



**Department of Public Works
Engineering Division**

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**PUBLIC WORKS COMMITTEE
MEETING NOTICE AND AGENDA**

Thursday, October 27, 2022

4:30 PM

City Hall Common Council Chambers
W240N3065 Pewaukee Road, Pewaukee WI 53072

VIDEO

-
1. Call to Order and Pledge of Allegiance
 2. 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.
 3. Discussion and Action Regarding the Minutes
 - 3.1. Discussion and Action Regarding the Minutes of 9-22-2022
 4. Storm Water Management Division
 - 4.1. Discussion and possible action regarding the Lasko drainage concern.
 5. Water and Sewer Division
 - 5.1. Status update on Bluemound Road water main extension
 6. Engineering Division
 - 6.1. Discussion and possible action regarding a speed reduction on Northview Road from 45 mph to 35 mph.
 - 6.2. Discussion and possible action regarding the Lakeview boat launch.
 - 6.3. Discussion and possible action regarding pursuing designation as a Tree City USA community.
 7. 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.
 8. Adjournment

Magdelene Wagner
Director of Public Works

October 27, 2022

NOTICE

It is possible that members of other governmental bodies of the municipality may be in attendance to gather information that may form a quorum. At the above stated meeting, no action will be taken by any governmental body other than the governmental body specifically referred to above in this notice.

Any person who has a qualifying disability under the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible format must contact the DPW Main Office, at (262) 691-0804 by 12:00 p.m. the Tuesday prior to the meeting so that arrangements may be made to accommodate your request.

**CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 3.1.**

DATE: October 27, 2022

DEPARTMENT: PW - Water/Sewer

PROVIDED BY:

SUBJECT:

Discussion and Action Regarding the Minutes of 9-22-2022

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

9-22-2022

In Attendance:

Alderman J. Wamser, Committee Members: M. Kreiter, D. Swan, J. Tormey

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 Billing Specialist R. Reed

1. Call to Order and Pledge of Allegiance

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

2. Public Comment

Mr. Swan asked if anyone has ever established any budget goals, stating he doesn't understand how a city can do a budget without setting goals. Secondly, he wanted it noted that he is disappointed in the Common Council's decision on the R-Cut. Two engineering studies said that is the best option. To do nothing was one of the options, and that is certainly a risk and that is what we have now. Mr. Swan stated that he hates to have that sit there until someone has an accident.

Alderman Wamser stated that he agrees and that he mentioned it when the Sports Complex was approved.

3. Discussion and Action Regarding the Minutes

A motion was made and seconded, (M. Kreiter, J. Tormey) to approve the July 28, 2022 minutes.

Motion Passed: 4-For, 0-Against

4. Old Business

4.1. Update for entrance signs at the Pewaukee limits.

Ms. Wagner reported that staff is still working on getting the estimates for adding logos to our street signs and adding the smaller entrance signs. The estimate should be available by the next meeting and will be updated at that time. No further discussion or action.

4.2. Discussion and possible action regarding the request to install "No Engine Braking" signs on Bluemound Road (CTH JJ) and Pewaukee Road (STH 164).

Ms. Wagner reported that this subject was brought up at the last meeting. An action was taken that the signs currently posted were adequate and not to install any additional signs.

As a follow-up, the staff received two requests to install "No Engine Braking" signs in two locations in the city. One request was from Ms. Kim Kiser on Bluemound Road. The other request was from Alderman Wamser, who stated that he could not locate the signs and

requested that a sign be installed. The decision was made to bring this issue back to committee for further consideration.

Mr. Swan stated that about 20 years ago an engine braking ordinance was brought forward and passed which also established the location of the signs. His understanding was that only if a trucker is in trouble is he to use the engine brakes. Mr. Swan would like to see enforcement on the engine braking.

Alderman Wamser stated that he understood what Mr. Swan was saying regarding the enforcement. Alderman Wamser stated that he had several cement trucks go down his road. He took pictures and called the sheriff, who took the trucks to the weight station. Alderman Wamser stated that enforcement is not this committee's job, but that of the residents.

Alderman Wamser questioned whether there is a sign in the municipality. Ms. Wagner stated that there is a sign at the entrance to the municipality. Alderman Wamser asked if it was the sign in the City of Waukesha facing the wrong direction. He stated that the sign is about an eighth of a mile into Waukesha and there is not a single truck that will see it coming into Pewaukee. Ms. Wagner stated that it is supposed to be facing coming into Pewaukee. Alderman Wamser suggested that we should put the sign in the proper spot.

Alderman Wamser stated that when a development happens, he thinks this sort of thing should be part of the checklist. He indicated that there are currently 61 semi-truck doors, and this has all happened in the last five years. There will be an additional 31 doors with the next development.

Ms. Wagner stated that Bluemound Road is a county road. The city does not have jurisdiction over this Bluemound Road. The city would need to get permits, which the county is more than willing to give us. We also have the ordinance on the books.

Ms. Wagner added that if Alderman Wamser wanted more signs out there, staff can certainly take care of that, but she reminded him that the sheriff stated that it is a very difficult ordinance to enforce. The sheriff said that unless they witness the actual engine braking, they cannot issue a ticket. Ms. Wagner stated that the sheriff has reached out to other law enforcement agencies, and they all share that same concern. Staff can put the signs out, but enforcement will continue to be difficult.

Alderman Wamser stated that he understands. He is asking for four signs, one at each end where the city limits begin, and then one where the engine braking is happening: maybe 100-200 feet away from the commercial development. He said it is just four signs, and if one person gets busted the cost of those signs are covered.

Ms. Wagner stated that it is not the cost of the signs that is the issue. She does not believe that this has been brought up as part of the development; that this is a county road, so they are allowed to have trucking on it.

Ms. Wagner stated that they can certainly put the signs up but that she feels that four signs are not necessary to notify truckers that there is no engine braking in the city.

Alderman Wamser stated that he lives there so he hears these jake brakes, though maybe not as much as some of the residents do.

Alderman Wamser asked Kim Kiser, N16W24990 Bluemound Road, who was seated in the audience, if she would like to speak about this issue.

Kim Kiser stated that she was here for this issue, which started back in October 2021. She stated that her and her husband, Doug (also in the audience), has lived in the area over 20 years. She said the area has changed dramatically with many light industrial buildings built. Three of them are fully occupied with trucks going in and out, and there is another 61-dock building that is not even occupied yet. The houses in the area are not very visible from the road so the trucks coming down that road are probably not aware of the residents who have been living there for a very long time. Ms. Kiser stated that she felt their request is very simple and she understands the enforcement part, but she wants two signs for when they come into the municipality. If they choose to respect it, maybe it will decrease the engine braking in the area. If the residents can do anything to help enforce it by taking pictures or videotaping, then great. She said that any little thing might help, but we went from zero trucks over 20 years to thousands.

Mr. Kreiter stated that she referenced two signs; where did the four signs come from?

Alderman Wamser stated that he wanted four. Two additional signs near the areas of where the engine braking occurs.

Ms. Kiser stated she felt that a lot of the truckers were not sure where the entrance to the buildings were, and when they come around the bend they realize that they are at the entrance or close to them.

Alderman Wamser stated that 18 wheelers go down residential streets and do U-turns and take out mailboxes. He feels we need the signs first and then we can enforce it as residents. It was not on the development plan, and he is going to be looking closer at how these developments affect the residents in the area. He stated that people in Still River subdivision can hear the engine braking as well.

Alderman Wamser stated that he also asked about additional signs. It was not on the agenda so it could not be discussed.

A motion was made by Alderman Wamser to put up four signs for No Engine Braking.

Mr. Kreiter asked for discussion and Ms. Wagner stated that there needed to be a second before discussion.

Alderman Wamser withdrew the motion.

Mr. Kreiter asked if there was going to be future development in that area. Alderman Wamser stated that looking at the development plan there will be more development.

Mr. Kreiter stated that he would be in favor of a sign at each end instead of the four. Future development would determine if more were needed.

Mr. Swan stated that if there is an ordinance regarding no engine braking then there doesn't need to be a sign, that they can enforce that any place. The sign doesn't make

it enforceable; the city already has it in the books that there is no engine braking in the city. Enforcement comes from those that see it happen and report it.

