

VILLAGE OF GERMANTOWN
N112 W17001 MEQUON ROAD
GERMANTOWN, WI 53022

MEETING: **PUBLIC WORKS & HIGHWAY COMMITTEE**

DATE AND TIME: **TUESDAY, August 5, 2014 ***5:00 P.M.*****

LOCATION: **Germantown Village Hall Board Room**

- I. **CALL TO ORDER:** This meeting has been given public notice in accordance with Wisconsin Statutes, Section 19.83 and 19.84 in such form that will apprise the general public and news media of subject matter that is intended for consideration and action.
- II. **ROLL CALL:** Chairman Kaminski, Trustees Zabel, Vanderheiden and Warren
- III. **APPROVAL OF MINUTES:** July 1, 2014
- IV. **PUBLIC COMMENT:** Please be advised per State Statute Section 19.84(2), information will be received from the public. It is the policy of this municipality that there be a three minute time period, per person, with time extensions per the Chief Presiding Officer's discretion; be further advised that there may be limited discussion on the information received, however, NO ACTION will be taken under public comments.
- V. **NEW BUSINESS:**
 - A. Consideration of a Utility Credit – N114 W15928 Sylvan Circle
 - B. Consideration of Invoice – DF Tomasini, Inc. – Water Main Break - Pilgrim at Mequon Rd.
 - C. Consideration of Invoice – CTW Corporation – Well #7 Emergency Repair
 - D. Consideration of Invoice – W148 N10175 Windsong Cir. East – Lateral Repair
 - E. Authorization to Patch Crestwood Drive
 - F. Authorization to Purchase – Used Forklift
 - G. Request to Change Use of Budgeted Funds – Major Repairs Library
 - H. Subdivision Signs and Entrances - Discussion
 - I. Approval of Change Order – Forest Drive Ditch Enclosure
 - J. Prairie Glen Phase 2 – Establish Wasaukee Road Sidewalk Requirements
 - K. Hillside View – Establish Fond du Lac Avenue Sidewalk Requirements
 - L. Airgas – Authorize Topsoil Export
 - M. Adoption of Various Local Roads into Years 2015 and 2016 Local Road Improvement Projects
 - N. Policy Regarding Construction Project Change Orders - Discussion
 - O. WDOT Environmental Document Type Memo on Noise Analysis for USH 41 Conversion – Discussion
 - P. Approval of Change Order - Wago-Freistadt Storm Sewer
 - Q. Willow Creek Road – Potential for Excavation Below Subgrade Change Order

VI. **ANNOUNCEMENTS:**

The Next Public Works Committee Meeting will be held **Tuesday, September 2, 2014 @ 5:00 p.m.**

VII. ADJOURNMENT:

UPON REASONABLE NOTICE, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service please contact the Village Clerk at (262)250-4740 at least 2 days prior to the meeting.

*** Notice is given that a majority of the Village Board may attend this meeting to gather information about an agenda item over which they have decision making responsibility. This may constitute a meeting of the Village Board per State ex rel. Badke v. Greendale Village Board, even though the Village Board will not take formal action at this meeting.

PUBLIC WORKS & HIGHWAY COMMITTEE MEETING MINUTES

July 1, 2014
Village Hall Board Room

CALL: Chm. Kaminski called the meeting to order at 5:00 p.m.

ROLL CALL: Chm. Kaminski, Trustee Members Zabel, Vanderheiden, and Warren. Also present were Dir. Ludwig, Engr. Bischke, and Secretary Wick.

PREVIOUS MINUTES:

MOTION made by Zabel, seconded by Warren to approve the Minutes of June 3, 2014.

Motion carried unanimously.

PUBLIC COMMENT: None

ACCEPTANCE OF IMPROVEMENTS – CIPP LINING: Supt. Zimmerman reported Visu Sewer completed 3354 feet of 48” liner installed in the interceptor over the winter. Area restorations will be completed by Wendland Nursery next week. Post video has been reviewed and accepted by staff.

MOTION made by Vanderheiden, seconded by Warren to accept the CIPP lining improvements and begin the one year warranty period.

Motion carried unanimously.

CONSIDERATION OF INVOICE – D.F. TOMASINI – P.D. WATER LATERAL REPAIR: Supt. Olszewski requested authorization to pay an invoice to D.F. Tomasini for the emergency repair of the water lateral at the Police Department.

MOTION made by Zabel, seconded by Warren to forward to the Village Board with a positive recommendation to approve the D.F. Tomasini invoice in the amount of \$9,611.50 for the emergency repair of the water lateral at the Police Department. Funds to be allocated from Acct. #40-521-570-8210.

Motion carried unanimously.

ADOPTION OF DONGES BAY ROAD INTO YEARS 2015 AND 2016 LOCAL ROAD IMPROVEMENT PROJECTS: Engr. Bischke asked for consideration to adopt Donges Bay Road into years 2015 and 2016 Local Road Improvement Projects. Year 2015 would be the segment between Division Road and Pilgrim Road and Year 2016 would be the segment between Pilgrim Road and Magnolia Drive. At this time, it was too early to determine the construction sequence. Coordination would take place at the time of a pre-construction meeting.

MOTION made by Vanderheiden, seconded by Warren to forward to the Village Board with a positive recommendation to adopt Donges Bay Road into the Years 2015 and 2016 Local Road Improvement Projects.

Motion carried unanimously.

DONGES BAY ROAD VS. WILLOW CREEK ROAD COMPARISONS AND

CONTRASTS: Engr. Bischke explained roads possess unique characteristics that distinguish them from each other. A comparison chart was created for the Committee to show cost differences and the reason why. Discussion followed on traffic characteristics.

Characteristic	Donges Bay Road	Willow Creek Road
Unit Cost	\$5.470 / s.f. ^{1,2}	\$4.821 / s.f. ²
Land Use	Low Density Residential	Rural Residential and Agricultural/Conservation Residential
Traffic Signals	1	0
Stream Crossing	1	0
Pavement Width	24	22
Side Road Legs (2-lane)	10	4
Side Road Legs (Boulevard)	4	0
Driveways	32	25
Acceleration/Deceleration Lanes	15	0
Bypass Lanes	7	0
Date of Latest Reconstruction	½ 1976; ½ 1993	1985

¹ Existing Pavement Footprint, 2' Shoulders, Driveways & Side Roads, Ditches & Culverts

² Payne & Dolan's completed Bid Form for the Village's 2014 Road Improvement Projects was used as a source of costs.

Trustee Zabel requested a traffic comparison for both roads.

SELECTION OF DONGES BAY ROAD PAVEMENT AND DRAINAGE TEMPLATE

ELEMENTS: Engr. Bischke noted the Village Board hired R.A. Smith National as the contracted professional engineering consultant. Staff had reviewed and agreed with the Engineering consultant's recommendations for the road pavement and drainage template elements. Discussed were:

Pavement Thickness:

MOTION made by Zabel, seconded by Kaminski to forward to the Village Board with a positive recommendation to adopt the mainline and EBS pavement thicknesses recommended in R.A. Smith National's PTSR for Donges Bay Road.

Motion carried unanimously.

Drive Lanes: The standards provided were currently in place and as WI Professional Engineers we're obligated to advocate. Engr. Bischke provided WISLR, AASHTO and TRB information on drive lanes and shoulder widths and their list of benefits. Discussion followed.

- 11 ft. road widths are fine;

- 12 ft. lanes are standard in the industry;
- Road extremely narrow. Shoulders should be wider in the event of an emergency;
- Donges Bay Road is a re-surfacing project. Why build it any bigger than what it is?;
- There must be a maintenance plan in order for the road to last 30-40 years;
- The road will be under-cut, pulverized, shoulder work, ditch work, intersection improvements and by-pass lanes. If this isn't reconstruction what is;
- Mequon's section of Donges Bay Road is 12 ft. lanes with a two foot paved shoulder and two foot gravel shoulder;
- Subdivision standards (Municipal Code 18.07 (1)(c) for minor roads calls for a twenty four foot wide pavement which is designed to discourage through traffic; The Village is not even meeting the minor road standards;

Comments/input were received from:

Holly Bastings, N104 W16053 Donges Bay Road, Bridget Poetzl, N104 W15447 Donges Bay Road, Lynn Langmann, N99 W21950 Indian Parkway, John Penkal, N104 W16075 Hedgeway, Larry Prodoehl, W140 N10111 Fond du Lac Avenue noting the following: keep the original road footprint, ditch performance, speed limit reduction, shoulders unnecessary, consider a 6 foot path.

Trustee Warren noted that just because you do not see standing water or ponding in any of the ditches did not mean there wasn't a problem. Depending upon the elevation of the water, it may still be too high where water is getting into the subgrade and road. This could lead to the early failure of the roadway. Parking on the side of the road can become a problem as the road narrows for those driving. Roads are not designed to force drivers to reduce their speed. It comes down to an enforcement issue not the design of the road that is going to make the difference.

MOTION made by Zabel, to forward to the Village Board with a positive recommendation to adopt 2 – 11' drive lane widths along the mainline of Donges Bay Road.

Motion fails for lack of a second.

MOTION made by Warren, seconded by Vanderheiden to forward to the Village Board with a positive recommendation to adopt 2 – 12' drive lane widths along the mainline of Donges Bay Road.

Motion carried 3-1 (Zabel)

Shoulder Widths: Engr. Bischke again referred to the WISLR, AASHTO and TRB information provided in the backup. Staff had recommended four feet of paved shoulder and 2 feet of gravel. Discussion continued on road widths and shoulder widths with Trustee Zabel stating financially it would be so much easier to put in gravel shoulders at a minimum space and not have to put in curb and gutter. Trustee Warren felt if the Village was spending money to reconstruct, it would be foolish not to look at the shoulders as far as the width of pavement and, look at the ditches in detail otherwise the Village was setting themselves up for failure of the road. Trustee Vanderheiden felt if you built the substructure underneath the shoulder properly,

you would not get the fall off and break down at the edge. He wanted to stay within the footprint of the road agreeing with a wider lane but not extend the shoulders. Chm. Kaminski wanted to see the road built to last 30-40 years. After listening to all of the input, she wouldn't mind the shoulders being reduced in width.

Engr. Bischke clarified State standards called for a six foot wide shoulder in which staff recommended four feet be paved. WI Professional Engineers follow the guidelines because of the decades of studies done and should follow those guidelines.

Comments were heard from Bridget Poetzl, N104 W15447 Donges Bay Road noting six foot shoulders were excessive. An extra foot would help with the integrity of the road and minimize costs.

MOTION made by Kaminski, to forward to the Village Board with a positive recommendation to adopt a four foot shoulder, two feet paved and two feet graveled along Donges Bay Road.

Motion fails for lack of a second.

MOTION made by Zabel, seconded by Vanderheiden to forward to the Village Board with a positive recommendation to adopt gravel shoulders to match the existing footprint of Donges Bay Road with a two foot minimum.

Discussion followed.

Motion fails 2-2 (Kaminski, Warren) To Village Board with no recommendation.

Roadside Ditches: Engr. Bischke looked at the Standards which call for a minimum of 18" in depth. The goal is to get the flow line of the ditch below the bottom of the base material. AASHTO Standards are 4 feet horizontal for one foot vertical. The back slope would be 3 feet horizontal to 1 foot vertical. As an alternative, ditches could be enclosed. There will be some cases where ditches will need to be enclosed due to various reasons (slopes and constraints) and the Village would fund those enclosures. Engr. Bischke provided approximate linear foot costs to enclose ditches and gave the benefits of road side ditches as noted in the State of WI Facilities Development Manual. Discussion followed on the depth of the ditches. Chm. Kaminski questioned whether there was any compromise to make the ditches less invasive and what amount of service life would be diminished from the road if ditch ratios were not met. Engr. Bischke stated initial service life of a road without major maintenance is 20 years which is how Donges Bay Road is being designed. Proper road maintenance can extend road life by an additional 20 years. Basically you can make it 75% which initial service life is 15 years and an additional 15 years if maintained for a total of 30 years.

Comments were heard from Lynn Langmann, N99 W21950 Indian Parkway, and Bridget Poetzl, N104 W15447 Donges Bay Road, Holly Bastings, N104 W16053 Donges Bay Road noting: Ditch depth and standing water, cost to enclose ditches, keep the same footprint as everything works fine.

MOTION made by Warren, seconded by Kaminski to forward to the Village Board with a positive recommendation to adopt an 18" minimum depth, 4H:1V maximum foreslope, and 3H:1V maximum back slope of the roadside ditches on Donges Bay Road and allow an alternative for ditch enclosures fronting resident parcels at resident expense.

Motion fails 2-2 (Vanderheiden, Zabel) To Village Board with no recommendation.

SELECTION OF DONGES BAY ROAD/PILGRIM ROAD INTERSECTION

ELEMENTS: Engr. Bischke reminded the Committee that the Village Board contracted R.A. Smith National to do a Traffic Analysis Report and make recommendations of needed improvements at the intersection. The Committee was given the purpose, reasons, and recommendations of the intersection elements. Improvements to the intersection should take place in two years. Initially improvements were to take place in 5-6 years but with the addition of the Federal Express building at the SE corner of Pilgrim Road and County Line Road, traffic distribution will overload the Pilgrim Road @ Donges Bay Road sooner than the 5-6 years.

MOTION made by Zabel, seconded by Kaminski to forward to the Village Board with a positive recommendation to eliminate the intersection design as part of the Donges Bay Road improvements at this time and apply for Intersection Grants.

Engr. Bischke applied for a Safety Grant at the same time he applied for LRIP Funds. The Donges Bay Road intersection did not qualify for the safety criteria upgrades.

Comments were heard from Holly Bastings, N104 W16053 Donges Bay Road and Bridget Poetzl, N104 W15447 Donges Bay Road suggesting signage and pavement markings at intersection.

Motion carried unanimously.

DONGES BAY ROAD DESIGN SCHEDULE: Engr. Bischke provided a Gantt chart to the Committee detailing the schedule of design elements for Donges Bay Road. After the Village Board has adopted design criteria, the design can proceed and thereafter identify any real estate acquisitions needed.

