

PUBLIC WORKS & HIGHWAY COMMITTEE MEETING MINUTES

November 7, 2018
Conference Room A

CALL: Chm. Kaminski called the meeting to order at 6:00 p.m.

ROLL CALL: Chm. Kaminski, Trustee Members Hughes (absent), Warren and Zabel. Also, present were Director Ratayczak, Engr. Nitschke, Secretary Wick and Trustee Wing.

APPROVAL OF MINUTES: MOTION made by Zabel, seconded by Warren to approve the Minutes of October 9, 2018.

Motion carried unanimously.

PUBLIC COMMENT: None

STARNET TECHNOLOGIES INVOICE:

MOTION made by Zabel, seconded by Warren authorizing the payment of \$9,415.04 to Starnet Technologies for the repair of the VFD for Pump 1 at Lift Station #6 with rebate and insurance settlement funds to be credited back to Acct. #60-180-184-3230.

Motion carried unanimously.

GOLDENDALE ROAD WATER & SEWER EXTENSION – PHASE II BIDS: Dir. Ratayczak reported two bids received with one of the bids being non-responsive. The non-responsive bid had written a qualification of a revised completion date which automatically disqualified him. The Director suggested all bids be rejected.

The responsive bid submitted was \$14,483,607. The TID study estimate was \$3,775,000. Staff had decided to redesign the water main and proposed to bid as a separate project. The sanitary sewer was redesigned to traverse through an easement in place of Goldendale Road and Holy Hill Road to avoid the excessive depth and rock. Staff believed the redesign and separation of utilities would make the projects more appealing to contractors.

James Siebers, N140 W18170 Cedar Lane asked the following:

Who specifically estimated the cost of \$3,775,00 for the utilities extension and how was it done? Was a study done?	Dir. Of Public Works and consulting firm raSmith. Costs were used from previous project bids. The current project was unique due to below surface rock at the intersection of Goldendale and Holy Hill Roads and staff was unsure of how contractors would address that.
Did the Village go ahead with the TIF prior to the estimate for the utilities? It will affect the payout of the TIF.	Yes. There are monies in the TIF.
Are the rebid costs going to be close to the Engr. estimate or the actual bid of \$14 million? How will the funds be made up?	The sanitary sewer will take a different route and no longer be in the roadway. Dir. Ratayczak felt they had a solid estimate that could be met.
Will there be a Special Assessment?	No. If a property owner would request a lateral to be installed as part of the project, the individual owner would then have a deferred special assessment until the time of a hookup.

MOTION made by Zabel, seconded by Warren to reject Bids received October 18, 2018 for the Goldendale Road Water & Sewer Extension – Phase II project and rebid the proposed Goldendale Road Water & Sewer Extension – Phase II project.

Motion carried unanimously.

TOPSOIL REMOVAL – GERMANTOWN GATEWAY CORPORATE PARK (TID #8):

Dir. Ratayczak reported pursuant to Village Code 17.441, Pinnacle Engineering Group had submitted a request to remove 145,000 cubic yards of excess topsoil from the Zilbur parcel as part of the TID #8 Corporate Park. Earthwork quantity calculations were submitted. Discussion followed.

MOTION made by Warren, seconded by Zabel to allow Riley Construction to remove 145,000 cubic yards of excess topsoil from the Germantown Gateway Corporate Park (TID #8).

Motion carried unanimously.

STOP SIGN REQUEST – MAPLE & FREISTADT ROADS INTERSECTION:

Engr. Nitschke reported a Motion was made and seconded by the Public Safety Committee requesting the Engineering Department review the Traffic Impact Study completed in 2015 to determine what actions could be taken to improve safety and traffic flow through the intersection. Suggestions by the Public Safety Committee for Public Works Committee review included;

1. Purchase upgraded stop signs for Maple Road at Freistadt Road. The stop signs are to be LED solar powered signs. The cost estimate is \$1,600 per sign, and two signs are to be ordered.
2. Purchase two (2) LED solar powered radar speed signs to be installed on Freistadt Road. The cost estimate is approximately \$4,000 per sign.
3. Upgrade the “Dangerous Intersection” signs to high reflectivity.
4. Upgrade both speed limit signs to high reflectivity.

The recommended upgrades were not to cost more than \$14,000. Engr. Nitschke recommended items #1 & #2 be approved to come from the 2018 Road Program. Items #3 & #4 would be funded by the Highway Dept. Street Sign account. Engr. Nitschke noted items #1 through #4 were an interim measure he recommended based on his own professional experience and the study that was completed in year 2015. Staff was looking for authorization to move forward and solicit RFP’s from professional engineering firms to complete the design and bid specifications for a signalized intersection. Discussion followed with the following comments:

- Engr. Nitschke was very cognizant of the issues with turning movements at some intersections in which the straight-ahead traffic is shared with the right turn traffic. This situation would be the same if the Village only put in a signalized intersection with the geometric design at the Freistadt/Maple intersection. The Committee was provided with a right of way map showing the Freistadt/Maple Road intersection areas of concern.
- In speaking with a consultant currently on board for TID #8, the consultant volunteered to pull traffic data for the intersection. It was believed there had been enough crashes to warrant possibly obtaining Highway Safety Improvement Program funding to pay for a portion of the intersection improvements.