Alderman Wamser stated that truckers don't read our ordinances. Mr. Swan stated that a ticket will help drive it home. Mr. Kreiter stated that speed limit signs are there for a reminder.

Alderman Wamser asked that if we own the sign that is facing the wrong way in Waukesha can we move it into our municipality? Ms. Wagner stated that she would investigate it.

An amended motion was made and seconded, (Ald. Alderman Wamser, J. Mr. Tormey,) to install two signs at the entrance to the municipality. Motion Passed: 3-For, 1-Against

5. Storm Water Management Division

5.1. Discussion and possible action regarding an update on the Springdale Estates drainage easement.

Mr. Wirtz reported that AECOM has completed a survey of the drainage easement within Springdale Estates. Discussions with AECOM indicate we can regrade some of the drainage easements. There is a question about some of the trees, that some are dead and may need to be removed. He stated that Wachtel will be out tomorrow to identify the trees and walk the easement.

The intent is once the walk through is finished and plans are complete, a public information meeting would be held regarding the plan.

Ms. Wagner stated that the intent is the first of a multi-phase project.

Mr. Tormey asked where specifically this project is? Ms. Wagner stated that it is between Aspenwood and Stonewood.

Mr. Wirtz reported that there will be high value trees and Wachtel will be assessing them. We want to save as much of the tree canopy as possible.

Mr. Tormey stated that staff should proceed as presented.

5.2. Update regarding the status of the city-wide Storm Water Management Plan study.

Mr. Wirtz stated that the storm water plan has needed updating for several years. It has evolved many different times as needs have come up. The audit from the DNR last year resulted in them wanting a couple different items addressed on maps and refinements of our program. Because of this we have locked ourselves into timelines. One of the refinements is to update - our illicit discharge program and MS4 form map. We pulled that into the Storm Water Management Plan and told the DNR that we would seek to get a proposal for preparing that plan by July 1. We asked AECOM for a scope of the plan and a cost proposal to provide an update for our plan which would address the entire community.

Mr. Wirtz stated that we are trying to get ahead planning wise. AECOM has also been asked to update the MS4 map to get a handle on what stormwater system we have.

Mr. Wirtz reported that the proposal has come back and the price was around \$408,000, which was close to what we were expecting. They are currently developing a contract and staff should be meeting with them in the next three weeks.

Mr. Tormey stated that by the time the committee meets next there will be a contract. Mr. Wirtz stated that there should be, they are running it through their process which is just about done.

Mr. Wirtz requested that if the committee has ideas of flooding points, to please let him know by email or call him.

Mr. Swan says that it looks like a deep hole and hopefully a contract will nail down costs as things are going up.

Ms. Wagner stated that as each task is completed it will be brought forward for committee review.

Mr. Kreiter questioned the recent rain and the effect it had. Were there any new areas that we were not aware of? Ms. Wagner stated no, that we had fared well and that most of the areas were already known or outside of our jurisdiction.

5.3. Discussion and possible action regarding the 2023-2026 MS4 Information and Education Workplan

Ms. Wagner stated that the city contracted with Waukesha County to assist in the information and education portion of the City's NR216 permit with the Department of Natural Resources. This year the DNR is looking to create a workplan for each community to cater which information and education programs they will focus on. They have asked us to complete a checklist, so they have an idea of what it is our community needs.

Ms. Wagner asked if there was any feedback from committee. One of the things staff is going to look at is the homeowner association education. We have a lot of homeowner's groups that are reaching the time in their storm water plans that need maintenance on their ponds. This is part of our permit and one of the things that is in our compliance review.

Ms. Wagner also stated that Adopt-a-Drain is a program where you make sure the grate is cleaned and you can even name the grate. It is a very easy thing to do.

6. Water and Sewer Division

6.1. Well #1 Repair 2022

Ms. Mueller reported that the utility experienced a pump failure at Well #1 at City Hall. Our initial thought was that it was a power outage that occurred due to some storms that had rolled through the area. After further investigation, it was discovered that the failure was not due to the power outage. We had an electrician evaluate the motor controls and variable speed drive. This eliminated the controls for the pump failure. We had a test done by a pump installer that indicated a dead short of the motor or cable requiring the pump to be pulled to determine which component failed. Further testing of the motor with the cable disconnected proved that the motor had shorted out.

Ms. Mueller stated that in April 2021 Well #1 had a similar motor failure and was

replaced. The motor had also been replaced in 2017. In October 2021, the motor failed again and was replaced under manufacturer warranty at no cost to the Utility.

The Utility had hoped that this replacement would also be considered a warranty replacement on the manufacture, however there had been a few failures prior to this and it has been determined that there is a power supply issue coming into the well house.

Some of you may recall that we had very similar issues at our North Avenue well site back in 2019-2021. We will be investigating as to the causes of the failures taking place and will get a consultant to examine our existing Motor Control Center for recommendations. We do not have an estimate on consultant, but the new motor and repair is \$65,000. We were able to have the pump and the new motor installed at the same time. This saved on mobilization costs.

Ms. Mueller did not feel it would be an all-out replacement like at North Avenue.

Mr. Swan asked if we had looked at a different motor manufacture. Ms. Mueller stated that there have been two different manufacturers.

7. Engineering Division

7.1. Discussion and possible action regarding the Draft 2023 Budget.

Ms. Wagner presented that budget that is going to the Finance Committee. Ms. Wagner reported that most is just matching the standard operations. There are some additions for the new DPW building and the new road and stormwater projects.

Mr. Swan questioned again if anyone has ever established a budget goal? Ms. Wagner stated that the city is trying to keep it at a zero increase on taxes. We do not have specific goals for the different departments; it is based on the staff recommendation for increases. Stormwater was reviewed two years ago, and the funds are still adequate.

The water and sewer rates was reviewed two years ago. The Utility will be going for a rate increase next year to help pay for the Bluemound water main to remedy the well issues.

Mr. Swan asked about the list of roads; how do you pick what roads? Ms. Wagner stated that there is a five-year plan, and they look at the PASER rating. It is included on page 11 in the packet that lists what the cost of road projects are for this year. The stormwater is in its own portion of the budget with its own projects. These are either currently under construction or designed for 2022, and some have design after them - and those are for 2023.

Mr. Swan stated that as he goes down the list it seems that Duplainville/Weyer road projects are going slow. Getting down to the Busse Road bridge replacement, is that the one by the farm? Ms. Wagner stated yes it is, and that bridges are expensive and unless the city wanted to buy out the farm and the developable land by that bridge. The bridge needs to be replaced for access.

Mr. Swan asked what will happen to the budgeted amount for Lindsay/Redford? Ms. Wagner said it could be allocated to other projects because the Council just cancelled that project.

Mr. Swan asked how you decide what you will have for costs? Ms. Wagner stated that some of the projects lagged this year because of costs, so those costs are moved to another year. It does level off as the years go on, which you can see in the five-year plan that was not

included in this packet. It was not included because it did not include this year's projects.

Mr. Swan asked about Watertown Road and the previous discussion that he would like to see regarding Waukesha County taking over from North Avenue to Barker on the Watertown Road side, and we would take over the North Avenue side which did not go anywhere. Is there a big expense for the bridge that lies in that area? Ms. Wagner stated yes there is. There was discussion regarding the condition of the bridge and when it would need to be replaced.

Ms. Wagner stated that Waukesha County will not want to replace that bridge and thus they will not take over Watertown Road until the bridge is replaced, or if the city pays for the bridge to be replaced.

7.2. Discussion and possible action regarding the upcoming changes to the Recycling Intergovernmental Agreement and the Recycling Dividend

Ms. Wagner reported that the County is working on revising our municipal recycling intergovernmental agreement. Associated with that is the recycling dividend which we have not received in the last three years because of the concerns of the operating budget for the MRF (Material Recovery Facility). When we first entered into this agreement, what they make was supposed to cover the cost of that facility. In 2014, they merged with Milwaukee County and then entered into an agreement with us. Since 2018, the prices have dropped significantly. The cushion that they had in the budget has decreased over several years which then ended the dividends. Waukesha County went out and sought a consultant to help review if the MRF operations could be a sustainable operation without tax levy dollars.