AWARD OF CONTRACT – R.A. SMITH NATIONAL TO CONVERT DONGES BAY ROAD DRAWINGS FROM FACILITIES DEVELOPMENT MANUAL TO LOCAL

STANDARDS: Dir. Ludwig stated the Village Board hired R.A. Smith National to start the design on Donges Bay Road a couple of years ago. A quality based selection process was completed with the WDOT partnering with the Village. A three party contract was signed to complete the design according to the WDOT standards. A contract modification is now needed to break the current three party contract and go to a two party contract between the Village and R.A. Smith National and, to change the design standards to what the Village Board decides on July 21, 2014.

Engr. Bischke added R.A. Smith National was the current custodian of the data. They had performed all historical studies and had been involved in public informational meetings and advisory meetings.

Comments were heard from Bridget Poetzl, N104 W15447 Donges Bay Road and Holly Bastings, N104 W16053 Donges Bay Road suggesting Village staff design all road components in order to save money.

Discussion followed on:

- Staff's time management of all Village projects;
- Description of Services and potential scope additions;
- Section V – Assumptions/Conditions Item “B” & “E” to be modified;

MOTION made by Kaminski, seconded by Vanderheiden to forward to the Village Board with a positive recommendation to award a contract to R.A. Smith National to convert Donges Bay Road drawings from Facilities Development Manual to local standards, with value to be determined by the Village Board.

Motion carried 3-1 (Zabel)

ANNOUNCEMENTS: The regular Public Works Committee Meeting will be held Tuesday, August 5, 2014 at 5:00 p.m.

ADJOURNMENT: There being no further business, the meeting was adjourned at 7:32 p.m.

A handwritten signature in cursive script, reading "Janice Wick". The signature is written in dark ink and is positioned above the printed name of the Recording Secretary.

Janice Wick, Recording Secretary

**BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Consideration to Adjust 2nd Quarter Sewer & Water Invoice for Mike & Sandra Roth

SUBMITTED BY: Dan Ludwig, P.E., Director of Public Works

SUMMARY EXPLANATION:

Mike and Sandra Roth own the building at N114 W15928 Sylvan Circle. Excess water usage was noticed during the second quarter of 2014. During an inspection by our water utility staff, a faucet was noticed turned wide open and the full flow went through a hose into a floor drain.

Normal water usage during the past four quarters at N114 W15928 Sylvan Circle is 204,000 gallons.

The second quarter water usage in 2014 was 1,114,000 gallons. The over average water use was 910,000 gallons. The cost for the over average water use is \$2.16/1000 gallons times 910,000 or \$1965.60. The cost for the sewer over average use is \$6.285/1000 gallons times 910,000 or \$5719.35.

Normally only the O&M portion of the MMSD invoice is considered to be returned to the parcel owner for water used and verified not going into the sanitary sewer. In this case the water did go into the sanitary sewer. For information: the O&M portion of the sewer bill is 50% and the cost of the sewer over average usage is \$2,859.68.

Just recently, Mr. Roth told me he has some new information. He said the Germantown Fire Department personnel turned the water on after being allowed to enter a locked room in the basement during their building inspection. Chief Weiss's reply is attached as well as their inspection memos.

ATTACHMENT: ORDINANCE_____ RESOLUTION_____ OTHER X

Utility Billing Activity Report for N114 W15928 Sylvan Circle.
Customer Complaint Inspection Report for N114 W15928 Sylvan circle.

RECOMMENDATION:

Staff is looking to the Public Works Committee for direction with regard to allow a reduction in the second quarter sewer and water invoice for Mike and Sandra Roth N114 W15928 Sylvan circle.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

08/14
2:28:44
000.WOW

VILLAGE OF GERMANTOWN
UTILITY BILLING ACTIVITY

PAGE

1

FROM DATE: 12/01/2011
TO DATE: 07/08/2014

DATE	ACTIVITY DESCRIPTION	READ TYPE	QUANTITY	AMOUNT
0022499800-00 MIKE & SANDRA ROTH		N114 W15928 SYLVAN CR		
12/29/11	WATER	ACT	231	521.35
12/29/11	SEWER	ACT	231	2,084.80
01/05/12	PAYMENT: CK CHECK			2,606.15-
03/30/12	WATER	ACT	224	508.40
03/30/12	SEWER	ACT	224	2,353.46
04/17/12	PAYMENT: CK CHECK			2,861.86-
06/29/12	WATER	ACT	217	495.45
06/29/12	SEWER	ACT	217	2,309.47
07/12/12	PAYMENT: CK CHECK			2,804.92- 2012 & 2013
09/28/12	WATER	ACT	231	521.35 AVE = 2.05
09/28/12	SEWER	ACT	231	2,397.46
10/09/12	PAYMENT: CK CHECK			2,918.81-
12/28/12	WATER	ACT	207	476.95
12/28/12	SEWER	ACT	207	2,246.62
01/23/13	PAYMENT: CK CHECK			2,723.57-
03/28/13	WATER	ACT	213	488.05
03/28/13	SEWER	ACT	213	2,284.33
04/09/13	PAYMENT: CK CHECK			2,772.38-
06/28/13	WATER	ACT	193	451.05
06/28/13	SEWER	ACT	193	2,158.63
07/08/13	PAYMENT: CK CHECK			2,609.68-
09/30/13	WATER	ACT	220	501.00 AVE = 204
09/30/13	SEWER	ACT	220	2,328.32
10/11/13	PAYMENT: CK CHECK			2,829.32-
12/30/13	WATER	ACT	186	438.10
12/30/13	SEWER	ACT	186	2,114.63
01/20/14	PAYMENT: CK CHECK			2,552.73-
03/31/14	WATER	ACT	216	508.45
03/31/14	SEWER	ACT	216	2,303.18
04/09/14	PAYMENT: CK CHECK			2,811.63-
06/30/14	WATER	ACT	1114	2,190.57
06/30/14	SEWER	ACT	1114	7,947.11
BALANCE:				10,137.68 *

4 quarter ave. use = 204,000

recent quarter "over" use = 1,114,000

"over" use = 910,000

Water was used - No compensation

Sanitary "over" use = 910,000 gal. $\times$ $\frac{6.285}{1000 \text{ gal}}$ = \$5,719.35

$\frac{1}{2}$ sanitary cost goes to MMSP, which is = \$2,859.68

for op/m charges

$\frac{1}{2}$ goes to capital charges

GERMANTOWN WATER UTILITY
CUSTOMER COMPLAINT INSPECTION
REPORT

PROPERTY ADDRESS N 114 W 15928 SYLVAN CIR
OWNER/OCCUPANT MANAGER JUDY
PHONE NO 262-544-9044

REASON FOR INSPECTION

☒ High Water Usage
☐ Rusty/Odor
☐ Leakage
☐ Other

FINDINGS

READING 1258982 FOUND A FAUCET WITH A HOSE ON IT
DRAINING STRAIGHT INTO FLOOR DRAIN WIDE OPEN. MANAGER AND
A MALE SUBJECT OBSERVED THE FAUCET WIDE OPEN.

ACTION TAKEN

TURNUED OFF VALVE

ADDITIONAL COMMENTS

JUDY ALSO STATED THEY HAD A FLOOD SOMEWHERE IN THE
BUILDING. THEY WILL TALK TO BUILDING MANAGER TO MAKE SURE
VALVE STAYS OFF.

Entered Residence/Building ☒ Yes ☐ No
Arrival time on site/entered building 12:55 ENTERED AT 1:12 PM
Departure time from site/bldg. 1:31 PM
Date of Inspection 6-20-14 Day of Work FRIDAY
Inspectors Signature [Signature]
Occupants/Witness Signature _____
Street Name SYLVAN CIR

Village of



Fire Department

N115 W18752 Edison Drive
Germantown, Wisconsin 53022
Phone: (262) 502-4701
Fax: (262) 502-4744

Gary L. Weiss
Fire Chief



To: Dan Ludwig
From: Gary L. Weiss, Fire Chief *GLW*
Subject: Water Leak Complaint Sylvan Circle
Date: July 14, 2014

Dan,

Regarding the water leak complaint at N114 W15928 Sylvan Circle I conducted an investigation into the fire department's actions. This included interviews with the Fire Inspector Steve Smith, and Deputy Chief Mike Maury, review of a fire incident report dated 3/25/14 (Alarm #41-00325) and fire inspection reports. I have reached the following conclusions related to this complaint.

There was no negligence or incorrect action by fire department personnel.

Rational

On 3/25/14 at 2126 hours the Germantown Fire Department (GFD) responded to a report of water flowing from the sprinkler system incident at N114 W15928 Sylvan Circle. Crews met with Mr. Martinez, the building manager who advised that a water pipe broke behind a washing machine on the third floor and was leaking down to the first floor. GFD crews shut the water off and were advised that a plumber was en route to repair the pipes. The plumber arrived within one hour to begin his repair work. GFD personnel departed the site, but let messages with the GFD Fire Inspector and Village Building Inspector to conduct follow up investigation.

The Fire Incident Report is attached to this memo.

On 3/26/14 Fire inspector Smith conduct an inspection of the occupancy. In his inspection report, which is also attached he report the following:

“All fire protection systems and devices shall be maintained in a reliable operating condition and shall be replaced or repaired when defective per NFPA 1. Additionally he reported that the building fire alarm system is out of service directly due to water damage from the leaking water pipe. Water had entered the fire alarm panel cause the failure of the fire alarm system. A record

of repair was required when the system was fixed and a temporary evacuation plan was required to be developed while the system was off line. All repair and maintenance and testing must in accordance with chapter 7 of NFPA 72.

Additionally, Fire inspector Smith advised that he never turned on any valves. Since this building does not have an automatic sprinkler system there would be no need to either,

I also spoke to Deputy Chief Mike Maury, who at the time was Acting Fire Chief, he advised that while he was not on the call he was aware of the situation and also requested the fire inspector and Village Building Inspector to conduct follow-up inspections.

As you can see from the reports and interviews, the water leak has occurred prior to the GFD's arrival and was severe enough to damage the fire alarm system.

From the information I gathered during my investigation, again I feel the GFD acted properly, and by shutting off the water reduced any further damage and protected the residents of the occupancy by requiring an evacuation plan and possible fire watch.

If you need further information, please feel free to contact me. I will plan on attending the Public Works and Highway Committee Meeting on August 5, 2014.

Attachments:

GFP Fire incident Repot 14-00325

GFD Fire inspection Summary Report

GFD inspection Report violation-Dated July 11, 2014

A		MM DD YYYY 03 25 2014	Station 1	Incident Number 14-0000325	Exposure 000	☐ Delete ☐ Change ☐ No Activity	NFIRS -1 Basic
B Location*		☐ Check this box to indicate that the address for this incident is provided on the Wildland Fire Module in Section B "Alternative Location Specification". Use only for Wildland fires.					
☒ Street address ☐ Intersection ☐ In front of ☐ Rear of ☐ Adjacent to ☐ Directions		W15928 Number/Milepost Prefix		Sylvan Street or Highway		CIR Street Type Suffix	
		Germantown City		WI State		53022 Zip Code	
Cross street or directions, as applicable							
C Incident Type *		E1 Date & Times				E2 Shift & Alarms	
522 Water or steam leak Incident Type		Check boxes if dates are the same as Alarm Date. Month Day Year Hr Min Sec 03 25 2014 21:26:00 Alarm * ARRIVAL required, unless canceled or did not arrive X Arrival * 03 25 2014 21:31:00 CONTROLLED Optional, Except for wildland fires Controlled LAST UNIT CLEARED, required except for wildland fires Last Unit X Cleared 03 25 2014 22:12:00				Local Option 1 01 1&2 Shift or Alarms District Platoon	
D Aid Given or Received*						E3 Special Studies	
1 ☐ Mutual aid received 2 ☐ Automatic aid recv. 3 ☐ Mutual aid given 4 ☐ Automatic aid given 5 ☐ Other aid given N ☒ None		Their FDID Their State Their Incident Number				Local Option Special Study ID# Special Study Value	
F Actions Taken *		G1 Resources *		G2 Estimated Dollar Losses & Values			
64 Shut down system Primary Action Taken (1) Additional Action Taken (2) Additional Action Taken (3)		X Check this box and skip this section if an Apparatus or Personnel form is used. Apparatus Personnel Suppression 0001 0002 EMS Other 0004 0008 Check box if resource counts include aid received resources.		LOSSES: Required for all fires if known. Optional for non fires. Property \$ 000,000 X Contents \$ 000,000 X PRE-INCIDENT VALUE: Optional Property \$ 000,000 X Contents \$ 000,000 X			
Completed Modules		H1* Casualties		H3 Hazardous Materials Release		I Mixed Use Property	
☐ Fire-2 ☐ Structure-3 ☐ Civil Fire Cas.-4 ☐ Fire Serv. Cas.-5 ☐ EMS-6 ☐ HazMat-7 ☐ Wildland Fire-8 ☒ Apparatus-9 ☒ Personnel-10 ☐ Arson-11		Deaths Injuries Fire Service Civilian H2 Detector Required for Confined Fires. 1 ☐ Detector alerted occupants 2 ☐ Detector did not alert them U ☒ Unknown		N ☐ None 1 ☐ Natural Gas: slow leak, no evacuation or HazMat actions 2 ☐ Propane gas: <21 lb. tank (as in home BBQ grill) 3 ☐ Gasoline: vehicle fuel tank or portable container 4 ☐ Kerosene: fuel burning equipment or portable storage 5 ☐ Diesel fuel/fuel oil: vehicle fuel tank or portable 6 ☐ Household solvents: home/office spill, cleanup only 7 ☐ Motor oil: from engine or portable container 8 ☐ Paint: from paint cans totaling < 55 gallons 0 ☐ Other: Special HazMat actions required or spill > 55gal., Please complete the HazMat form		NN ☒ Not Mixed 10 ☐ Assembly use 20 ☐ Education use 33 ☐ Medical use 40 ☐ Residential use 51 ☐ Row of stores 53 ☐ Enclosed mall 58 ☐ Bus. & Residential 59 ☐ Office use 60 ☐ Industrial use 63 ☐ Military use 65 ☐ Farm use 00 ☐ Other mixed use	
J Property Use*		Structures					
131 ☐ Church, place of worship 161 ☐ Restaurant or cafeteria 162 ☐ Bar/Tavern or nightclub 213 ☐ Elementary school or kindergarten 215 ☐ High school or junior high 241 ☐ College, adult education 311 ☐ Care facility for the aged 331 ☐ Hospital		341 ☐ Clinic, clinic type infirmary 342 ☐ Doctor/dentist office 361 ☐ Prison or jail, not juvenile 419 ☐ 1-or 2-family dwelling 429 ☒ Multi-family dwelling 439 ☐ Rooming/boarding house 449 ☐ Commercial hotel or motel 459 ☐ Residential, board and care 464 ☐ Dormitory/barracks 519 ☐ Food and beverage sales		539 ☐ Household goods, sales, repairs 579 ☐ Motor vehicle/boat sales/repair 571 ☐ Gas or service station 599 ☐ Business office 615 ☐ Electric generating plant 629 ☐ Laboratory/science lab 700 ☐ Manufacturing plant 819 ☐ Livestock/poultry storage (barn) 882 ☐ Non-residential parking garage 891 ☐ Warehouse			
Outside		936 ☐ Vacant lot 938 ☐ Graded/care for plot of land 946 ☐ Lake, river, stream 951 ☐ Railroad right of way 960 ☐ Other street 961 ☐ Highway/divided highway 962 ☐ Residential street/driveway		981 ☐ Construction site 984 ☐ Industrial plant yard Lookup and enter a Property Use code only if you have NOT checked a Property Use box: Property Use 429 Multifamily dwelling			