- Trustee Warren clarified intersection improvements were not just about installing signals in the current geometrics but re-doing the geometrics which could impact the R.O.W. and cost more money. Engr. Nitschke stated some of the ways to supplement costs would be if the Village could obtain HSIP funding and use remaining funds from the 2018 Road Program.
- Estimated costs for intersection improvements in year 2015 were approximately \$400,000 - \$500,000.
- Would there be a cost comparison for the installation of signals vs. correcting the road profile? It was agreed the intersection was a sight line issue. Engr. Nitschke would request both costs as part of the RFP.

James Siebers, N140 W18170 Cedar Lane, noted when the intersection opened, he reported a problem the very next day. The Village should have gone back to the contractor to fix at that time. Accidents have increased. He encouraged the Committee to vote NO on all four suggestions by the Public Safety Committee. Most accidents occur after cars have stopped. The problem is not Maple Road. The problem is Freistadt Road. If the Committee chooses not to put in a four-way stop at the intersection, then take the stop signs away on Maple Road and put them on Freistadt Road. Lower the speed on Freistadt Road. The intersection would also be an ideal location for a roundabout. Mr. Siebers encouraged the Public Safety Committee members travel the intersection between 6-7 a.m. and 4-5:30 p.m.

Public Safety Committee Member Trustee Wing clarified accidents continue to increase and therefore a study was done with recommendations for improving the intersection. The study encouraged a signalized intersection but provided suggestions in order to improve it. With the suggestions put in place, it was found accidents increased 90 %. He had traveled the Freistadt Road intersection various times of the day/night with no problem. When he traveled Maple Road, he was shocked as to how difficult it was to exit on to Freistadt Road. Trustee Wing was in favor of a four way stop sign. If other Board members wanted signalization, he was for that also. If members chose to do nothing at the intersection, it was more than likely there would be a fatality.

- Engr. Nitschke stated roundabouts were never part of a discussion for the intersection due to political and design reasons. Stop signs would require design and construction which was very similar to the design and construction of a signalized intersection. The time frame was not necessarily that different than going between a full four-way stop vs. a signalized intersection. The study called for intermediate measures and then go to a signalized intersection. To do an intermediate measure that wasn't called out for, Engr. Nitschke did not agree when traffic counts, study, etc. were already determined. If the real desire was safety at the intersection, the Village needed to consider a signalized intersection, not stop signs.
- Dir. Ratayczak clarified stop signs were not equal to traffic signals as the Engr. would still like to have a left turn, right turn and straight through lane even with stop signs. Engr. Nitschke would not recommend stop signs in the current configuration of the intersection. He would have to look at a geometric configuration that would account for traffic flow. When upgrading stop signs, you would need multiple points of visuals when

comings into an intersection. Discussion continued with the comparison of the Maple/Freistadt intersection vs. the Maple/Mequon Rd. intersection where 4 way stop signs were currently in place. Engr. Nitschke stated you could not compare the two intersections as the geometrics were completely different.

- Trustee Warren noted the speed, the volume and topography makes a difference and can not make a direct comparison of both intersections. He felt if he was to make a choice between a four way stop or reducing speed, he would choose reducing the speed.

James Siebers, N140 W18170 Cedar Lane, questioned if he were to donate the funds, would the Village approve a signalized intersection? It shouldn't matter where the funding comes from. Trustees should represent the public safety. Trustee Wing stated there were many safety issues in the Village, and Trustees could not approve funding for every one of them. He agreed with the safety of the intersection, but funding was a big factor.

Engr. Nitschke stated the debate was not over cost but what was the appropriate measure to use for the intersection both now and moving forward into the future. There will still be upgrades and costs to the intersection for either the stop signs or signals.

- Trustee Zabel did not want to abandon the idea of building a roundabout. Dir. Ratayczak noted staff had researched the land that was required for the installation of a roundabout and there would be a lot of ground removal to make it work.
- Mr. Siebers stated take the funding and put it toward rumble strips.
- A traffic analysis and design would provide the pros and cons of stop signs vs signalization.
- Trustee Zabel suggested the installation of speed tables or at least rumble strips going west bound with appropriate signage of the dangerous intersection. Trustee Warren suggested looking at the environmental impacts of some of the options.

MOTION made by Warren, seconded by Kaminski to forward to Village Board with a positive recommendation authorizing the following:

- 1. Purchase upgraded stop signs for Maple Road at Freistadt Road. The stop signs are to be LED solar powered signs. The cost estimate is \$1,600 per sign, and two signs are to be ordered.**
- 2. Purchase two (2) LED solar powered radar speed signs to be installed on Freistadt Road. The cost estimate is approximately \$4,000 per sign.**
- 3. Obtain TADI's proposal to study the intersection and provide recommendations for improvements.**

Motion carried 2-1 (Zabel)

NEXT MEETING DATE: The next Public Works and Highway Committee meeting will be held **TUESDAY**, December 4th, 2018 at 6:00 p.m.

ANNOUNCEMENTS: None

ADJOURNMENT: There being no further business, the meeting was adjourned at 7:08 p.m.

Janice Wick, Recording Secretary