Staff has been participating in a Municipal Recycling Fund Workgroup for about a year discussing the current Intergovernmental Agreement (IGA) for municipal recycling. They have \$3.1 million to be able to sustain themselves. They would like to have \$3.5 million for upgrades. If the balance falls below \$3.1 million, they will need to stop the dividends and possibly have the communities pay for the MRF operation.

Ms. Wagner stated that this is just a draft of the IGA that they have been working on. They ran through a lot of scenarios for the best option. They are running through their council and then through our Council for our review. It would then become the new IGA for the recycling program.

Mr. Tormey stated that it sounds like it is well thought out. Ms. Wagner explained that there were a lot of discussions with a core of 5-6 communities most impacted.

Mr. Swan asked what would happen if it all would fall apart and the county would get out of it; how would we do it ourselves? Ms. Wagner stated that is why we partnered with the county because we are required to be in a recycling program. It makes sense to group us all together. If we didn't, we would be required to go out and seek private MRF companies to sell to them, and that would be difficult. The county is trying very hard to be able to keep this a sustainable operation without tax levy dollars. The county cannot sustain it on their own.

There was a discussion regarding the cost of transporting to the MRF and transport options.

Mr. Kreiter asked if Ms. Wagner gets involved in the figures that go into the DNR report

for the recycling grant? Ms. Wagner responded yes. Each community must submit to the county what is projected for the following year and at the end of the year what the weight was for the year.

Mr. Swan asked if there is a timetable for when the county is taking it to their board? Ms. Wagner stated she believed it was in October. Once it is approved it is pushed out to the municipalities.

8. Highway Division

8.1. Discussion and possible action regarding an update and a tour of the new DPW building

Ms. Wagner stated that the new building is moving along nicely. Most of the floors are poured and sealed, except for the wash bay. The electrical, mechanical, and plumbing are about 90% complete. Windows are being installed, dry wall is starting to go up, and insulation is in. Curb and gutter has been poured and paving will be done in early October. We are looking at late October or early November for occupancy.

Ms. Wagner stated that once there is occupancy, we are going to have a tour and a community open house. We are also working with the Parks Department to set up a “touch a truck” event or something similar. We want to have an annual open house where kids can see the equipment and how it is used in the community - to get the kids excited about big trucks.

9. Public Comment - None

10. Adjournment

A motion was made and seconded (J. Tormey, M. Kreiter) to adjourn the meeting at 5:16 p.m.

Motion Passed: 4-For; 0-Against.

Respectfully Submitted,

Magdelene Wagner
Director of Public Works

**CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 4.1.**

DATE: October 27, 2022

DEPARTMENT: PW - Stormwater

PROVIDED BY: Magdelene Wagner/Michaelis Gabbey

SUBJECT:

Discussion and possible action regarding the Lasko drainage concern.

BACKGROUND:

This drainage complaint first came to this body at the August 26, 2021 Public Works Committee meeting. The direction given was to add this project to the 2022 storm water utility budget.

Staff visited the site twice and put together the attached memorandum outlining the drainage issues and possible resolutions.

FINANCIAL IMPACT:

RECOMMENDED MOTION:

Committee to approve the memorandum and select an alternative.

ATTACHMENTS:

Description

Lasko Drainage Complaint Staff Memo



Department of Public Works

W240N3065 Pewaukee Road

Pewaukee, WI 53072

Phone: (262) 691-0804 • Fax: (262) 691-5729

Email: publicworks@pewaukee.wi.us

MEMORANDUM

TO: Magdelene Wagner, Director of Public Works

FROM: Michaelis Gabbey, Chief Engineer – Streets & Development

DATE: October 12, 2022

RE: Lasko Property Drainage Issue

The Public Works Committee expressed interest in investigating and assisting in the remediation of a drainage issue at N239W2317 Hawks Meadow Court at the August 26, 2021 Public Works meeting. This issue was brought to the attention of the Public Works director in the form of a complaint from the resident, Mr. Scott Lasko. Mr. Lasko was present at the meeting and requested the City assist in diverting runoff entering his property through the stone retaining wall along his southern property line. He stated that he believes the runoff is generated from the fire station and pump house which exist south of his property. Mr. Lasko made reference to a video of the runoff which can be viewed on his Youtube page at the following link:

<https://www.youtube.com/watch?v=Iewayiy371A>.

Historical Information

- The drainage pattern from the fire station and pump house remains the same as prior to the development of Hawks Meadow.
- The existing stone retaining wall was constructed to preserve the natural tree barrier between the Hawks Meadow development and the fire station property.
- The stone retaining wall is a private wall. It is unclear whether it is the responsibility of the Homeowners' Association (HOA) or the adjacent private owner to maintain the stone retaining wall.

Members of the engineering staff have performed two site visits to the Lasko property in an effort to understand what is causing the runoff to flow through the retaining wall and investigate how this issue could be alleviated. The first site visit took place on June 17, 2022 and was performed by Rich Wirtz and Michaelis Gabbey. The site was dry on this date and therefore drainage patterns were only slightly evident. The parking lot and drive lanes between Pewaukee Fire Station #1 and the Water Department Pump House drain to a flume located along the north curb line directly behind the Lasko property. This pattern was evident in the site visit and in Waukesha County contour maps (see attached). This flume drains primarily impervious surface to a steep grade and the overall drainage area is approximately 0.54 acres. In the 6/17/2022 site visit staff also noted that the area downhill of the flume appears to pool water in a slight

depression. This observation was made based on vegetation and debris and is confirmed by topographic maps. This depression is approximately 6"-9" deep and 10' wide. The overall length of the depression is difficult to determine given how overgrown the area is. The flume located between the Fire Station and Pump house appears to be the only impervious area in the drainage area of the depression. The remainder of the drainage area is comprised of grassy or forested areas. Total drainage area to this depression is approximately 0.84 acres.

A second site visit was made by Michaelis Gabbey on July 15, 2022. This visit was taken to specifically see conditions during a storm event along the Lasko retaining wall and in the depression identified during the early site visit. The area experienced ~0.25in of rain during the day of the 7/15/2022 site visit. Staff made the following observations during the 7/15/2022 site visit. Photos attached illustrate some of the observations below.

- The grass swale along the northeast portion of Pewaukee Fire Station #1 appeared to be draining properly and does not contribute to the identified depression.
- Runoff exiting the parking lot/driving lanes between the fire station and pump house is partially obstructed at the flume by riprap which was installed too high. Runoff is flowing along the edges of the riprap as a result.
- Runoff being detained south of the Lasko property is partly due to a depression in the existing topography and partly due to significant natural debris within the wooded area. This debris is blocking natural drainage paths and appears to be contributing to the release of concentrated runoff towards the Lasko retaining wall.
- There was evidence of water flowing through the stone retaining wall, however no water was observed running through the wall.
- The grass swale between the retaining wall and the Lasko residence does not appear to drain properly and appears to be constructed flatter than designed. The type of vegetation in the swale indicates that water remains along this section for longer than is typically seen.

There are four potential options to mitigate concentrated runoff through the Lasko property retaining wall. These options are outlined below. All options would include clearing of down trees and natural debris along the north Pewaukee Fire Station #1 property line. This area is significantly overgrown and contributing to the drainage issues in this area.

1. Do Nothing – Historical drainage patterns appear to show sheet flow of runoff from the fire station property into the Hawk's Meadow development. Clearing of down trees and natural debris along the property line will restore these conditions and should minimize concentrated runoff to only occur in larger storm events.
2. Slope Protection – The primary concern of Mr. Lasko appears to be the stability of the stone retaining wall and the slope leading to the swale in the back of the property. The existing private wall would be fortified, and riprap slope protection would be installed along the slope at the location of the concentrated flow to prevent any erosion.
3. Dispersion – The original proposed contours for this area indicate that runoff in this location should be primarily sheet flow. Existing site conditions including debris and the depression are causing runoff to be funneled to a singular relief point which is resulting in concentrated flow directed at the Lasko property. Removal of the debris along the lot

line and slight re-grading of the depression would result in runoff flowing north down the hill at many locations or as sheet flow as opposed to the singular location.