NFIRS-1 Revision 03/11/99

K1 Person/Entity Involved ☐ Local Option

Business name (if applicable) JA Property Management- Village Area Code 262 Phone Number 544 - 9044

☐ Check This Box if same address as incident location. Then skip the three duplicate address lines.

Mr./Ms./Mrs. First Name Judy MI Last Name Andrew Suffix

Number Prefix Street or Highway PO Box 14 Street Type Suffix

Post Office Box Apt./Suite/Room City Waukesha

State WI Zip Code 53187 -

☐ More people involved? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary

K2 Owner ☐ Same as person involved? Then check this box and skip The rest of this section.

Local Option

Business name (if Applicable) Village Glen Apartments Area Code Phone Number -

☐ Check this box if same address as incident location. Then skip the three duplicate address lines.

Mr./Ms./Mrs. First Name Mike MI Last Name Roth Suffix

Number Prefix Street or Highway W15928 Sylvan Street Type CIR Suffix

Post Office Box P.O. Box 14602 West Apt./Suite/Room City Germantown

State WI Zip Code 53022 -

L Remarks ☐ Local Option

Dispatched for water flowing from sprinkler pipes. Upon arrival of 1756, 1711 assumed command of multi level, multi family structure with nothing showing and no audible alarms sounding. Command was met by building manager, Jose G Martinez. Mr. Martinez stated a water pipe behind the washing machine on the 3rd floor broke and is leaking thru to the first floor. Water was found flowing thru ceiling fan in room 205. 1760 crew shut water off to building. Martinez stated he had a plumber in rout to fix problem. Due to amount of water in ceiling and wall, access holes where made in hallway in the first floor stair and second floor stairwell. Access hole was also made in room 205 near ceiling fan. All holes where made to assure no water was getting in electrical system and to let all water out to prevent drywall from falling and injuring someone. At 2145, plumber arrived on scene. After accessing the situation, plumber advised that he would have pipe fixed and water back on to building with 1 hour. Command was terminated.

Wed morning, GFD fire inspectors met with Village building inspector to asses damage and determine if building was safe to occupy.

Peter A. Silvis
Lt. 1711

L Authorization

Officer in charge ID SIL01 Signature Silvis, Pete A Position or rank LT Assignment 56 Month 03 Day 27 Year 2014

Check Box if ☒ same as Officer in charge. Member making report ID SIL01 Signature Silvis, Pete A Position or rank LT Assignment 56 Month 03 Day 27 Year 2014

66160
FDID *

WI
State *

MM DD
3 25
Incident Date *

YYYY
2014

1
Station

14-0000325
Incident Number *

000
Exposure *

Complete
Narrative

Narrative:

Dispatched for water flowing from sprinkler pipes. Upon arrival of 1756, 1711 assumed command of multi level, multi family structure with nothing showing and no audible alarms sounding. Command was met by building manager, Jose G Martinez. Mr. Martinez stated a water pipe behind the washing machine on the 3rd floor broke and is leaking thru to the first floor. Water was found flowing thru ceiling fan in room 205. 1760 crew shut water off to building. Martinez stated he had a plumber in rout to fix problem. Due to amount of water in ceiling and wall, access holes where made in hallway in the first floor stair and second floor stairwell. Access hole was also made in room 205 near ceiling fan. All holes where made to assure no water was getting in electrical system and to let all water out to prevent drywall from falling and injuring someone. At 2145, plumber arrived on scene. After accessing the situation, plumber advised that he would have pipe fixed and water back on to building with 1 hour. Command was terminated.

Wed morning, GFD fire inspectors met with Village building inspector to asses damage and determine if building was safe to occupy.

Peter A. Silvis

Lt. 1711

Germantown Fire Department

Inspection Violations by Occupancy

Occupancy ID = "11415928" and Inspection Date
Completed Not Between {4/1/2014} And {7/10/2014}

11415928 Village Glen Apartments
W15928 Sylvan CIR
N114 W15928 Sylvan Circle
Germantown, WI 53022

Reported	Code/Description	Count	Article	Division	Page
06/14/2011	* GFD NOTES	1	1	1	0
Notes: Recheck violation record auto-generated from inspection on 06/14/2011. Fire alarm system needs annual inspection. Fire door on the top floor should be replaced or repaired. Smoke detector is hanging from the ceiling and needs repair. (Second Floor)					
03/26/2014	* 13.1.7 Permits.	1	NFPA 1		70
Notes: All fire protection systems and devices shall be maintained in a reliable operating condition and shall be replaced or repaired where defective. BUILDING FIRE ALARM SYSTEM IS OUT OF SERVICE. WATER PIPE FAILURE HAS BROKEN CAUSING FAILURE OF ALARM SYSTEM. RECORD OF REPAIR REUIRED. TEMP. EVACATION PALN IS REQUIRED.					
03/26/2014	* 13.7.4.4.1 Inspection, Maintenance, and Testing.	1	NFPA 1		106
Notes: The inspection, maintenance, and testing for fire alarm and fire detection systems shall be in accordance with Chapter 7 of NFPA 72.					

Total Individual Violation Codes for Occupancy: 40

Grand Total Violations: 40

Germantown Fire Department Inspection Bureau

W162 N11862 Park Ave

Germantown, WI 53022

Phone (262)253-7795

Fax (262) 253-7797

Inspection Violation Notice

Friday July 11, 2014

Village Glen Apartments
W15928 Sylvan CIR
N114 W15928 Sylvan Circle
Germantown, WI 53022

An inspection of your facility on Wednesday April 2, 2014 revealed the violations listed below.

ORDER TO COMPLY: Since these conditions are contrary to law, you must correct them upon receipt of this notice. An inspection to determine compliance with this Notice will be conducted after Tuesday November 18, 2014 .

If you fail to comply with this notice before the reinspection date listed, you may be liable for the penalties provided for by law for such violations. Authority per Wisconsin \$101.14 and Village of Germantown Municipal Code Chapter 5.

Violation Code	Article	Division	Page	Count
13.1.7 Permits.	NFPA 1		70	1
Recheck violation record auto-generated from inspection on 03/26/2014. All fire protection systems and devices shall be maintained in a reliable operating condition and shall be replaced or repaired where defective. BUILDING FIRE ALARM SYSTEM IS OUT OF SERVICE. WATER PIPE FAILURE HAS BROKEN CAUSING FAILURE OF ALARM SYSTEM. RECORD OF REPAIR REQUIRED. TEMP. EVACUATION PLAN IS REQUIRED. [PENDING 4/2/14: PER GUETZKE FIRE PROTECTION: SYSTEM IS NOT IN SERVICE.]				

Repaired 04/17/2014

13.7.4.4.1 Inspection, Maintenance, and Testing.	NFPA 1		106	1
Recheck violation record auto-generated from inspection on 03/26/2014. The inspection, maintenance, and testing for fire alarm and fire detection systems shall be in accordance with Chapter 7 of NFPA 72.				

Repaired 04/17/2014

13.1.9 Permits.	NFPA 1		70	1
When a fire protection system is out of service for more than 4 hours in a 24-hour period, the AHJ shall be permitted to require the building to be evacuated or an approved fire watch to be provided for all portions left unprotected by the fire protection system shutdown until the fire protection system has been returned to service.				

Repaired 04/17/2014

Germantown Fire Department Inspection Bureau

W162 N11862 Park Ave

Germantown, WI 53022

Phone (262)253-7795

Fax (262) 253-7797

Inspection Violation Notice

Friday July 11, 2014

Village Glen Apartments

W15928 Sylvan CIR

N114 W15928 Sylvan Circle

Germantown, WI 53022

Smith, Steven D.

Inspector

X

Mike Roth

Occupant/Owner

**BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Consideration to pay invoice – Services to repair water main break on Mequon Rd & Pilgrim

SUBMITTED BY: Jim Driver, Water Utility Superintendent

SUMMARY EXPLANATION:

The Water Utility is requesting authorization to pay the invoice from D F Tomasini Inc. for the repair of the water main break on Mequon Rd & Pilgrim that occurred on 6/12/14. This work was authorized under emergency situation because of a leak. The invoice is for labor and materials

D F Tomasini Inc.	Sussex, WI	\$4,896.11
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ATTACHMENT: ORDINANCE _____ RESOLUTION _____ OTHER X

RECOMMENDATION:

Staff recommends paying the invoice from D F Tomasini for emergency water distribution repair.

Staff recommends allocating \$4896.11 from the 2014 operating budget (50-742-530-6730)

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

OMASINI, INC.
CONTRACTORS
262/820-8300

N70 W25176 INDIAN GRASS LANE, SUSSEX, WI 53089
FAX 262/820-8400
dft@dftomasini.com

June 25, 2014

Village of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022

Attn: Jim Driver

Re: Repair Water Main
Mequon Rd. & Pilgrim
DFT # 1905-93

The following is our billing to repair the water service, per your direction, at the above referenced location.

LABOR & EQUIPMENT:

25.0 Hrs Labor (6/11/14)	\$79.00	\$1,975.00
1.0 Hrs Premium Time	27.00	27.00
8.5 Hrs Backhoe	105.00	892.50
8.5 Hrs OSHA Repair Shield	25.00	212.50
8.5 Hrs 2- 2" Electric Pump & Generator	30.00	255.00
8.5 Hrs Pick Up W/Misc. Tools	30.00	255.00
2 EA Equipment Moves	350.00	700.00
Total Labor & Equipment		<u>\$4,317.00</u>

MATERIALS

1 LS Stone	\$159.76	\$159.76
1 LS Trucking	172.00	172.00
1 LS Fuel	150.00	150.00
Subtotal		<u>\$481.76</u>
Markup		96.35
Total		<u>\$578.11</u>

TOTAL AMOUNT DUE

\$4,895.11

Let me know if you have any questions regarding the information provided above.

Sincerely,
D.F. TOMASINI CONTRACTORS INC.

Larry Schluter
Larry Schluter,
Project Engineer

LS/bw

4" Hole just to the left of orange cable conduit.



**BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Consideration of Invoice– Emergency repair of Well #7

SUBMITTED BY: Jim Driver, Water Utility Superintendent

SUMMARY EXPLANATION:

The Water Utility is requesting authorization to pay the invoice to CTW Corporation for the emergency repair of Well #7, which is located on Western Ave. The well was scheduled to be pulled and inspected in the fall. But the well failed in June and had to be repaired under emergency situation. Once the well was pulled we found that the pump shaft had broken at about ten feet above the pump bowls.

