternatives recommend we join the dead end stubs that abut to Bluemound Road so we improve fire flows and water pressure and have the redundancy in that area. Ms. Mueller offered to provide the report to anyone for review and to call her with any questions.

Mr. Swan questioned when the estimates were put together? Ms. Wagner stated they were all updated in the last couple of months, including price increases in piping and labor costs.

Ald. Wamser stated that in Alternative 4, Exhibit 5 it shows it coming across an area where someone is developing a lot of land on the north side of I-94, and asked if we can do it that way as a main to service that area in the future. Ms. Mueller said one of the concerns was not dictating how that development took place. She was not in favor of that alternative because if there were to be any type of pipe failure east of North Avenue, we'd be right back with the same problem we have right now; it doesn't offer the more reliable connection point as opposed to what we would have to offer with Busse Road. Ms. Wagner explained what would take place if we were to choose this alternative.

The committee and staff discussed the options and challenges with the rivers and railroad crossings, open cutting a river, etc., and staff provided details and answers.

Mayor Bierce asked if this project would limit who can bid? Ms. Wagner said even with boring we will get the big contractors.

Ms. Mueller stated that with our next meeting not taking place until January, she wanted to at least get this before the committee for discussion so she can get a recommendation or endorsement to take to council.

Mr. Kreiter stated that looking at the system plan it looks as if the Busse Road to Foster Court would be the best way to loop in the system. Ms. Mueller agreed.

Ms. Mueller asked the committee if they wanted our consultant to attend the next council meeting (most likely on December 6th), in case they have any additional questions regarding the project? The committee agreed it would be a good idea to have them attend.

A motion was made, (J. Wamser, J. Tormey) to recommend pursuing Alternative #1.2 to the Common Council to install 12" water main extension along Bluemound Road from Busse Road to Foster Court additionally connecting the water main from Bluemound Road to Westmound Drive to Eastmound Drive to Takoma Drive and to Saratoga Drive, for an estimate cost of \$3,222,500. Motion Passed: 5-For, 0-Against.

9. Engineering Division

9.1. Discussion and possible action regarding the 2022 Budget for Engineering, Water Utility, Sewer Utility, Storm Water Utility, Bike Trails and Highway.

Ms. Wagner reported on the 2022 budget for the various components the committee has oversight on within the Public Works, and asked if there were any questions. She

explained that it is basically the standard budget, and the committee has discussed the projects included in the budget at last meeting.

Alderman Wamser stated he feels that the city road signs need an identifier indicating when they are in the City of Pewaukee, such as a logo or a marker on top of the sign. Ms. Wagner said that might be challenging as some of the signs are rather long.

Alderman Wamser also suggested installing signs on some of the main roads entering the city to identify where the borders are. Ms. Wagner said that adding signs to some of the main roads at entrances of the community would be something the budget could probably absorb, but changing all the street signs in the city would have a significant cost and we would have to bring that back to council for additional funds.

Mr. Kreiter stated that some of the existing street signs are very old or original. Ms. Wagner explained that the city is three years into our street sign replacement program, and that out of the 12 truck routes we have already completed 3 or 4.

Mr. Kreiter asked if the newly designed street signs could be included as part of newly paved road projects? Ms. Wagner said we typically do add new signage but depending on the condition of the signs we often salvage the fairly newer signs when we can.

Ms. Wagner stated that she would get pricing for the signs and a mock-up and bring it before the committee, and then take it to the council. She also said she will review the code and regulations to see if the city can do anything about private road signs. She said we can put up "Welcome to the City of Pewaukee" signs in locations where private road signs are in poor condition.

9.2. Discussion and possible action regarding the intersection of Green Road and Duplainville Road.

Ms. Wagner reported that this is part of our Duplainville road reconstruction project. A study was done at the intersection of Green Road and Duplainville Road based on complaints received. The study reported that though there have been some crashes at that intersection, there were not enough to warrant a 4-way stop. It did note some site distance concerns which are created by private trees. Staff walked with the forester who explained that the trees are in good shape and are old and that they would prefer us not to have any impact on those trees. They recommended that if we can fix the sight distance by adding some stop bars and some additional signage, it is okay as a 2-way stop. But if we can't fix the site distance issue, then they recommend a 4-way stop at that intersection. Because we can't fix the site distance issue, staff recommends changing the intersection to a 4-way stop.

Ms. Wagner stated the sheriff indicated that though there may not be a lot of accidents there, those that happen are usually severe, and he is in full support of the 4-way stop.

Mayor Bierce suggested putting in a 4-way stop during road construction project.

Mr. Kreiter said when this gets paved it would be a real culture shock for north south traffic, and asked if it would be wise to invest in a flashing perimeter stop sign? Ms.

Wagner said there will be stop ahead signs and orange flags. She said there is a significant price jump in adding lighted signs.

Mr. Swan said he was not in favor of stop signs.

A motion was made, (J. Wamser, M. Kreiter) to recommend a 4-way stop at the intersection of Duplainville Road and Green Road intersection as part of the Duplainville Road reconstruction project.

Motion Passed: 4-For, 1-Against.

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

A motion was made and seconded, (J. Tormey, D. Swan) to adjourn the meeting at 6:05 p.m.

Motion Passed: 5-For, 0-Against.

Respectfully Submitted,

Magdelene Wagner
Director of Public Works