4. Detention – An existing depression exists along the north property line of Pewaukee Fire Station #1, however it is not large enough to contain the volume of contributing runoff. Trees in this location could be cleared and this depression could be expanded to contain the 10-year storm. A dedicated outlet/overflow could be installed directing outgoing flow to the most desirable location.

It is the recommendation of staff to continue move forward with the dispersion mitigation option. The tree line along the property line is intended to act as a buffer between residential properties and the fire station. The detention option would require significant clearing of trees for grading to take place and ultimately would remove the buffer. Additionally, detention of runoff behind the retaining wall could saturate the soil creating unintended negative effects. Slope protection on the Lasko property would only protect slopes, but ultimately wouldn't solve the larger issue. This could result in an issue that continues to pop up every few years. The dispersion option would result in fewer trees being cleared and would leave the buffer zone mostly intact. Localized grading would remove the depression which is the main source of the issue and could direct water to the property line between W239N2326 Hawks Meadow Court and W238N2325 Kestrel Drive. A grass swale exists at this location which ultimately leads to Outlot 4 of Hawk's Meadow Addition #1 which contains an existing bioretention swale. This swale was designed to accommodate for some of the off-site flow from the fire station property based on the Stormwater Management Plan for Hawk's Meadow dated October 28, 2005.

**CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 5.1.**

DATE: October 27, 2022

DEPARTMENT: PW - Water/Sewer

PROVIDED BY:

SUBJECT:

Status update on Bluemound Road water main extension

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

None

CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 6.1.

DATE: October 27, 2022

DEPARTMENT: PW - Engineering

PROVIDED BY: Magdelene Wagner

SUBJECT:

Discussion and possible action regarding a speed reduction on Northview Road from 45 mph to 35 mph.

BACKGROUND:

Staff brought the speed limit along Northview Road to our attention. While working along the roadway, it was noted that with the additional traffic from the new subdivisions developed, that 45 mph seems excessive.

Northview Road currently is 45 mph from Hilltop Drive westerly to the City limits, and 35 mph from Waukesha City Limits westerly to Hilltop Drive (see map).

The previous speed limit change was set at Hilltop Drive likely due to the more rural character of the land west of Hilltop Drive. Since then, Cloverland Farms has been developed with one major intersection added to Northview road. In addition, 7 additional lots, all with driveways directly connected to Northview Road, have been added.

Geometrically there is a bend on Northview Road just west of Hilltop Drive which makes it difficult to see oncoming traffic. Our field staff was completing work in this location and was nearly struck multiple times due to the lack of sight distance. These near miss incidences have increased since the addition of the new development along this corridor.

Traffic counts indicate this roadway averages approximately 1,800 average daily traffic.

Staff is recommending reducing the speed limit west of Hilltop Drive from 45 mph to 35 mph.

FINANCIAL IMPACT:

RECOMMENDED MOTION:

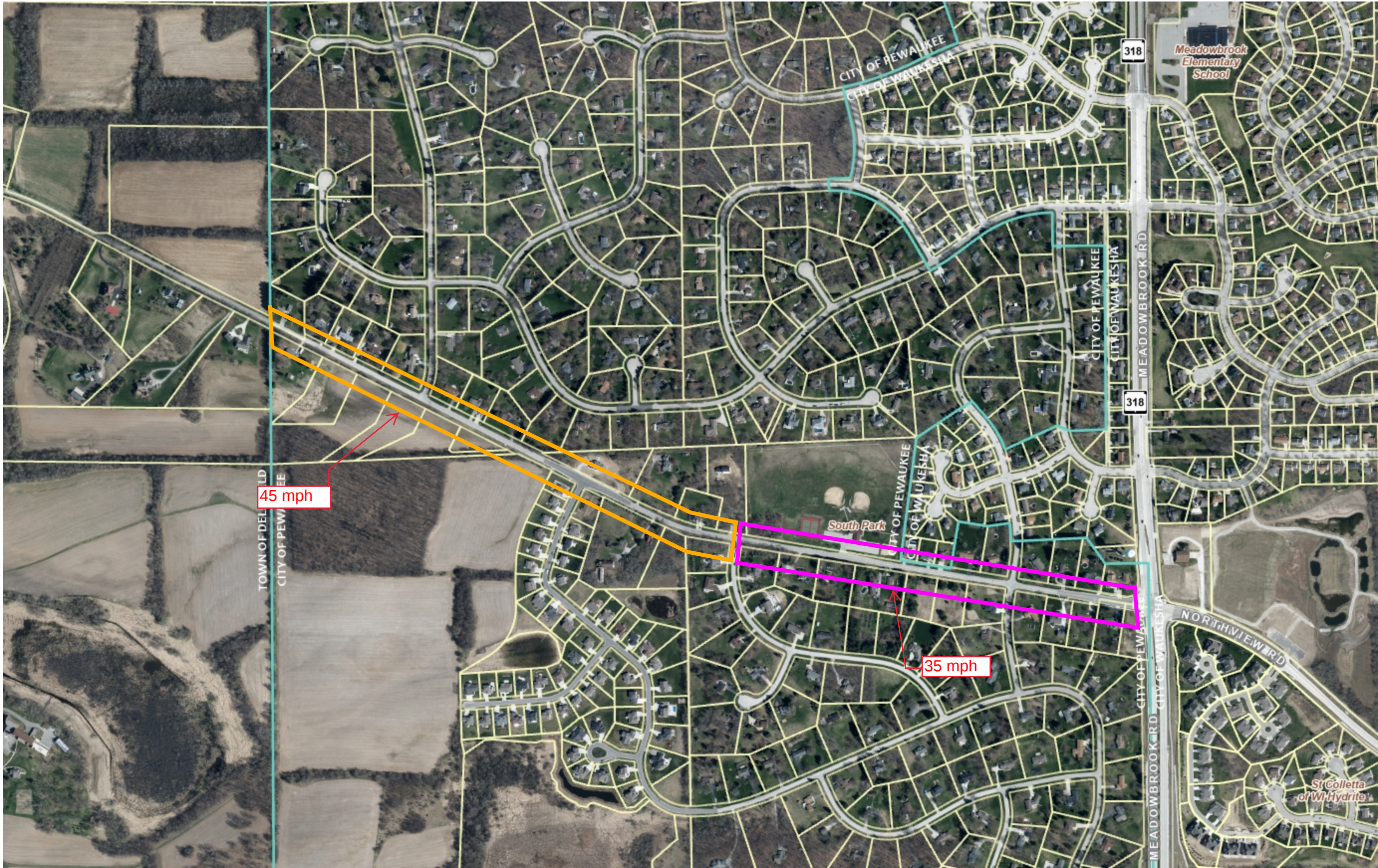
Committee recommend to Common Council to reduce the speed limit on Northview Road from 45 mph to 35 mph from Hilltop Drive westerly to City Limits.

ATTACHMENTS:

Description
Speed Limits
2010 Aerial

Legend

- Municipal Boundary_2K
- Parcel_Dimension_2K
- Note_Text_2K
- Lots_2K
 - Lot
 - Unit
 - General Common Element
 - Outlot
- SimultaneousConveyance_2K
 - Assessor Plat
 - CSM
 - Condominium
 - Subdivision
- Cartoline_2K
 - EA-Easement_Line
 - PL-DA
 - PL-Extended_Tie_line
 - PL-Meander_Line
 - PL-Note
 - PL-Tie
 - PL-Tie_Line
 - <all other values>
- Railroad_2K



Notes



Legend

- Municipal Boundary_2K
- Parcel_Dimension_2K
- Note_Text_2K
- Lots_2K
 - Lot
 - Unit
 - General Common Element
 - Outlot
- SimultaneousConveyance_2K
 - Assessor Plat
 - CSM
 - Condominium
 - Subdivision
- Cartoline_2K
 - EA-Easement_Line
 - PL-DA
 - PL-Extended_Tie_line
 - PL-Meander_Line
 - PL-Note
 - PL-Tie
 - PL-Tie_Line
 - <all other values>
- Railroad_2K



0 548.03 Feet

The information and depictions herein are for informational purposes and Waukesha County specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Waukesha County will not be responsible for any damages which result from third party use of the information and depictions herein, or for use which ignores this warning.