CTW Corporation	Lannon, WI	\$12,778.50
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ATTACHMENT: ORDINANCE _____ RESOLUTION _____ OTHER X _____

RECOMMENDATION:

Staff recommends paying the invoice to CTW Corporation for the repair of Well #7

Staff recommends allocating \$12,778.50 from the 2014 Operation budget (50-722-530-6330)

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

C T W CORPORATION
21500 W GOOD HOPE RD
LANNON WI 53046-9740
(262) 253-6613

INVOICE

21918

Page 1 of 2

Date: 7/24/2014

Due Date: 8/23/2014

Bill To:

VILLAGE OF GERMANTOWN
DEPT OF PUBLIC WORKS
PO BOX 337
GERMANTOWN WI 53022--033

PO #: JIM DRIVER

JOB NO:GTWN-4245

Description	Quantity	Unit Price	Ext. Price
WELL #7			
05-19-2014 ENGINEER ASSESS FUTURE OF LINESHAFT TURBINE PUMP AT WELL #7, DETERMINE SNAPPED SHAFT AS THE PROBLEM, NO APPARENT COLLATERAL DAMAGE, BEGIN TO DISCONNECT PUMP			
05-20-2014 ASSEMBLE REQUIRED TOOLS FOR PROBABLE SHAFT AND/OR COLUMN SEPARATION, LOAD TRUCKS AND READY FOR PULLING			
05-21-2014 MOBILIZE TO SITE, DISCONNECT MOTOR AND COMPLETE PUMP REMOVAL, LOAD UP AND RETURN TO CTW CHOP			
05-26-2014 DISASSEMBLE PUMP, CHECK TOLERANCES, REPLACE ALL BRONZE BOWL BUSHINGS, POLISH AND STRAIGHTEN SHAFT, REASSEMBLE WITH NEW CAP SCREWS, PAINT			
06-16-2014 LOAD BOWLS, NEW COLUMN, SHAFT, SPIDERS, ETC AND MOBILIZE TO SITE, DISINFECT WELL AND PUMP COMPONENTS, SET 85'			
06-17-2014 COMPLETE SETTING PUMP, WIRE MOTOR, FLUSH AND SAMPLE "SAFE" RESULT, CLEAN SITE, RETURN TO LANNON SHOP AFTER "UNSAFE" SAMPLE COLLECTED BY J. YANZ (GERMANTOWN), ARRANGE TO CHLORINATE WELL AND ALLOW FOR RETENTION			
06-30-2014 ADD FOUR GALLONS SODIUM HYPOCHLORITE TO WELL (NO CHARGE FOR LABOR)			
07-01-2014 FLUSH WELL, AFTER THREE HOURS COLLECT AND PROCESS SAMPLE - "SAFE" (NO CHARGE FOR LABOR)			
07-03-2014 FLUSH WELL, COLLECT SECOND SAMPLE - "SAFE" (NO CHARGE FOR LABOR)			
PUMP RIG, OPERATOR, PUMP INSTALLER, HELPER	17.75	235.00	4,171.25
PUMP TECHNICIAN, TOOLS	7.75	75.00	581.25
85' OF 8" SCHEDULE 80 T&C COLUMN PIPE	85.00	61.75	5,248.75
90' OF 1-1/2" STAINLESS STEEL LINESHAFT	90.00	19.00	1,710.00
8" SPIDER WITH RUBBER INSERT	9.00	85.00	765.00
90' OF TRANSDUCER PIPE AND AIRLINE	1.00	92.25	92.25
REBUILD STUFFING BOX	1.00	210.00	210.00

C T W CORPORATION

21500 W GOOD HOPE RD
LANNON WI 53046-9740
(262) 253-6613

INVOICE**21918****Page 2 of 2**

Date: 7/24/2014

Due Date: 8/23/2014

Bill To:

VILLAGE OF GERMANTOWN
DEPT OF PUBLIC WORKS
PO BOX 337
GERMANTOWN WI 53022-033

PO #: JIM DRIVER

JOB NO:GTWN-4245

Description	Quantity	Unit Price	Ext. Price
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ALL FREIGHT CHARGES ARE INCLUDED IN ABOVE PRICES

Thank You For Your Business!

SUBTOTAL: 12,778.50

TAX BASE: 0.00

SALES TAX: 0.00

TERMS: NET 30 DAYS

TOTAL AMOUNT DUE: **12,778.50**



**BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014
AGENDA ITEM: New Business
ITEM TITLE: Consideration to reimburse Brad & Shawn Feltz
SUBMITTED BY: Jim Driver, Water Utility Superintendent

SUMMARY EXPLANATION:

The Water Utility is requesting authorization to reimburse the home owners of W148 N10175 Windsong Cr East.

In late June I responded to the above address at the owners request in regards to a noise he was having in the home. When I arrived and walked up the drive way I heard the noise coming through the concrete driveway. Isolated curb stop and the noise stopped, installed a pressure gauge on an outside hose bib, and pressurized the lateral. The home had very low pressure, less than 40 psi. Isolated the lateral and all pressure dropped to zero. Home owner was advised it was on his side and he would be responsible for the repair. Mr. Feltz contracted with Rozga Plumbing to do the repair. Once the curb stop was exposed it was found that the threaded section of the valve on the home side had broken off and was causing the leak. I was question after the repair was made that now that we know what had caused the leak was it still the home owners responsibility for the repair, and at the time I still felt it was, but I looked up the Public Service Commission guide lines and found that it states that the Utility is responsible "from the main, to and through the curb stop." Contacted Bruce Schmidt of the PSC and got a ruling on this and he reinforced that it was the Utilities responsibility for the repair.

Brad & Shawn Feltz

\$3,695.00

ATTACHMENT: ORDINANCE _____ RESOLUTION _____ OTHER X

RECOMMENDATION:

Staff recommends reimbursing Mr. Brad & Shawn Feltz for the cost of the repair and restoration

Staff recommends allocating \$3,695.00 from the 2014 operating budget (50-742-530-6750)

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.



Jim Driver

From: Bill Rozga <brozga@rozgacorp.com>
Sent: Tuesday, July 15, 2014 2:27 PM
To: sbfeltz@yahoo.com
Cc: Jim Driver
Subject: June Repair Invoice I-113444 from Rozga Plumbing & Heating Corp.
Attachments: Inv_I113444_from_Rozga_Plumbing_Heating_Corp._3528.pdf

Dear Brad & Shawn Marie Feltz :

Jim Driver

Per our conversation on 7-15-14, Water Superintendent (Jim Driver) of Village of Germantown will submit for approval and re-imbusement to Brad Feltz.

Per my original agreement with customer Brad Feltz, will have made full payment to Rozga for services rendered.

Your invoice is attached. Please remit payment at your earliest convenience.

Thank you for your business - we appreciate it very much.

Sincerely,

Rozga Plumbing & Heating Corp.
414-258-9911



Rozga - Invoice

Date	6/24/2014
Invoice #	I-113444
P.O. No.	
Tech	
Job #	J-40906

Bill To	Due Date	6/24/2014
Brad & Shawn Marie Feltz W148 N10175 Windsong Circle East Germantown, WI 53022		
Terms	Due On Receipt.	

Ship To	Brad & Shawn Marie Feltz W148 N10175 Windsong Circle East Germantown, WI 53022
Referred By	

Primary #	Mobile #	Home #	Work #
Author	Project		

Description
Customer called and expressed that the Village Water Dept. determined that his curb stop was leaking at or near the flare joints. We saw cut an approximate 8' x 8' square out of the concrete driveway and excavated down to facilitate the replacement of the customers curb stop valve and short section of water service. Upon inspection completion, we shall have already hauled all excavated spoil off site for disposal and shall truck in a compacted stone back fill. Final concrete shall be poured in the first week of July, weather permitting. Company owner ran (on Village Water Dept behalf) to secure needed curb stop. This invoice is a partial as we will bill out concrete restoration on a July invoice. Thank you for the opportunity to provide this service. ***

FULL PAYMENT IS DUE UPON COMPLETION WITH INTEREST ADDED AT 1.5% PER MONTH ON ANY UNPAID BALANCE AFTER COMPLETION OF WORK. FAILURE TO PAY WILL RESULT IN FURTHER LEGAL ACTION. ALL LEGAL AND COLLECTION FEES WILL BE THE RESPONSIBILITY OF DEBTOR.

PER WISCONSIN STATUTE 779.02(2)(A), "AS REQUIRED BY THE WISCONSIN CONSTRUCTION LIEN LAW, BUILDER HEREBY NOTIFIES OWNER THAT PERSONS OR COMPANIES FURNISHING LABOR OR MATERIALS FOR THE CONSTRUCTION ON OWNER'S LAND MAY HAVE LIEN RIGHTS ON OWNER'S LAND AND BUILDINGS IF NOT PAID. THOSE ENTITLED TO LIEN RIGHTS, IN ADDITION TO THE UNDERSIGNED BUILDER, ARE THOSE WHO CONTRACT DIRECTLY WITH THE OWNER OR THOSE WHO GIVE THE OWNER NOTICE WITHIN 60 DAYS AFTER THEY FIRST FURNISH LABOR OR MATERIALS FOR THE CONSTRUCTION. ACCORDINGLY, OWNER PROBABLY WILL RECEIVE NOTICES FROM THOSE WHO FURNISH LABOR OR MATERIALS FOR THE CONSTRUCTION, AND SHOULD GIVE A COPY OF EACH NOTICE RECEIVED TO THE MORTGAGE LENDER, IF ANY. BUILDER AGREES TO COOPERATE WITH THE OWNER AND THE OWNER'S LENDER, IF ANY, TO SEE THAT ALL POTENTIAL LIEN CLAIMANTS ARE DULY PAID."

Subtotal	\$2,662.00
Sales Tax (5.6%)	\$0.00
Total	\$2,662.00
Payments/Credits	-\$1,500.00
Balance Due	\$1,162.00

Phone #	414-258-9911	Fax #	414-258-9921	Web Site	www.rozgacorp.com
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**ROZGA**Plumbing & Heating Corporation
1529 S. 113th Street • 414-258-9911
West Allis, Wisconsin 53214**Rozga - Invoice**

Date	7/1/2014
Invoice #	I-113634
P.O. No.	
Tech	STEVEN S.
Job #	J-40906

Bill To	Due Date	7/15/2014
Brad & Shawn Marie Feltz W148 N10175 Windsong Circle East Germantown, WI 53022		
Terms	Due On Receipt.	

Ship To	Brad & Shawn Marie Feltz W148 N10175 Windsong Circle East Germantown, WI 53022
Referred By	Mr. Fix-It

Primary #	Mobile #	414-364-8228	Home #	Work #	414-765-4772 Brad
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Author	Bill	Project	Curb Stop Replacement
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Description

2-man Excavation Crew...7-1-14

Returned to form up and pour the concrete square of driveway.

At customers request, we secured an "aging" agent that was sprayed onto the concrete that when washed off will cause the concrete surface to not have the smooth cream texture that new concrete has.

The desire was to get the new concrete to try and match texture of the existing 20 + year old concrete.

Returned the following week to remove the form board and back fill with screened brown mix and grass seed.

Customer will keep the area watered and be responsible for any future landscaping needs.

Thank you for the opportunity to provide this service.

FULL PAYMENT IS DUE UPON COMPLETION WITH INTEREST ADDED AT 1.5% PER MONTH ON ANY UNPAID BALANCE AFTER COMPLETION OF WORK. FAILURE TO PAY WILL RESULT IN FURTHER LEGAL ACTION. ALL LEGAL AND COLLECTION FEES WILL BE THE RESPONSIBILITY OF DEBTOR.

PER WISCONSIN STATUTE 779.02(2)(A), "AS REQUIRED BY THE WISCONSIN CONSTRUCTION LIEN LAW, BUILDER HEREBY NOTIFIES OWNER THAT PERSONS OR COMPANIES FURNISHING LABOR OR MATERIALS FOR THE CONSTRUCTION ON OWNER'S LAND MAY HAVE LIEN RIGHTS ON OWNER'S LAND AND BUILDINGS IF NOT PAID. THOSE ENTITLED TO LIEN RIGHTS, IN ADDITION TO THE UNDERSIGNED BUILDER, ARE THOSE WHO CONTRACT DIRECTLY WITH THE OWNER OR THOSE WHO GIVE THE OWNER NOTICE WITHIN 60 DAYS AFTER THEY FIRST FURNISH LABOR OR MATERIALS FOR THE CONSTRUCTION. ACCORDINGLY, OWNER PROBABLY WILL RECEIVE NOTICES FROM THOSE WHO FURNISH LABOR OR MATERIALS FOR THE CONSTRUCTION, AND SHOULD GIVE A COPY OF EACH NOTICE RECEIVED TO THE MORTGAGE LENDER, IF ANY. BUILDER AGREES TO COOPERATE WITH THE OWNER AND THE OWNER'S LENDER, IF ANY, TO SEE THAT ALL POTENTIAL LIEN CLAIMANTS ARE DULY PAID."

Subtotal	\$1,033.00
Sales Tax (5.6%)	\$0.00
Total	\$1,033.00
Payments/Credits	\$0.00
Balance Due	\$1,033.00

Phone #	414-258-9911	Fax #	414-258-9921	Web Site	www.rozgacorp.com
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**BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI**

MEETING DATE: Tuesday August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Authorization to Patch Crestwood Drive

SUBMITTED BY: Jay Olszewski, Highway Superintendent

SUMMARY EXPLANATION:

Crestwood drive suffered a catastrophic failure this past spring. A section of road (25'X100') heaved making the road nearly impassable. Highway Department crews undercut on average 24" of saturated road base material and replaced it 4" stone topped with a lift of 3/8" stone. Since the time of that "repair" that section of road has been left gravel. The remainder of Crestwood drive is in extremely poor condition (Paser Rating 2) and could suffer similar failures in the very near future. Staff is requesting direction from Committee on how we should proceed. If Committee feels an asphalt patch should be necessary staff has provide pricing for your review.

One lift of 3" Binder course, grade and roll for compaction

Payne and Dolan	awaiting price
Hilltop Asphalt	\$17.28 per sq. yd
Wolf	awaiting price

ATTACHMENT: ORDINANCE _____ RESOLUTION _____ OTHER x

RECOMMENDATION:

Staff has no recommendation regarding this topic. If Committee chooses pavement funds could allocated from Highway Line Item 10-542-530-3505 (Asphalt Paving).

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

**BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI**

MEETING DATE: Tuesday August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Authorization to Purchase used Forklift

SUBMITTED BY: Jay Olszewski, Highway Superintendent

SUMMARY EXPLANATION:

Staff is requesting authorization to purchase a used fork lift. Staff researched numerous fork lifts and has included a sample of three for Committee review. The fork lift that staff feels is the best value for the Department is the 2008 Toyota model 8FDU30 from Kensar Equipment Company (Indianapolis IN). This unit is very clean, diesel powered with 1104 hours of operation, and a 6,000 lb lifting capacity. The total cost of this lift is \$19,900. This purchase was approved as part of the 2014 budget and would be under the \$20,000 budgeted.

ATTACHMENT: ORDINANCE _____ RESOLUTION _____ OTHER x

RECOMMENDATION:

Staff recommends purchasing the 2008 Toyota Fork lift from Kensar Equipment Company (Indianapolis IN) in the amount not to exceed \$19,900. If approved funds shall be allocated from Highway Capital Account 40-542-570-8450.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

Germantown Maintenance Shop

From: "Kensar" <Kensar@kensar.com>
To: <gtshop@bizwi.rr.com>
Sent: Thursday, July 10, 2014 3:46 PM
Attach: 32008N.jpg; 32008NA.jpg; 32008NB.jpg; 32008NC.jpg; 32008ND.jpg
Subject: Toyota #32008

Ken, *MATT*

I just got this super clean 6,000 LB capacity off lease Toyota in today. It only has 1100 hours. Great specs. Let me know as soon as you can. I will also send info on 5,000 LB units.

Thanks,

Ken

Ken Sarbaugh • Kensar Equipment Company Inc

2415 W Thompson Rd, Indianapolis, IN 46217 ☎ 317-787-3400 📠 317-787-3434 ✉ kensar@kensar.com

KENSAR EQUIPMENT COMPANY

USED FORK LIFT FOR SALE

Manufacturer: TOYOTA

Year: 2008

Model #: 8FUDU30

Basic Capacity: 6,000 LB.

Fuel: Diesel

Approx. Hours: 1104

Mast Type: Full Free Lift Triple Stage
 84" Lowered Height
 188" Maximum Fork Height

Transmission Type: Powershift Automatic

Forks: 42" Or 48" (Longer Available At Additional Cost)

Included Options: Headlights, Back-Up Alarm, Side-Shift Carriage

Misc.: Excellent Condition, Super Clean And Straight

Tire Type: Pneumatic (90% Tread Wear Remaining)

Warranty: 60 Day Full Parts Warranty

Sale Price: \$19,900.00 Delivered

Kensar Asset #: 32008

2415 W. THOMPSON RD. INDIANAPOLIS, IN 46217
(317) 787-3400

7/11/2014



X

2011 TOYOTA 8FGU25**Price: CA \$19,500****Seller Information**

O'Donnell Enterprises
Kimberley, Ontario, Canada
Phone: (888)223-2320

Email
O'Donnell Enterprises

Equipment Specifications

Year	2011
Manufacturer	TOYOTA
Model	8FGU25
Location	Kimberley, Ontario, Canada
Serial Number	35106
Condition	Used
Hours	2,023

Description

pneumatic, 3 stage mast with s/s, 5000#, LPG

2010 TOYOTA 8FGU25



Equipment Specifications

Year	2010
Manufacturer	TOYOTA
Model	8FGU25
Price	US \$20,900
Location	Miami, Florida
Serial Number	10782
Condition	Used
Stock Number	5649
Capacity	5,000 lb

Contact Information

Company	<u>Forklifts Parts & Equipment</u>
Location	Miami, Florida
Phone	(305)330-3969

Description

RECONDITIONED FORKLIFT
PNEUMATIC TIRES NEW
NEW PAINT
TRIPLE MAST 83"/189"
SIDE SHIFT
STD FORKS 42"
LP GAS 4 CYLS.

Misc.: Super, Clean & Straight
Forks: 42" Or 48"
Tire Type: Pneumatic
Asset #: 31399

2008 TOYOTA 8FGU25



Equipment Specifications

Year	2008
Manufacturer	TOYOTA
Model	8FGU25
Price	US \$18,500
Location	Indianapolis, Indiana
Condition	Used
Stock Number	31399
Capacity	5,000 lb
Hours	2,011

Contact Information

Company	<u>Kensar Equipment</u>
Contact	Ken Sarbaugh
Location	Indianapolis, Indiana
Phone	(888)272-0601
Alternate Phone	(317)787-3400

Description

****USED FORKLIFT #31399 AVAILABLE****

Manufacturer: TOYOTA

Year: 2008

Model #: 8FGU25

Basic Capacity: 5,000 LB.

Approx. Hours: 2011

<http://www.machinerytrader.com/listingsdetail/printdetail.aspx?OHID=10106381>

7/10/2014

**BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI**

MEETING DATE: Tuesday August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Request to change use of budgeted funds- Buildings
Account 10-519-570-8251 Major Repairs Library

SUBMITTED BY: Jay Olszewski, Highway Superintendent

SUMMARY EXPLANATION:

Staff is requesting a change in the use of monies budgeted in account 10-519-570-8251 major repairs Library. Originally the \$11,000 budgeted was broken down as \$6,000 for interior LED light conversions and \$5,000 for interior painting of the entryway. Staff completed installing the new LED lights this spring, and the project has been very well received. This conversion was going to be phased in for approximately 3 years. Due to the positive response Librarian Olson and I would like to continue to move forward as fast as possible with the conversion. We are asking to use the remainder of the budget to purchase additional LED lights.

ATTACHMENT: ORDINANCE _____ RESOLUTION _____ OTHER x

RECOMMENDATION:

Staff recommends using all available funds from account 10-519-570-8251 to purchase LED lights.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

**BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Discussion on Subdivision Signs and Entrances & Odds/Ends throughout the Village

SUBMITTED BY: Dan Ludwig, Director of Public Works

SUMMARY EXPLANATION:

Autumn Ridge subdivision has been abandoned by Bielinski Development and the adjacent landowners want the Village to pay for maintenance of the sign and island.

Old Farm subdivision needs maintenance and volunteers have offered to paint the sign if the Village buys the paint. Landscaping services are being offer at no charge to the Village by Wendland Landscape.

The Streets Department also has been maintaining many areas that are odds and ends throughout the Village that could be taken care of by the adjacent land owner.

A policy regarding which development elements the Village streets department should assume maintenance responsibility for is desired.

ATTACHMENT: ORDINANCE____ RESOLUTION____ OTHER X

Subdivision Signs and Entrances
Odds and Ends throughout the Village needing maintenance

RECOMMENDATION: Discussion of a policy is desired. No action is necessary.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

SUBDIVISION SIGNS AND ENTRANCES

NAME	SIGN	LANDSCAPED MEDIAN	MAINTAINED BY VILLAGE
Autumn Ridge	yes	yes	yes
Old Farm	yes	no	mow grass only not sign
Tree Tops	yes	yes	no
Prairie Glen	yes	yes	no
Lone Oaks	no	yes	no
Meadow Creek	no	yes	no
Windsong	yes	yes	no
Heritage Hills	yes	yes	no
Indian Hills	yes	yes	mow cul de sacs not island
Sunberry	yes	no	no
Wooded Hills	yes	yes	no
Woodland Pond	yes	yes	no
Isabelle Farm	yes	no	no
County Belle	yes	no	no

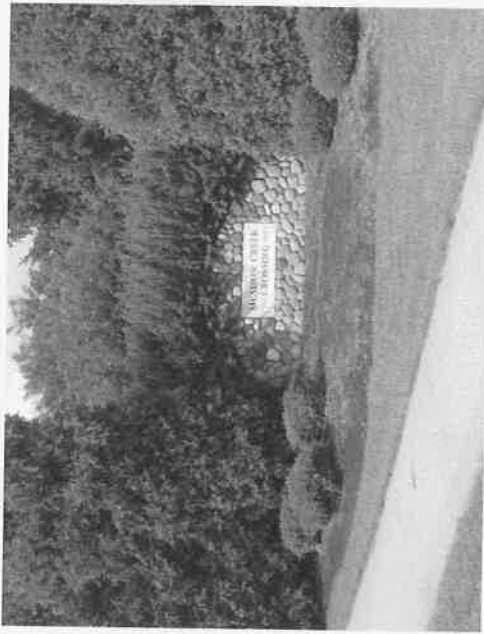
SUBDIVISION SIGNS AND MEDIANS

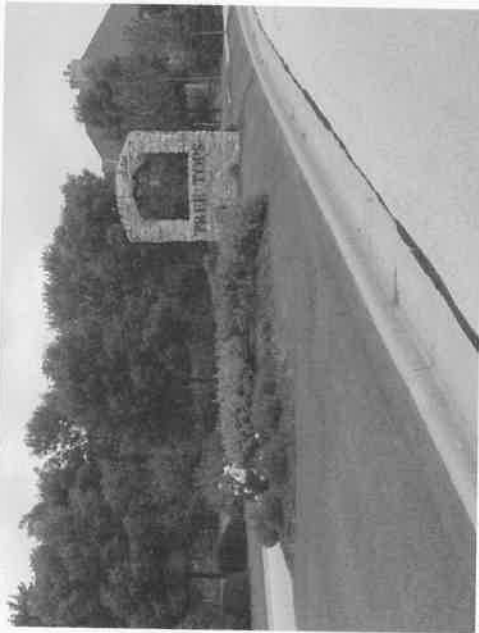
August 2014

[illegible]









LIST OF ODDS AND ENDS
AUGUST 2014

LOCATION DESCRIPTION	AREA	Adj Landowner	"OWNERSHIP"	COMMENTS
Main St.	>.1 ac	yes	v.o.g	
Well Gettysburg	.1 ac	no	utility	
Lift Gettysburg	.5 ac	no	utility	
Recycling Center	.5 ac	no	v.o.g	
Main St lift	1.25 ac	no	utility	
Division Road Main to Cove	.75 ac	yes	r.o.w	See Attached aerial photo:
Well Western	1 ac	no	utility	
Squire Main to Mequon	1 ac	no	v.o.g	Medians and Terrace
River Lane Well	.5 ac	no	utility	
River Lane Freistadt to Mequon	1 ac	no	v.o.g	"New Terrace"
Mequon Road 145 to River	2.5 ac	yes/no	v.o.g	Medians and Terrace
Lannon Road Mquon rd to On ramp	1 ac	no	v.o.g	Medians
Lannon Road 175 to County Line	1.5 ac	yes	county	terrace see attached photo pg.2
Kleinman Lift	.25 ac	no	utility	
Maple Freistadt to Lannon Rd	2.5 ac	yes/no	v.o.g	Medians and Terrace
Freistadt Rd River Cove Ln to Cove Ln	<.25 ac	yes	v.o.g	Lawn service for Cove Mows or we would
Freistadt Rd River Cove Ln to McCormick	1.5 ac	yes	v.o.g	Terrace
Pilgrim Rd Mequon to County Line	2 ac	yes	v.o.g	Terrace and Island
Starlite Tower	2 ac	no	utility	
Mequon Tower	1 ac	no	utility	
Maple Tower	<.25 ac	no	utility	
Potters Ct	<.1 ac	yes	v.o.g	Cul de Sac see attached photo pg.3
Briarcliff Ct	<.1 ac	yes	v.o.g	Cul de Sac attached photo pg.4
Abbott Ct	<.1 ac	yes	v.o.g	Cul de Sac attached photo pg. 3
Sylvan Circle Path to Pick n Save	<.1 ac	yes	private property	See Attached aerial photo: Pg 5
Division Road Mequon Rd. to County Line	3 ac	yes	v.o.g	
Donges Bay Pilgrim to Division	2 ac	yes	v.o.g	
Heritage Waterway	3 ac	no	v.o.g	
Donges Bay 145 to school adm	2 ac	no	v.o.g	
Business Park sign Donges @ 145	.25 ac	no	v.o.g	Also plantings
Business Park sign Donges @ Washington	<.25 ac	no	v.o.g	
Business Park signs Wash, Eisen, Ellsworth	<.25	no	v.o.g	
Business Park sign and berm Mequon	2 ac	no	v.o.g	Also plantings
Police Range Wasaukee	3 ac	no	v.o.g	
Metering Station Wasaukee and C.Line	1 ac	no	utility	
Colonial Drive triangle median	<.2 ac	no	v.o.g	

LIST OF ODDS AND ENDS
AUGUST 2014

Sumac Lift	.5 ac	no	utility	
County Line road Lift	.2 ac	no	utility	
Old Farm Lift	3 ac	no	utility	
Donges Bay/Division Water way	3ac	no	v.o.g	
Indian Hills cul de sacs	<.2 ac	yes	v.o.g	Center Islands see attached photo pg.6
Appleton Ave.all Medians C.L. to north	2.5 ac	no	v.o.g	Future plans to create planting beds
Emmer at Rivercrest Island and waterway	1 ac	no	county	
County Line road Median east of Pilgrim	.1 ac	no	county	*ONLY Median we mow on C.L.
County Line terrace from Division to 175	2 ac	yes/no	county	
Brookhollow area at curve	<.1 ac	yes	v.o.g	See Attached aerial photo pg.8
Country Ct	<.1 ac	yes	v.o.g	See Attached aerial photo pg 9
10 traffic cabinets	<.1 ac	no	v.o.g	
Items in red highlighted for discussion				