Notes

**CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 6.2.**

DATE: October 27, 2022

DEPARTMENT: Public Works

PROVIDED BY: Magdelene Wagner

SUBJECT:

Discussion and possible action regarding the Lakeview boat launch.

BACKGROUND:

Staff has had concerns regarding the Lakeview Boat Launch for the last several years due to the ongoing use and damage that previously occurred. In addition, the launch saw a large increase in use last fall due to the County closing their public launch for a reconstruction project, leaving our launch as only 1 of 2 public launches on the lake.

The City contracted with IMEG to inspect the launch and fishing piers, which was completed in early October. See the attached report.

The report confirmed City Staff's suspicions that our launch is going to need repairs in the near future.

In summary, the inspection found:

1. The Concrete approach ramp needs cracks sealed.
2. The Concrete Revetment Mat needs to be removed to repair the underlying lakebed subgrade, geotextile fabric, and any damaged mat.
3. Lakebed washout area needs to be addressed. The report reflects a few alternatives. Which alternative is selected will partially depend on what the Wisconsin Department of Natural Resources will permit.
4. The fishing pier has a few boards that need repair and some regrading.

FINANCIAL IMPACT:

We have not obtained pricing yet for these alternatives, but will pursue options for 2024 budget cycle.

RECOMMENDED MOTION:

ATTACHMENTS:

Description

2022 Launch Inspection

October 17, 2022



City of Pewaukee
C/O Maggie Wagner
W240N3065 Pewaukee Rd
Pewaukee, WI 53072

RE: Pewaukee Lake Boat Launch
2022 Underwater Dive Inspection
IMEG Project #: 22002263.01

Dear Ms. Wagner,

In accordance with our Contract Agreement dated August 31, 2022, we have performed an underwater dive inspection of the Pewaukee Lake boat launch and adjacent timber fishing piers for the purposes of general maintenance and due to concerns of overweight boats, power loading and increased traffic in the past years due to County launch closures. This letter contains a summary of photographs from our inspection on October 6th, 2022, and recommendations based on those observations.

On October 6th, 2022, representatives of IMEG Corp., Andrew Leden, Jacob Collins and Kaitlin Bosma performed an underwater dive inspection which required closure of the local boat launch from 8:30am – 11:30am. At the same time, elevation grade shots were taken in a grid format to show the boat ramp profile and lakebed profile beyond the end of the ramp.



Overall view of boat launch and piers looking North.

Boat Launch:

The boat launch ramp, which is approximately 37 ft wide, consists of two main material types: Corrugated concrete for the top 4.5 ft and concrete revetment mat for the next 41.5 ft. At the time of this report, existing plans are not available, but based on research the revetment mat is assumed to be a Contech Armorflex closed cell product with a nominal width of 8 ft. The estimated lifespan of this type of revetment mat can be 25-30 years, but can vary widely depending on environmental conditions.

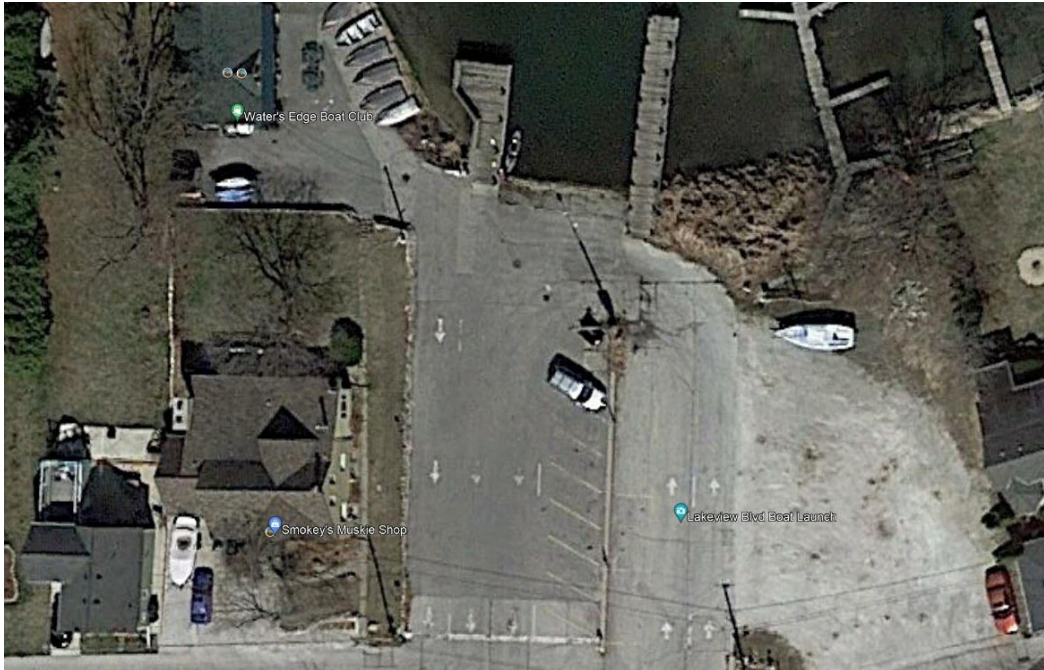
The corrugated concrete is generally in good condition, exhibiting a few moderate transverse cracks at random intervals. There is minor deterioration of the asphalt surface adjacent to the concrete along with a couple small spalls at the asphalt/concrete joint.

The concrete, cable-stayed, revetment mat with regards to the concrete and reinforcing cable materials is in good condition. Divers noted varying conditions in the profile and surface elevations across the total area of the revetment mats, with more severe deterioration at the downslope end of the west half of the launch. It is evident from the issues noted along the west half of the launch that boat traffic clearly favors the west dock. This is likely due to the alignment of the west pier and the location of the angled parking stalls on Lakeview Blvd directly in front of the east pier (see aerial map below).



Overall view of corrugated concrete at top of boat launch.





Aerial view of boat launch alignment with Lakeview Blvd and Parking Stalls.

Along the east fishing pier, approximately 45 ft from the south end of the pier, a large buildup of debris/material was noted which could potentially impact trailers or boats launching from the pier. The materials consisted of broken concrete and rocks and protruded approximately 2 ft higher than the boat ramp profile which subsequently created an approximate 1 ft deep scour pocket upstream of the debris. This build up is directly adjacent to the 7th column (numbered south to north) of the east pier. The revetment mat is in good condition along the east half of the boat ramp, approximately 17 ft from the face of the east pier, for the full length. Based on nominal dimensions of the Armorflex material, this 17 ft falls directly on a seam between mats. It was observed along the entire width of the launch, at the end of the revetment mat, that 2 to 3 ft of geotextile fabric is exposed and is no longer toed into the lakebed or buried by any means.

The west half of the revetment mat has multiple issues likely resulting from the increased traffic, oversized boats and power loading of boats while loading onto trailers. Damage to the mats and underlying lakebed begins at the 2nd seam from the east and continues to the face of the west pier but is primarily focused on the lower half of the ramp, which matches the orientation and location of boats and trailers while launching. There is a singular depression 2 ft from the face of the west pier that measured approximately 1 ft x 3 ft that was noted 10 ft from the start of the revetment mat. After discussions with the City, this could possibly be caused by outriggers from large boats while launching. The first 15 ft of the mat is relatively even and in good condition.

Beyond the 15 ft mark, there are many undulations in the profile and surface of the mat which are worse at assumed seams between mats and along trailer wheel paths. While no reinforcing cables were found to be severed or damaged, multiple blocks were found to be embedded in the lakebed on their sides, upside down or generally misaligned. A video was taken of the end of the mat which shows a few locations where this condition exists. Digital copies of all photographs and videos will be provided on a jump drive along with this report, as pictures don't adequately show the deformation in mats.



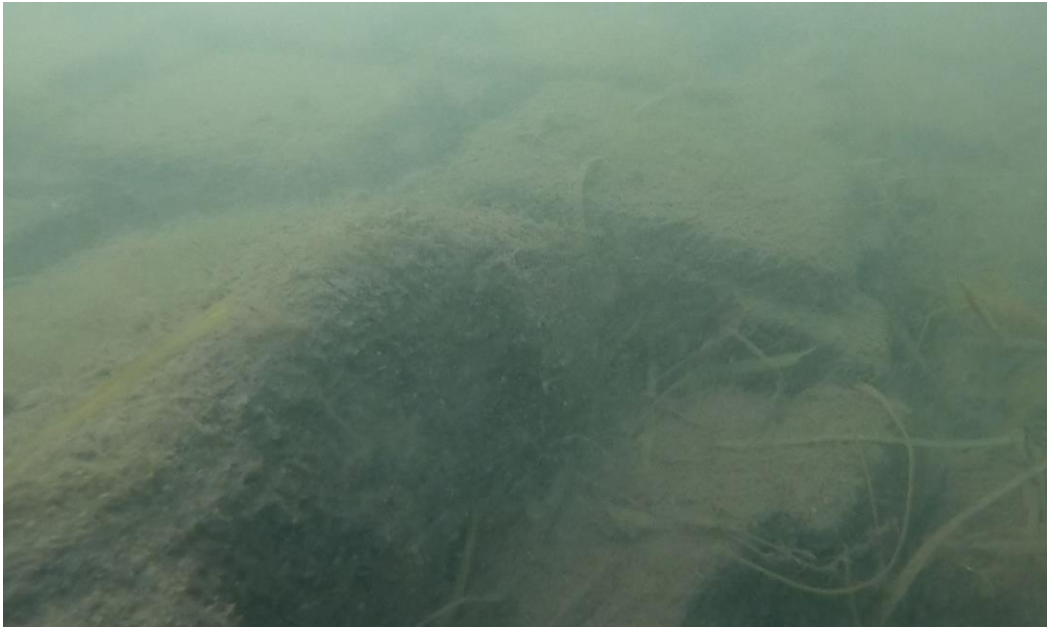


Typical view of the revetment mat at the start of the ramp.



Typical view of the end of revetment mat (cable loops visible) with exposed geotextile fabric.





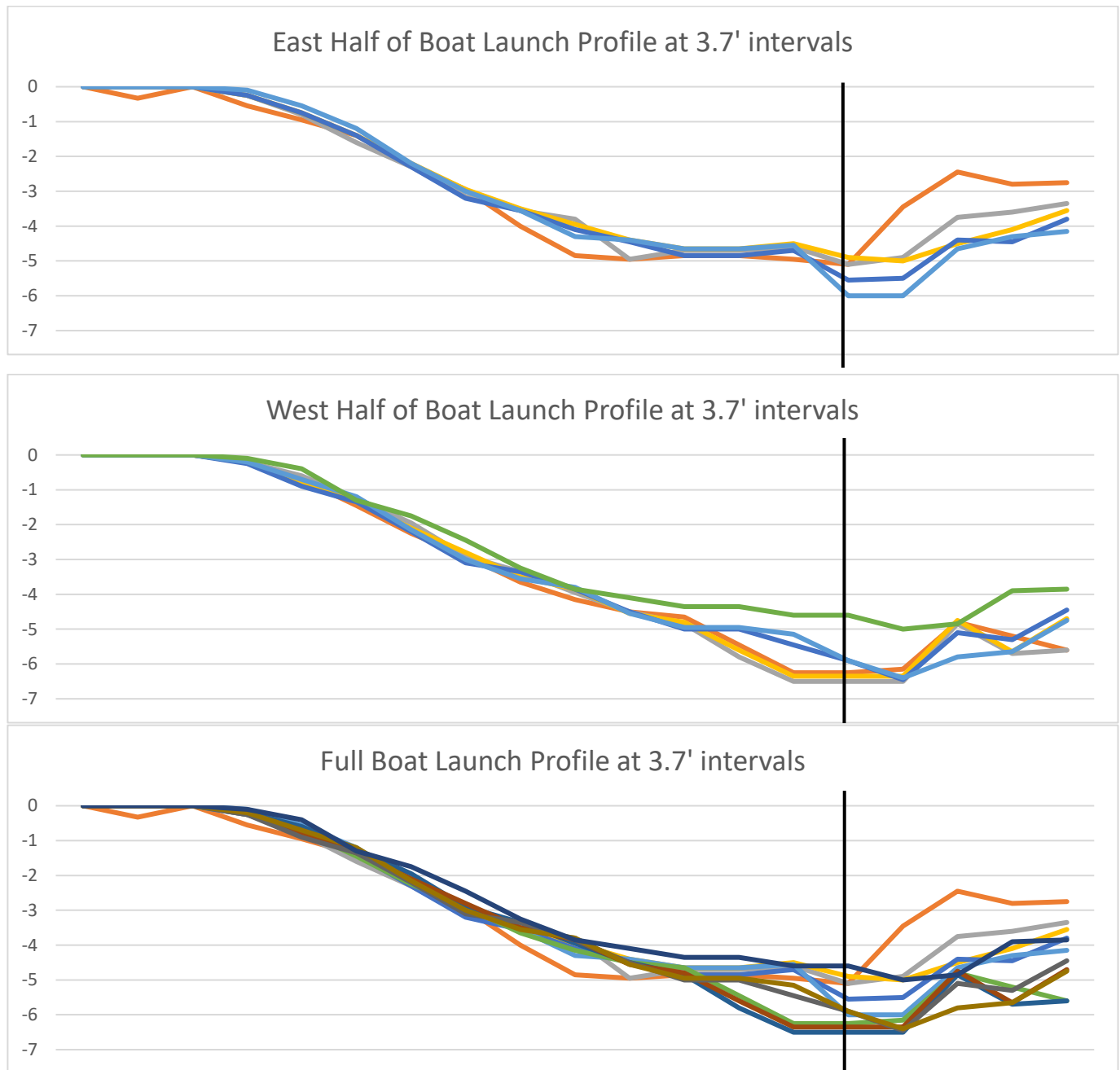
Displaced/Misaligned blocks at 2nd seam. Blocks are seen upside down and misaligned in photo.



Displaced/Misaligned blocks - Blocks are seen embedded on side, missing and misaligned in photo.



While the elevation grade shots collected by the field crew do not capture each variation in the surface, the data shows the west half of the launch to be misaligned in comparison to the east half. The data also shows an area of washout directly off the end of the mat, and a buildup of lakebed material just beyond the washout as would be expected due to turbulence of boat motors. As the mat ends, a drop of 6 in. to 1 ft exists to existing lakebed. The washout pocket deepens a few feet from the end of the mat, and then berms back up as shown in the elevation shots. A rudimentary line chart shows the elevation change and profile of the launch and washout areas. The black vertical line denotes the end of the revetment mat. Two additional charts are provided following the report.



Timber Fishing Piers:

The timber fishing piers are in relatively good condition. The timber columns were individually inspected for surface defects and probed with a pick to evaluate deterioration beyond the surface. All timber columns are in sound condition and exhibited no signs of advanced decay aside from normal surface decay/deterioration at or below the water line or due to boat impacts. The east fishing pier is significantly lifted at the NW corner due to an impact from a boat while loading. At the same corner, there are damaged fender boards, diagonal cross braces, and minor section loss on the NW column due to the impact.



(Left) Overall view of East pier. (Right) Overall view of West pier.





NW Corner of East pier with impact damage.



NW Corner of East pier with impact damage.





NW Corner of East pier with split cross brace on west edge.



Typical underside view of East pier.





East pier column with surface check and minor deterioration. Damaged cross brace also shown.



Typical underside view of West pier.





1 Column south of NE Corner of West pier with split cross brace on east edge.

Recommendations:

Corrugated Concrete Ramp:

Seal cracks in concrete to reduce damage that can occur from freeze/thaw cycles. Saw cut, remove, and patch damaged sections of asphalt adjacent to top of concrete ramp.

Concrete Revetment Mat:

Lift damaged section of revetment mat with adequate equipment to provide access to repair the underlying lakebed subgrade, geotextile fabric and any damaged portion of the mat. Lakebed subgrade needs to be backfilled and compacted with an appropriate aggregate material prior to reinstalling geotextile fabric and revetment mat. Fill interlocking gaps with a 0.375-0.750 inch diameter aggregate, or per manufacturer's specs.