Mowing Area

pg. 1



SCALE 1 : 3,344



Tuesday, July 29, 2014 12:35 PM

Mowing Terrace Lannon Road

Pg. 2



Tuesday, July 29, 2014 2:21 PM

Abbot and Potters Ct. Mowing Pg.3



SCALE 1 : 1,518



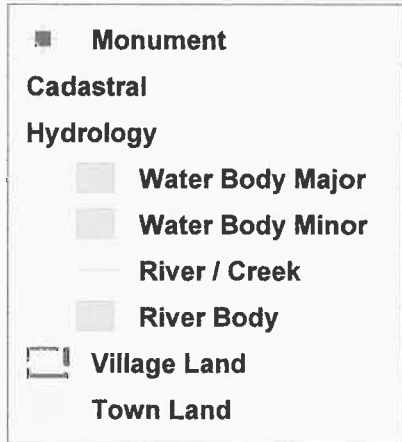
Briarcliff Mowing Pg. 4



SCALE 1 : 597



Sylvan path to Pick n Save pg. 5



SCALE 1 : 3,375

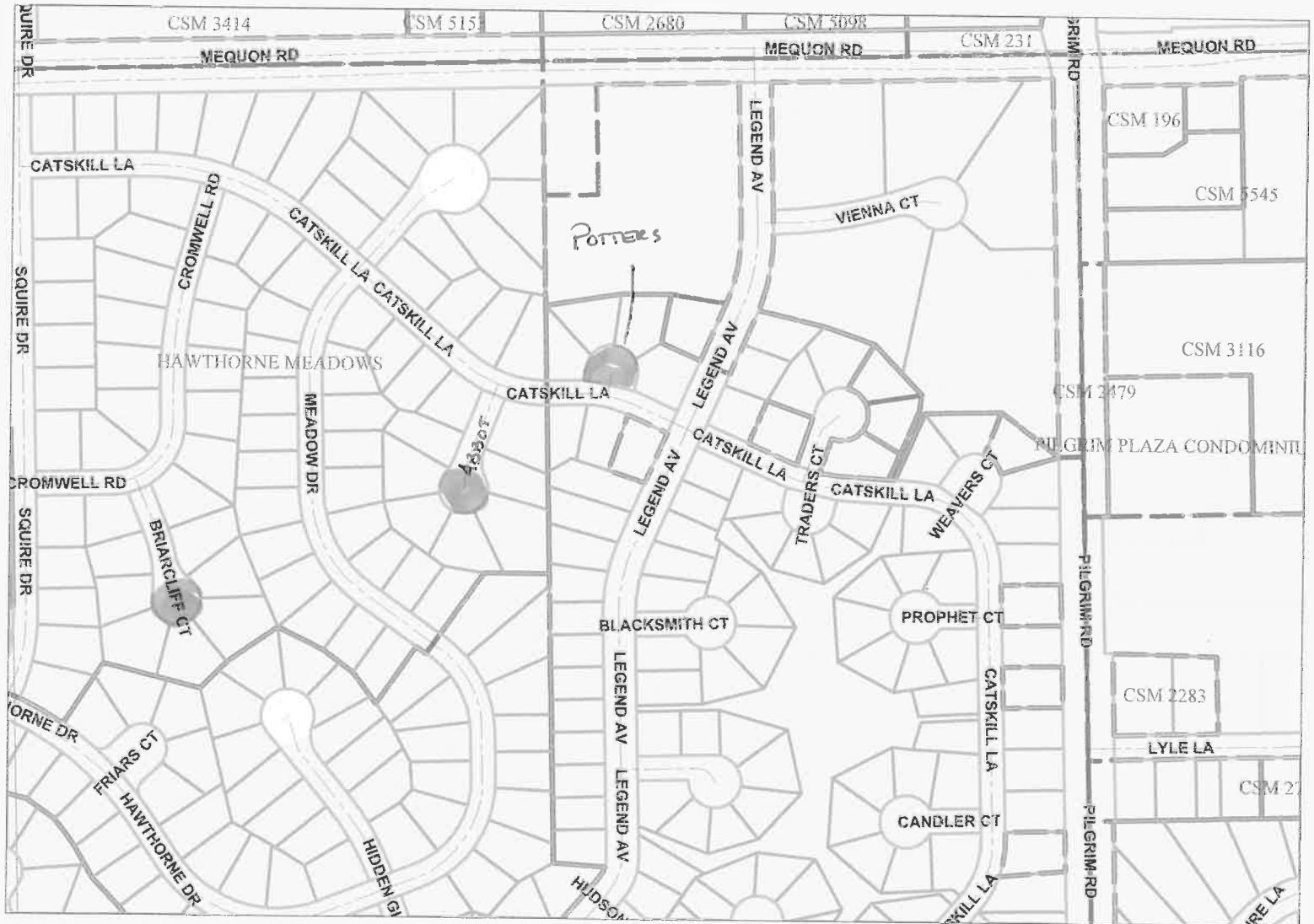


Mowing Indian Hills Pg. 6



Legend Acres and Hawthorne Meadows

Pg. 7



SCALE 1 : 4,777



☐ = TURF NOT "MAINTAINED" BY VILLAGE

■ = TURF "MAINTAINED" BY VILLAGE



Mowing area Brookhollow

Pg. 8



SCALE 1 : 665



Wednesday, July 30, 2014 8:26 AM

Country Ct. mowing area Pg. 9



SCALE 1 : 596



**BUSINESS OF THE PUBLIC WORKS & HIGHWAY COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Approval of Change Order – Forest Drive Ditch Enclosure

SUBMITTED BY: Brionne R. Bischke, P.E., Village Engineer 

SUMMARY EXPLANATION:

Purpose:

1. Review circumstances warranting a change order to the 2014 Roadway Improvement Projects to enclose just over 350 l.f. of Forest Drive's easterly ditch.

Reasons:

1. An unforeseen and highly deteriorated drain tile was accidentally severed on the east side of Forest Drive.
2. Contractor wanted to complete ditch enclosure work before paving the hot-mix asphalt (HMA) binder lift so that the new pavement would be preserved.

Circumstances:

1. Investigatory trenching was unable to locate the drain tile on the west side of Forest Drive.
2. The drain tile's highly deteriorated condition made reconnection impossible.
3. The drain tile's drainage was intercepted so that it would drain into Forest Drive's easterly ditch.
4. Flow is incessant, making ditch vegetative growth and maintenance impossible, and making undesirable erosion highly probable.
5. Time was of the essence because the Contractor wanted to complete ditch enclosure work before paving the hot-mix asphalt (HMA) binder lift so that the new pavement would be preserved.
6. Binder lift paving operations are scheduled to be completed before July 18th.
7. The next available Public Works & Highway Committee regular meeting is scheduled for August 5th.
8. Present contract award value is \$1,330,729.35.
9. Acct. #40-542-570-8810 budgeted funds is \$1,427,700.00.
10. Left over funds in Acct. #40-542-570-8810 equal \$96,970.65, which exceeds the \$14,935.20 proposed change order.

ATTACHMENTS: None

STAFF RECOMMENDATION TO COMMITTEE:

Approve a \$14,935.20 change order to the 2014 Roadway Improvement Projects contract.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

**BUSINESS OF THE PUBLIC WORKS & HIGHWAY COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Prairie Glen Phase 2 – Establish Wasaukee Road Sidewalk Requirements

SUBMITTED BY: Brionne R. Bischke, P.E., Village Engineer 

SUMMARY EXPLANATION:

Purpose:

1. Establish form and cross-section requirements for the Wasaukee Road sidewalk associated with the Prairie Glen Phase 2 development.

Reasons:

1. Developer's engineering consultant will need to know the sidewalk's form and cross-section requirements in order to prepare construction drawings.
2. Village DPW will need to know the sidewalk's form and cross-section for the Developer's Agreement.

Circumstances:

1. The Planned Development District conditions require that the developer install sidewalk along Wasaukee Road fronting the proposed Phase 2 development and extending that sidewalk to connect with existing sidewalk at the Mequon Road – Wasaukee Road intersection.
2. Developer stated during the July 14, 2014 Plan Commission meeting that he only intends to install an asphalt pathway instead of a concrete sidewalk.
3. Existing sidewalk at the Mequon Road – Wasaukee Road intersection is concrete.
4. Existing Wasaukee Road sidewalk fronting Prairie Glen Phase 1 is a 5-ft. wide asphalt pathway.

ATTACHMENTS:

General Site Plan and Conceptual Landscape/Restoration Plan

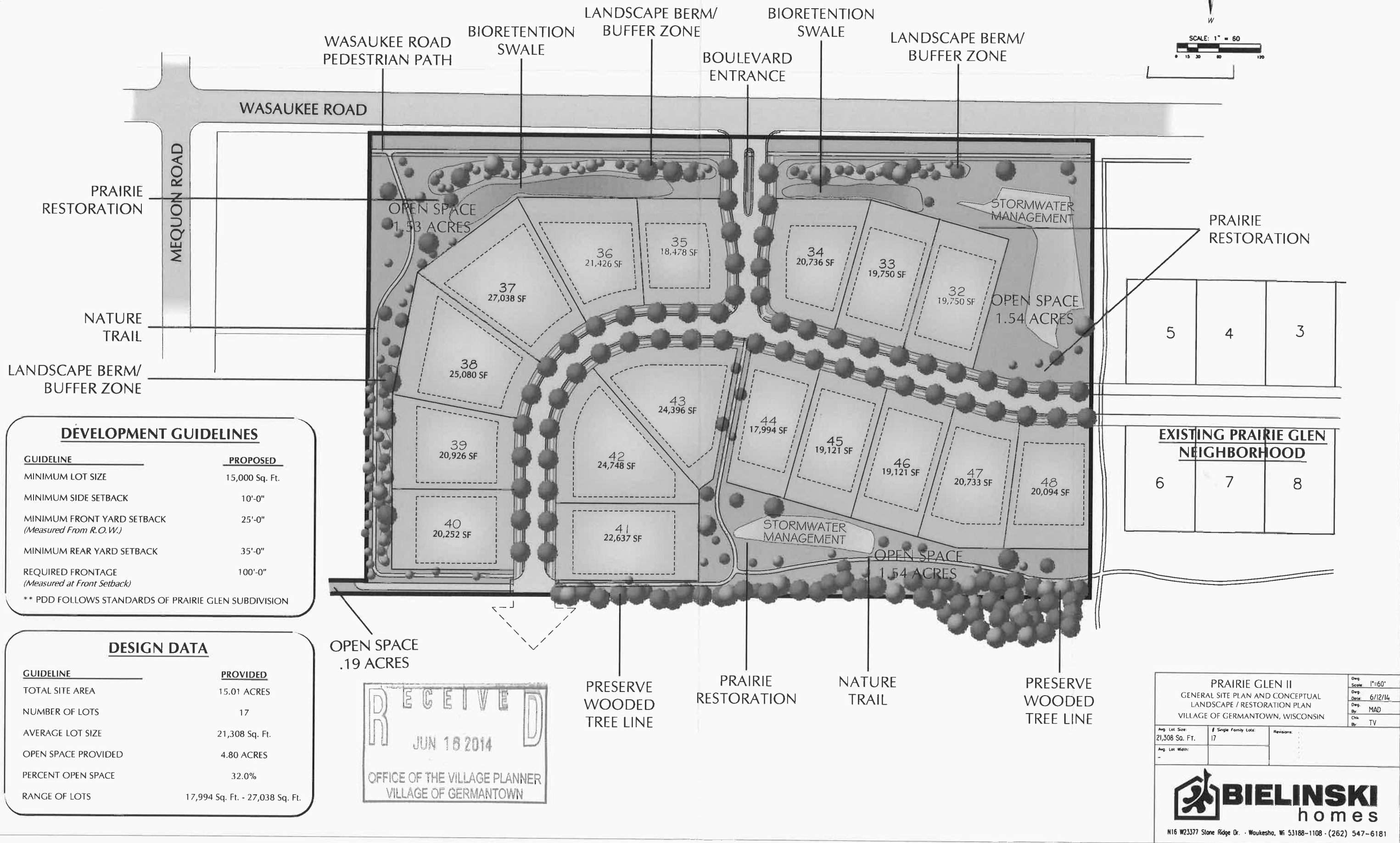
STAFF RECOMMENDATION TO COMMITTEE:

Assuming the City of Mequon would require either a 5-ft. wide concrete sidewalk or 5-ft. wide asphalt pathway for developments along their side of Wasaukee Road, staff does not object to either a 5-ft. wide concrete sidewalk or a 5-ft. wide asphalt pathway.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

GENERAL SITE PLAN AND CONCEPTUAL LANDSCAPE/RESTORATION PLAN



**BUSINESS OF THE PUBLIC WORKS & HIGHWAY COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Hillside View – Establish Fond du Lac Ave. Sidewalk Requirements

SUBMITTED BY: Brionne R. Bischke, P.E., Village Engineer 

SUMMARY EXPLANATION:

Purpose:

1. Establish form and cross-section requirements for the Fond du Lac Ave. sidewalk associated with the Hillside View development.

Reasons:

1. Developer's engineering consultant will need to know the sidewalk's form and cross-section requirements in order to prepare construction drawings.
2. Village DPW will need to know the sidewalk's form and cross-section for the Developer's Agreement.
3. No sidewalk presently fronts Fond du Lac Ave.; however, Wisconsin DOT will be installing sidewalk at the Donges Bay – Fond du Lac intersection in Year 2016.

Circumstances:

1. The development was approved during the Plan Commission's July 14, 2014 as agenda item entitled "Wexford Heights-Hillstone Apartments".
2. The Village's "Proposed Sidewalk Plan" adopted by the Village Board during its March 6, 2000 meeting presents a "proposed sidewalk or trail" along this development's frontage on Fond du Lac Ave.
3. It doesn't make sense to install and maintain disconnected sidewalk; however, if the Village intends to require the developer to make the initial installation investment, then either the sidewalk needs to be installed or a mechanism needs to be established to guarantee that the developer remains responsible for the initial installation

ATTACHMENTS:

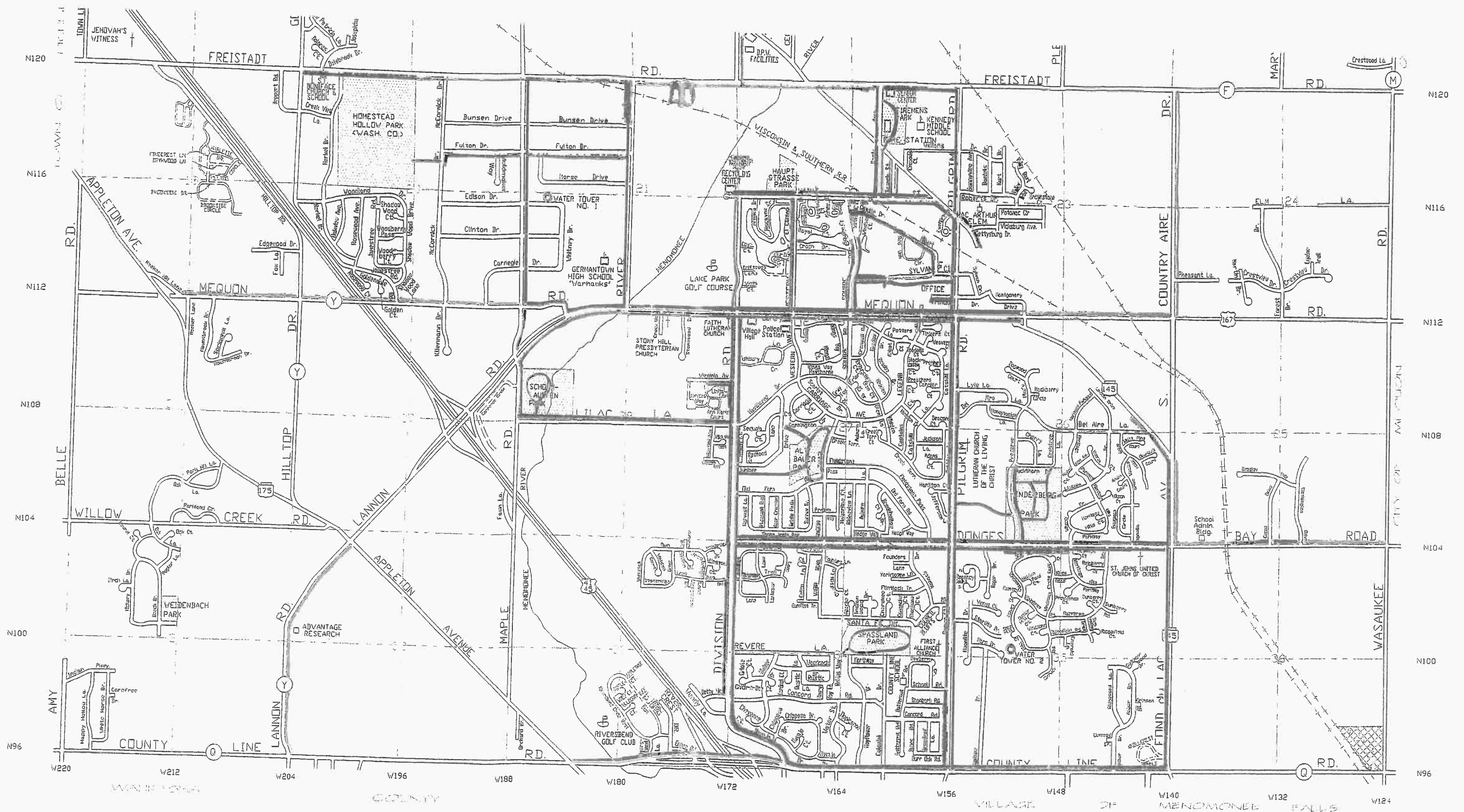
Village of Germantown "Proposed Sidewalk Plan"

STAFF RECOMMENDATION TO COMMITTEE:

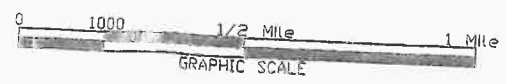
Staff does not object to either a 5-ft. wide concrete sidewalk or a 5-ft. wide asphalt pathway, and does not object to either immediate installation or establishment of an escrow account that will guarantee its ultimate installation.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.



• PROPOSED SIDEWALK PLAN •



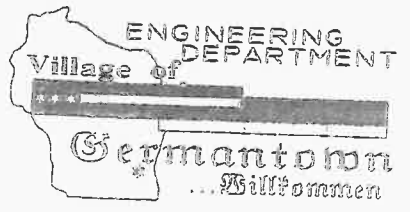
- EXISTING SIDEWALK OR TRAIL
- PROPOSED SIDEWALK OR TRAIL
- YEAR 2000 AMENDMENTS TO 1994 PLAN

- LEGEND
- DEDICATED VILLAGE ROADS
 - PRIVATE ROADS
 - PARKS
 - SCHOOLS



ADOPTED BY THE VILLAGE OF GERMANTOWN
PLAN COMMISSION JUNE 12, 1994
ADOPTED BY THE VILLAGE BOARD - MARCH 6, 2000

UPDATED: FEBRUARY 20, 1995
OCTOBER 11, 1995
JANUARY 09, 1996
OCTOBER 01, 1996
JANUARY 07, 1997
OCTOBER 01, 1997
FEBRUARY 26, 1998
JUNE 1, 1998
APRIL 21, 1999
OCTOBER 4, 1999



**BUSINESS OF THE PUBLIC WORKS & HIGHWAY COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Airgas – Authorize Topsoil Export

SUBMITTED BY: Brionne R. Bischke, P.E., Village Engineer 

SUMMARY EXPLANATION:

Purpose:

1. Review Airgas' request to export approx. 3,000 c.y. of topsoil from their development in the Germantown Business Park on the northwest corner of Eisenhower Dr. and N. Patton Ct.

Reasons:

1. Excess topsoil resulted from significant building and pavement areas replacing former turf areas.
2. Retaining wall and cut slopes on western side of development further restricted topsoil replacement alternatives.
3. Municipal Code, Section 17.441, requires Committee authorization of topsoil export.

ATTACHMENTS:

Matt Bruggink, C.G. Schmidt, e-mail (July 28, 2014)

STAFF RECOMMENDATION TO COMMITTEE:

Authorize Airgas to export approx. 3,000 c.y. of topsoil.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

Brionne Bischke

From: Matt.Bruggink@cgschmidt.com
Sent: Monday, July 28, 2014 4:35 PM
To: ricmiller@RMCC-ors.com; Brionne Bischke
Cc: jeff.stawicki@airgas.com; Dan Ludwig
Subject: RE: Airgas (Gtown Business Park) Topsoil Export

Brionne – I apologize for the delay in this request, but we are looking to export 3,000 CY of topsoil. Thanks, Matt

From: Ric Miller [mailto:ricmiller@RMCC-ors.com]
Sent: Wednesday, July 16, 2014 9:50 AM
To: 'Brionne Bischke'
Cc: Bruggink, Matt; jeff.stawicki@airgas.com; 'Dan Ludwig'
Subject: RE: Airgas (Gtown Business Park) Topsoil Export

Matt: Please make the request with anticipated export quantities. Thx.

Ric Miller

From: Brionne Bischke [mailto:bbischke@village.germantown.wi.us]
Sent: Tuesday, July 15, 2014 10:38 PM
To: Ric Miller
Cc: Matt.Bruggink@cgschmidt.com; jeff.stawicki@airgas.com; Dan Ludwig
Subject: Re: Airgas (Gtown Business Park) Topsoil Export

Typically, we need the request one week before the scheduled meeting date. E-mail request is sufficient.

Brionne R. Bischke, P.E.
Village Engineer
Village of Germantown
N112 W17001 Mequon Road
Germantown, WI. 53022
VM: (262) 250-4724
iPhone: (414) 975-4699
Email: bbischke@village.germantown.wi.us

"If you lose all hope, you stop trying and you stop caring. That won't do. I think that each of us is put here to dilute the misery in the world. You may not be able to make a big contribution, but you can make a little one, and you've got to try." - Dr. Karl Menninger

On Jul 15, 2014, at 18:13, "Ric Miller" <ricmiller@RMCC-ors.com> wrote:

When would we have to submit the request to you for it to be considered and acted upon on the 8/5 meeting?

Is an email request submitted to you with quantities sufficient or is there a formal method of requesting?

Ric Miller

**BUSINESS OF THE PUBLIC WORKS & HIGHWAY COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Adoption of Various Local Roads into Years 2015 and 2016 Local Road Improvement Projects

SUBMITTED BY: Brionne R. Bischke, P.E., Village Engineer 

SUMMARY EXPLANATION:

Purpose:

1. Determine whether various local roads should also be adopted into the Years 2015 and 2016 Local Road Improvement Projects, in addition to the Donges Bay Road project.
2. This agenda item is NOT intended to establish design criteria for the Donges Bay Road project, as that was completed during the Village Board's July 21, 2014 meeting.

Reasons:

1. Wisconsin Information System for Local Roads (WISLR) shows the following:
 - a. At least \$17.2 million (39) miles of roadway capital projects are immediately needed within the Village.
 - b. 1.4% of the Village's roadways have Pavement Surface Evaluation and Rating (PASER) ratings of 1 (Failed) to 2 (Very Poor).
2. Increasing frequency and intensity of resident and business owner outcry.

Prospective Local Roads Projects:

Following are projects in which the Village Board already had a geotechnical engineering consultant evaluate and recommend capital improvements:

Estimated Cost	Road Project
\$225K±	Maple Rd (Cedar Ln to Rockfield Rd)
\$511K±	Country Aire Dr N (Bonniwell Rd to Pioneer Rd)
\$386K±	Country Aire Dr S (Freistadt Rd to Mequon Rd)
\$457K±	Concord Rd (Division Rd S to Pilgrim Rd)
	Extend water main Concord Rd (Nigbor Dr to Water St) @ \$242K±
\$1.40M±	Old Farm subdivision

Donges Bay Road Projects:

Estimated Cost	Road Project
\$722K±	Donges Bay Rd (Division Rd to Pilgrim Rd)
\$639K±	Donges Bay Rd (Pilgrim Rd to Magnolia Dr)

**BUSINESS OF THE PUBLIC WORKS & HIGHWAY COMMITTEE
GERMANTOWN, WI**

ATTACHMENTS:

None

STAFF RECOMMENDATION TO COMMITTEE:

1. Adopt the following roads into the Year 2015 Local Road Improvement Projects:

Estimated Cost	Road Project
\$722K±	Donges Bay Rd (Division Rd to Pilgrim Rd)
\$225K±	Maple Rd (Cedar Ln to Rockfield Rd)
\$511K±	Country Aire Dr N (Bonniwell Rd to Pioneer Rd)
\$386K±	Country Aire Dr S (Freistadt Rd to Mequon Rd)

2. Adopt the following roads into the Year 2016 Local Road Improvement Projects:

Estimated Cost	Road Project
\$639K±	Donges Bay Rd (Pilgrim Rd to Magnolia Dr)
\$1.40M±	Old Farm subdivision

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

**BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Discussion on Policy Regarding Construction Project's Change Orders

SUBMITTED BY: Dan Ludwig, P.E., Director of Public Works

SUMMARY EXPLANATION:

Notice is given to the Public Works Committee members at the time the Change Order is needed and the CO is placed on the next available committee agenda. This process was used during the following construction projects:

- Dec 2013 this process was used at Spassland Park to include a sanitary lateral and repair concrete sidewalk damaged during construction.
- Dec 2013 the flex patching contract was expanded to meet the budgeted amount with a change order.

- July 2012 change order to remove unsuitable soils in Kinderberg Park.
- August 2012 change order to remove unsuitable soils in Forest Heights Subdivision
- August 2012 change order to remove unsuitable soils in Happy Hollow subdivision
- Dec 2012 change order to accommodate site conditions for the driveway to Fire Station #1
- Dec 2012 change order to remove additional sediment, remove rip rap, add silt fence, and locate an unmarked electric line along Jefferson Ditch.
- Dec 2012 change order to improve turf restoration at the landowner's request along Meadow Creek Crossing Storm Sewer.

- 2011 there were CO's for TIF #4 Pond-1 and Lake Park West Watermain relay.

- March 2010 Lake Park Homes Water Main Relay
- October 2010 Heartland Construction
- October 2010 Mueller Excavation

ATTACHMENT: ORDINANCE____ RESOLUTION____ OTHER ____

RECOMMENDATION:

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

**BUSINESS OF THE PUBLIC WORKS & HIGHWAYS COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Discussion on DOT Environmental Document Type Memo on Noise
Analysis for USH 41 Conversion

SUBMITTED BY: Terri Kaminski, Chairperson of the Public Works and Highway
Committee

SUMMARY EXPLANATION:

ATTACHMENT: ORDINANCE _____ RESOLUTION _____ OTHER X

US 41 Interstate Conversion Study Environmental Document Type Memo
Minutes from October 1, 2002 PW&H Committee Meeting
Back up to Public Works & Hwy meeting – Noise Barrier Request Wendy Lane and USH 41/45

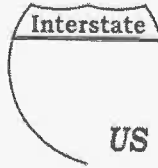
RECOMMENDATION:

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by
voting NAY would deny the request if a majority vote.



Division of Transportation
System Development
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54304



Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet web site: www.dot.wisconsin.gov

Telephone: (920)492-2222
Facsimile (FAX): (920)492-5807
E-mail: ner.dtsd@dot.wi.gov

US 41 INTERSTATE CONVERSION STUDY ENVIRONMENTAL DOCUMENT TYPE MEMO

Date: January 7, 2013

Re: ID 1133-00-00
IH 94 – IH 43
US 41

Kenosha, Racine, Milwaukee, Waukesha, Washington, Dodge, Fond du Lac,
Winnebago, Outagamie, and Brown Counties

Recommendation

As the project has progressed through the NEPA process, the project team evaluated the US 41 Interstate Conversion Study's direct, indirect, and cumulative impacts and conducted public meetings throughout the study corridor. The project team has determined that the potential impacts of interstate conversion are not significant and there is no controversy associated with the project. Given that, WisDOT feels that the originally proposed tiered environmental impact statement (EIS) is no longer the appropriate document type. After consulting with and obtaining concurrence from WisDOT Region and Central Office environmental staff, the project team recommends the tiered process no longer be followed, and the project NEPA document be changed from an EIS to an Environmental Report (ER).

Following the Background, the remainder of this memorandum describes the project impacts and why the impacts are not an impediment to changing the document type from an EIS to an ER.

Background

In summer 2007, WisDOT and the Federal Highway Administration (FHWA) began the US 41 Interstate Conversion Study. At that time, both agencies felt a tiered environmental impact statement (EIS) was the appropriate document type because of uncertainty about the project's potential impacts and the level of controversy. The three impact categories associated with interstate conversion that WisDOT and FHWA felt could result in significant impacts included:

- Potentially significant direct human impacts caused by the Interstate's more restrictive oversize and overweight regulations and off-property outdoor advertising regulations, and the change in route number and potentially exit numbers;
- Potentially significant indirect and cumulative impacts; and
- Future improvement projects required to bring US 41 up to interstate standards that might have significant impacts

The original intent was that the Tier 1 document would focus on broad issues (convert to interstate or not), and the Tier 2 documents would focus on the direct impacts of improving US 41 features that do not meet interstate standards, as well as their associated costs, and mitigation measures.