Lakebed:

Where areas of washout have occurred at the end of the revetment mat, there are two options for repair. One option is place heavy riprap for a minimum of 15 feet beyond the end of the mat to armor the lakebed against washout due to boat motors. This would also require smoothing out or removing buildup of existing lakebed material that has been displaced due to washout. A second option is to extend the existing revetment mat a minimum of 15 feet on suitable subgrade and installed per manufacturer's specifications. Whether installing riprap or additional mats, 15 feet should extend far enough to limit susceptibility to erosion from motor washout.



Timber Fishing Piers:

Replace broken and split fender boards and cross braces. A repair plan should be determined to repair and re-level the NW corner of the east pier to remove the sudden slope at the end.

Conclusion:

Overall, the two timber piers are in good condition and, with the exception of the NW corner of the east pier, only require minor maintenance. The boat launch revetment mat has significant erosion and displacement concentrated on the west half of the launch and requires a major repair as outlined in the recommendations section above. It was a pleasure working with you and we appreciate your assistance and input prior to and during the site visit. If you should have any questions or would like to discuss the report further, please contact me at (815) 978-7238.

Sincerely,
IMEG Corp.

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a long horizontal line.

Andrew Leden
Senior Construction Administrator, Dive Team Leader
Andrew.T.Leden@imegcorp.com

ATL/jac



Chart 1: This is a stacked comparison showing each individual profile line moving from East to West across the boat ramp.

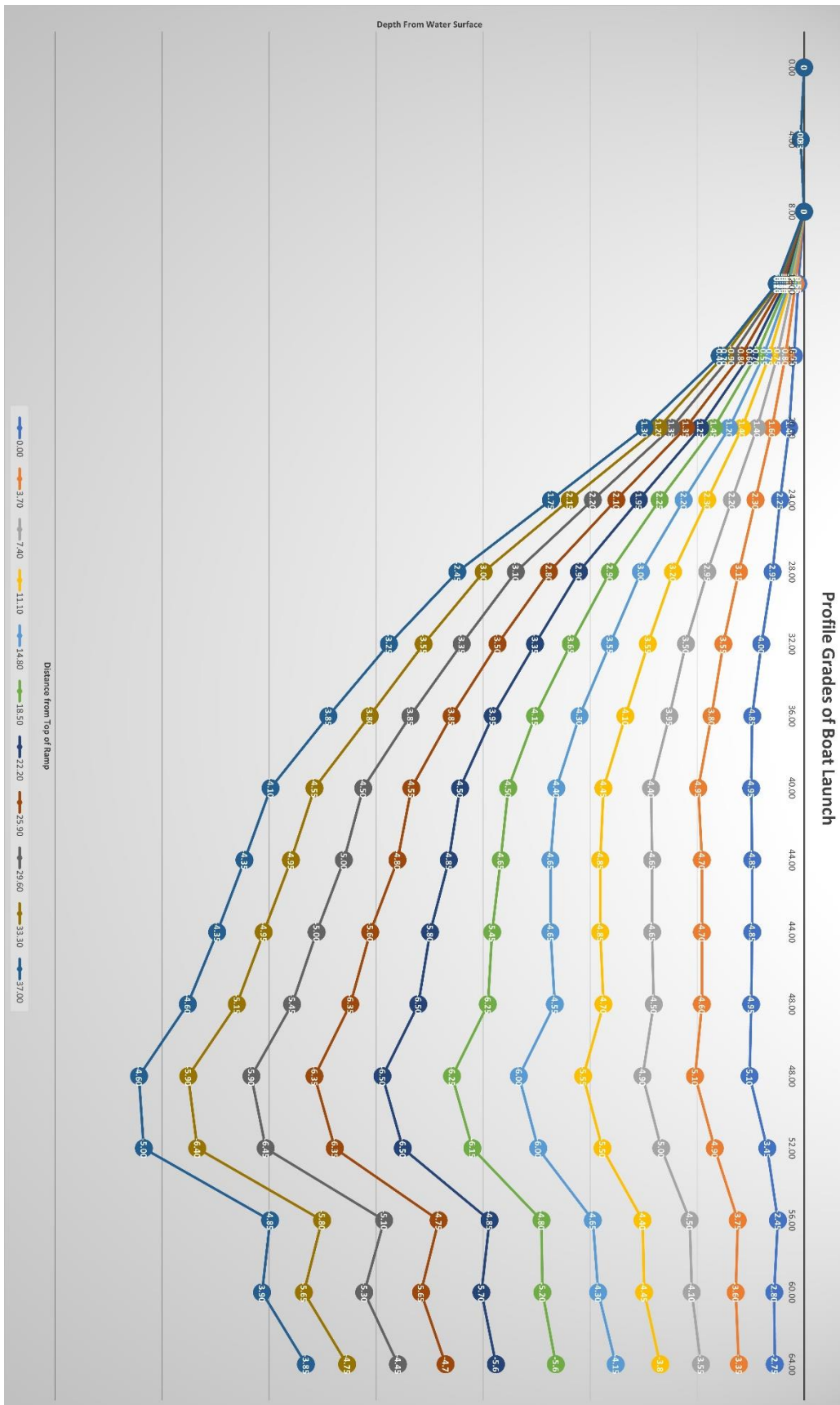
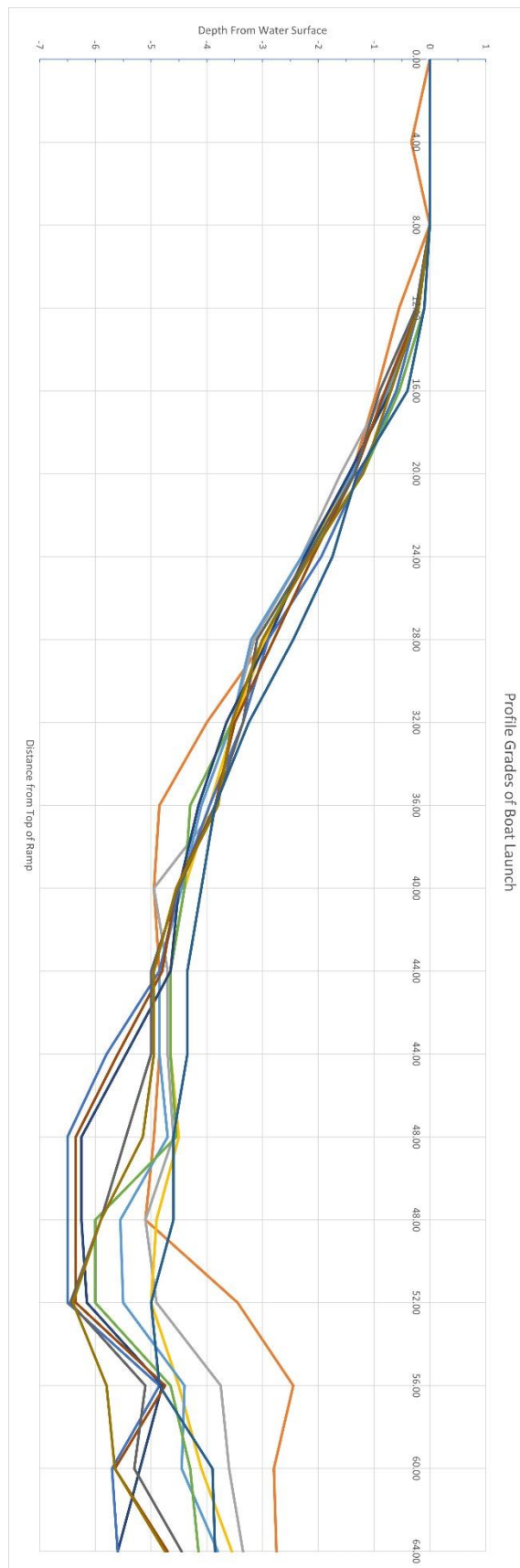


Chart 2: This is a larger combination view of all profile grade lines overlaid in comparison to each other.



CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 6.3.

DATE: October 27, 2022

DEPARTMENT: Public Works

PROVIDED BY: Magdelene Wagner

SUBJECT:

Discussion and possible action regarding pursuing designation as a Tree City USA community.

BACKGROUND:

With the City's recent tree inventory of all publicly-owned trees (right-of-way, City properties, and parks), Staff has had some discussion with the Wisconsin Department of Natural Resources (WDNR) staff who implemented the grant we received to complete the inventory.

Tree City USA is a designation communities can seek. The tree inventory and management plan, which is being completed as part of the grant, puts the City in the right place to possibly pursue this designation.

Attached is a program summary for Tree City USA. You may also review this program at their website at <https://www.arborday.org/programs/treecityusa/>.

A community can obtain Tree City recognition by:

1. Maintaining a tree board or department.
2. Having a community Tree Ordinance.
3. Spending at least \$2 per capita on urban forestry.
4. Celebrating Arbor Day.

Their website has the following reasons to become part of the community:

A thriving urban forest offers many advantages to communities. Here are just a few:

- Trees help absorb the sounds of traffic in urban areas by 40%.
- Neighborhoods with trees are seven to nine degrees cooler than those without.
- Trees reduce energy costs up to 25% by shading buildings and protecting them from winter winds.
- Homes with trees have higher property values.
- Green space plays a major role in improving mental and physical health.
- Planting and maintaining trees absorbs carbon dioxide in the atmosphere, mitigating the effects of climate change.

Publicly demonstrating your commitment to the environment is a great way to build pride among residents, as well as position your community as an attractive place to live. To help you share your award, we send signs, flags, press

releases, and other materials after your acceptance.

FINANCIAL IMPACT:

RECOMMENDED MOTION:

Committee recommend to the Council if they want to pursue obtaining Tree City USA status.

ATTACHMENTS:

Description

Tree City USA Program Summary

WDNR Email with Requirements

Tree City USA®

Creating greener communities nationwide



TREE CITY USA®
An Arbor Day Foundation Program

Cooler temperatures. Cleaner air. Healthier residents.

The benefits trees bring to urban environments are endless — and by meeting the four Tree City USA standards, your community can experience them firsthand.



PROGRAM SUMMARY

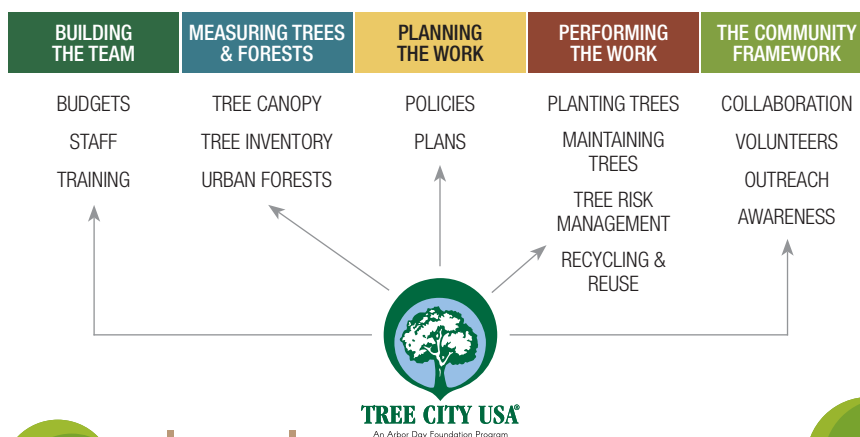
The Tree City USA program was founded in 1976 to celebrate towns and cities committed to growing their urban canopy. Led by the Arbor Day Foundation, with partners at USDA Forest Service and National Association of State Foresters, it provides the foundational framework necessary for communities to manage and expand their tree cover.

Program applications are completely free. Many cities renew their Tree City USA status every year, making them eligible for a Growth Award and other urban forestry opportunities.

THE FOUNDATION OF URBAN FORESTRY PROGRAM DEVELOPMENT

The Tree City USA program has helped more than 3,600 communities across the country build out their urban forests. Recognition forms the base layer for five different areas of growth, including expansion of personnel, financial investment, defined policies and plans, and engagement with residents.

GROWTH AWARD QUALIFYING ACTIVITIES



STANDARDS FOR RECOGNITION

To receive recognition, a community must meet four core standards for its public trees:

✓ **Standard 1:** **Form A Tree Board Or Department**

Delegating responsibility for city- or town-owned trees is the first official step to becoming a Tree City. By forming a tree board or department, cities can create a more organized and effective urban forestry plan.

✓ **Standard 2:** **Establish A Tree Care Ordinance**

A public tree care ordinance assigns clear authority over public trees and provides clear guidance for planting, maintaining, and/or removing trees from streets, parks, and other public spaces.

✓ **Standard 3:** **Maintain A Community Forestry Program With An Annual Budget Of At Least \$2 Per Capita**

Your community most likely already spends at least \$2 per capita on the planting, care, and removal of trees. This is intended to demonstrate an ongoing investment into your public trees.

✓ **Standard 4:** **Proclaim and Observe Arbor Day**

Celebrating Arbor Day and passing an official holiday proclamation helps create pride for your city's entire urban forestry program.



BENEFITS OF RECOGNITION

By becoming a Tree City, your community will:

- Receive flags, signs, and other materials to proudly display your award
- Educate residents about the value of trees and green space
- Gain national recognition for your commitment to environmental stewardship
- Create a cleaner, healthier, and more beautiful urban landscape



GETTING STARTED

Interested in joining, but not quite sure where to begin? It's as simple as following these five steps!

1. Make the case to friends and leaders in your community
2. Contact your state's urban and community forestry coordinator
3. Work together to fulfill the four Tree City USA standards
4. Celebrate Arbor Day
5. Submit your free application!

Learn and apply today at arborday.org/treecityusa



From: [Sebastian, Kim G - DNR](#)
To: [Wagner, Magdelene](#)
Cc: [Nathan Schuettpelz \(nates@wachteltree.com\)](mailto:nates@wachteltree.com)
Subject: Tree City, USA requirements
Date: Tuesday, February 8, 2022 5:18:52 PM
Attachments: [Proclamation template.pdf](#)

Hi Maggie,

It's great news that Pewaukee is interested in becoming a Tree City, USA. I'm happy to help. The 2022 Tree City, USA application is due by December 31, 2022. The application is on-line and is housed on a portal at the Arbor Day Foundation. State Foresters partner with the Arbor Day Foundation. <https://www.arborday.org/programs/treecityusa/>
I am your contact for Tree City here in SE WI. The portal opens up in Sept or Oct. I will send you a link then. There are four standards that need to be met to apply for Tree City.

Pewaukee needs a tree board OR department. Some communities have both. I'm assuming you would be the department manager.

The second standard is a tree ordinance. I'd be happy to take a look at your ordinance to make sure it meets minimum requirements. This is new from the Arbor Day Foundation:

1. My community's ordinance assigns/delegates authority over public trees.
2. My community's ordinance provides clear guidance for planting, maintaining and/or removing public trees.
3. My community's ordinance is in effect 24 hours a day, 7 days a week, and 365 days a year (not temporary)

The third standard is spending \$2/ capita on your tree care program. So a quick check on Google and it looks like Pewaukee's population is about 14,400. Multiplying your population by 2 and Pewaukee would have to spend at least \$28,800 on their forestry program. This includes staff time/fringe, equipment, trees, supplies, tree contractors, consultants, administrative tree time, volunteer time, etc. I can go over numbers with you if needed. I'm sure Pewaukee can meet this, and actually already does with the 2022 urban forestry grant.

The fourth standard, the fun one, requires an Arbor Day observance/celebration and an Arbor Day Proclamation. This is critical, and timing is right to get a Proclamation signed, within the next two and a half months, before Arbor Day. I've attached a sample proclamation. It does not need to follow this exactly – it's up to your community elected. You can designate a day, a week or a month for Arbor Day. Often time it corresponds to the day you do the tree planting, and that can be as grand or simple as you would like.

Please let me know if you have any additional questions or need help.

Thank you,

Kim

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Kim Gorenc Sebastian

Urban Forestry Coordinator – Forestry Division

Wisconsin Department of Natural Resources

1027 W. St. Paul Ave.

Milwaukee, WI 53233

Phone: (414) 294-8675

kim.sebastian@wisconsin.gov



dnr.wi.gov