Since early 2011, WisDOT has developed a clearer understanding about the range and significance of the project's potential impacts and the reaction of the business community, trucking industry, outdoor advertising industry, and the public to the project. In general, the

outreach completed has shown that the public supports the project and there is no controversy. The text below discusses the magnitude of impacts and level of controversy for each of the impact categories noted above.

Potentially significant direct human impacts due to size and weight restrictions

Concerning the project's impact on oversize/overweight vehicles, pending federal legislation would keep current oversize/overweight policies and practices in place with interstate conversion thus avoiding significant impacts associated with implementation of the Interstate's truck size and weight standards.

Because it is uncertain whether federal OSOW legislation for the US 41 conversion will pass prior to the FHWA-WisDOT agreement being signed approving conversion, WisDOT has committed to not convert US 41 to an Interstate until the grandfathering OSOW legislation is law. A letter from WisDOT committing to postponing interstate conversion pending the passage of the federal grandfathering oversize/overweight legislation will be included in the ER.

Potentially significant direct human impacts due to new outdoor advertising restrictions

With interstate conversion, the permitting process for off-property signs will follow stricter federal regulations. It is expected that most of the existing legally permitted off-property signs will become non-conforming, which means they will be able to remain in place for their useful life, but they will not be able to be improved beyond 50 percent of their replacement value, reconstructed or replaced. It is not; however, WisDOT's intention to purchase signs as part of the project. In spring 2012, WisDOT approached the Outdoor Advertising Association about holding a meeting to discuss the project's potential impacts to off-property signs and obtain the industry's input. The Association declined to meet with WisDOT and stated they surveyed several member companies that would be affected by interstate conversion and the member companies are confident that they have a good grasp of the scope of the project and its impact on their billboard sites. Neither the Outdoor Advertising Association nor its member companies attended the six public information meetings in May. Concerning the level of controversy surrounding the possibility of more restrictive signing regulations, no input was received from the outdoor advertising industry, and there were no public comments opposed to more restrictive off-property signing regulations.

Evidence that the Outdoor Advertising Association's potentially affected member companies understand the project scope is seen in the amount of work being done to improve off-property signs adjacent to the corridor. WisDOT has noted that the outdoor sign industry is actively improving off-property signs. It seems clear that the outdoor advertising industry anticipates a change in the off-property sign regulations with interstate conversion and its members are reinforcing signs prior to conversion to maximize the useful life of the signs. Because non-conforming off-property signs will be allowed to remain following interstate conversion, the project would not create significant outdoor advertising impacts.

Potentially significant direct human impacts due to a change in route and exit numbers

There are four areas that could be affected by a change in route numbers:

- The US 41 and US 45 corridor between Green Bay and the Zoo Interchange in Milwaukee that will be the subject of interstate conversion;
- The segment of US 41 between the US 45/US 41/WIS 175 interchange on Milwaukee's north side and the Stadium Interchange where US 41 joins I-94;
- The segment of US 41 between the Mitchell Interchange and the Stadium Interchange; and

- The segment of existing interstate (I-894 and I-94) between the Zoo Interchange and the south project terminus.

In the four areas noted above, existing access patterns will be the same as today. Any potential impacts related to a change in route number would be limited to businesses that may have to update advertising and other materials that describe the business location to reflect the change in route number.

US 41/45 Corridor (Green Bay to the Zoo Interchange)

While businesses adjacent to US 41 and US 45 corridor between Green Bay and the Zoo interchange do not use either highway as part of their mailing addresses, US 41 and US 45 are regularly used in websites to provide directions to businesses along the corridor. Updating business websites, telephone books, and other documents that describe the business location will have minor costs for business owners, but those costs would not be significant. It is worth noting that Chambers of Commerce in the study area support interstate conversion. With interstate conversion, the US 41/45 corridor between Green Bay and the Zoo Interchange will be dual signed I-41 and US 41/45. The selection of I-41 as the interstate designation and the concurrent signing of US 41/45 will minimize impacts on businesses.

US 41 Corridor (US 45 to I-94)

The segment of US 41 between US 45 and I-94 near Miller Park, known locally as Appleton Avenue, will be re-designated to a yet to be decided state trunk highway number. Currently, the mailing addresses for businesses along that corridor use Appleton Avenue or Lisbon Avenue rather than US 41. An internet search of businesses along Appleton Avenue and Lisbon Avenue revealed that the addresses used on websites refer to their street names rather than US 41. Given this, there would be minimal or no costs incurred by those businesses to change their advertising. The cost to business owners to change their advertising would not rise to the level of a significant impact.

To further minimize the impacts of re-designating US 41 (Appleton Avenue), WisDOT has committed to the following:

- The re-designated segment of US 41 will remain a connecting highway
- The re-designation will not affect state funding for the route
- The re-designation will not have costs for local communities
- The re-designation will not require construction

Project team members met with the City of Milwaukee and Milwaukee County on October 29, 2012 to discuss changing the route number of US 41 (Appleton Avenue) and both entities support the re-designation.

US 41 Corridor (Mitchell Interchange to the Stadium Interchange)

Removing the US 41 designation from the I-94 corridor from the Mitchell Interchange to the Stadium Interchange would have minimal to no impacts on businesses. Because I-94 is the higher tier highway number and I-94 has been in place since the early 1960's, while US 41 has only followed that path since 2000, most business advertising along that section of highway refers to I-94, which is unaffected by interstate conversion.

I-894 and I-94 (Zoo Interchange to the south project terminus)

Adding an additional interstate sign to the interstate portion of the study area (I-894 and I-94) would have minimal to no impacts on businesses. Because I-894 and I-94 would be unaffected by interstate conversion, existing business advertising that refers to either or both interstates would still be accurate. A business that decides to revise its advertising to include the new interstate designation would do so because of a perceived advantage rather than out of

necessity. In any case the cost to business owners to change advertising would be minor and not rise to the level of a significant impact.

Public Outreach

WisDOT plans to hold public hearings along the corridor in summer 2013. Information will be presented about the minor costs that businesses may incur because of renumbering the US 41 and US 45 corridors, relocating US 41, and adding an additional interstate designation to I-894 and I-94 between the Zoo Interchange and the south project terminus.

In November 2012, AASHTO, FHWA, and WisDOT determined that, with interstate conversion, US 41 would be designated I-41. Because of that decision, FHWA concurred with a WisDOT memorandum proposing the existing exit numbers should remain unchanged with the I-41 designation. Therefore, there are no direct impacts due to exit number signing.

Potentially significant indirect and cumulative impacts

The project's indirect and cumulative effects analysis is based on the six-step process outlined in WisDOT's *Guidance for Conducting an Indirect Effects Analysis* and the eleven-step process outlined in WisDOT's *Guidance for Conducting a Cumulative Effects Analysis*.

In fall 2011, the study team conducted an online survey to understand potential economic impacts associated with designating US Highway 41 as an Interstate. Invitations to complete the survey were sent to economic and community development representatives at the local, regional, and state level. The project team used an economic survey and expert panel to assist in understanding the project's potential indirect effects. In fall 2012, the study team solicited opinions from a panel of local experts and stakeholders on potential indirect effects and cumulative impacts associated with interstate conversion. All areas of the corridor were represented with 30 panelists participating in one of three meetings. Panel members included local elected officials, local and regional land use and transportation planners, economic development professionals, and agricultural, natural, and cultural resource experts. Panelists were asked to complete an online survey and mapping exercise in addition to attending a workshop. The expert panel questionnaire included questions pertaining to land development, economic development, resource, environmental justice, and other possible impacts associated with converting US 41 to an interstate highway. As part of the mapping exercise, panelists were asked to identify areas where land development may occur as a result of designating US 41 an interstate highway compared to keeping it a US highway,

Listed below is a summary of the key indirect impacts. The complete ICE report is available from the Northeast Region.

Indirect Impacts

Traffic Impacts

In 2007, WisDOT's traffic forecasting section developed traffic volumes for the Interstate conversion study for the planning period 2010 and 2035. Forecasted traffic volumes in 2010 ranged from 31,000 to 146,600 Average Annual Daily Traffic (AADT). Forecasted traffic volumes in 2035 ranged from 40,000 to 179,500 AADT. The maximum growth in traffic was 53.8 percent north of Fond du Lac, and the average growth in traffic for the study corridor was 34.6 percent.

The traffic projections assume that new traffic generators will be developed in the Germantown and Slinger areas, but otherwise no major new traffic generators will be developed in the area served by US 41 over the course of the planning period. Historical traffic count trends will continue increasing at a decreasing rate. The project's indirect and cumulative effects analysis (ICE) concluded that new development attributable to Interstate conversion will occur in areas

currently planned, zoned, and prepared for development. The ICE analysis also concluded that conversion may increase the pace of development, but not the amount of land developed. Therefore, the 2010 to 2035 traffic projections account for potential growth from Interstate conversion.

Noise Impacts

Decibels, the unit of measure for noise levels, are measured on a logarithmic scale. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 decibels and a halving of the energy would result in a 3 decibel decrease. It is generally agreed that for a healthy ear, a 3 decibel increase in noise is barely perceptible. Given that traffic volumes in the corridor will not double (see traffic discussion above), noise levels from the highway will not be a significant impact.

Air Quality

Traffic modeling and forecasting completed by the study team indicated that traffic volumes in the corridor have been decreasing since 2007 and that interstate conversion will not result in volumes in excess of those forecast for year 2035. Further, either directly or indirectly, interstate conversion would not add capacity to the overall transportation system, which in turn will not significantly increase traffic or associated air quality impacts.

Economic Development

The “interstate brand” resulting from interstate conversion is anticipated to positively impact economic development and boost tourism for communities located along the corridor. As suggested by economic and land development experts, designation of US 41 as an interstate highway may lead to slightly more varied opportunities for business creation and job growth.

Land Development

While the “interstate brand” is anticipated to yield positive economic impacts, interstate conversion is not anticipated to induce additional land development, meaning that new development would occur in areas planned for such by local governments. This assumption is consistent with the state’s requirement that local plans be consistent with zoning and development decisions. In general, local governments plan to preserve environmental corridors and natural resources and to develop areas where development would most logically occur (i.e. areas served by utilities and located outside of floodplains and wetland areas).

The study team and expert panel agreed, however, that interstate conversion may lead to a slight increase in the pace of non-residential development and redevelopment, particularly at interchanges and other visible locations. Again, such locations are planned for development by local governments and are not likely to include significant natural resource features. Panelists also agreed that higher quality development may also occur. Notably, the recent economic downturn has slowed land development in the corridor over the past few years and interstate conversion may simply increase the pace of land development back to pre-recession levels.

Farmland

Expert panel members agreed that farmland conversion will occur in step with land development (i.e. at a slightly accelerated pace and within areas planned for development). Farmland located at interchanges and areas with high visibility from the corridor may develop at a slightly faster rate as a result of interstate conversion. In such instances property owners would potentially benefit from the increased value and sale of agricultural land at locations desirable for development. As mentioned previously, land development will not likely occur where long-term agricultural use is planned, but rather locations that are specifically planned for development. Further, the overall pace of land development/farmland conversion will be linked to market conditions and the overall economic recovery.

Water Quality (Surface Water, Groundwater, Wetlands)

Expert panel members indicated that water quality may be slightly impacted where land is developed at a faster rate with interstate conversion. However, the amount and intensity of impacts would be slight due to the fact that additional development beyond that already planned is not an expected outcome of interstate conversion. Further, panelists noted that water quality impacts could be either positive or negative due to variations in existing conditions and the regulatory structure of the local jurisdiction (e.g. higher quality stormwater regulations may yield positive outcomes to water quality with regard to stormwater runoff). Ultimately, the level of impact will vary based on development type, strength of local regulations, mitigation activities, and future conservation efforts.

Endangered Species and Wildlife Habitat

Expert panel members agreed that reduction, fragmentation, and degradation of habitat where land is developed at a faster rate with interstate conversion could further threaten or potentially cause the displacement or loss of endangered species. However, panelists indicated that the amount and intensity of impacts would be minimal due to the fact that additional development beyond that already planned is not an expected outcome of interstate conversion. Further, land planned for future development generally avoids environmental corridors and habitat areas. Ultimately, the level of impact on endangered species and wildlife habitat will vary based on development type, local regulations, and mitigation activities.

Historic and Archaeological Resources

Development and redevelopment activities resulting from conversion may put slight pressure on historic buildings and sites if located at interchanges and other areas planned for development; however, this can be managed through local regulations and state and national historic designations. Panelists also indicated that excavation related to development could result in the discovery of unknown archaeological sites or resources. Overall, panelists indicated that very few if any indirect impacts are anticipated to occur to historic and archaeological resources.

Environmental Justice

Environmental justice populations will not be adversely impacted by interstate conversion due to lack of physical changes in the highway. Some panelists suggested that the above described economic benefits associated with interstate conversion will lead to an overall increase in job opportunities which may benefit environmental justice populations. Other panelists noted, however, that while negative impacts on environmental justice populations are not an anticipated outcome of the interstate conversion, public transportation options may be needed to reach new employment destinations.

Cumulative Effects

The cumulative effects analysis considers the project's direct and indirect impacts and their relationship to past, present, and reasonably foreseeable future actions that may impact the study area. The study area for the cumulative effects analysis aligns with municipal boundaries and includes portions of Brown, Calumet, Dodge, Fond du Lac, Milwaukee, Oconto, Outagamie, Ozaukee, Washington, Waukesha, and Winnebago counties. Certain resources, such as habitats and surface water, do not follow these boundaries so other geographic areas, such as watersheds and ecosystems, were also considered in the analysis. The timeframe for this cumulative effects analysis is 20 years, which corresponds with the planning horizon of the majority of local comprehensive plans; however, it can be assumed that many of the effects identified in this analysis would continue to be valid after 20 years if local policies and regulations remain the same.

Other Actions Associated with Interstate Designation of US 41

The ICE analysis evaluated the projects that will be completed as part of the WisDOT-FHWA interstate conversion agreement. The projects in the agreement, which will be implemented over the short term (2012-2013) and midterm (2014-2027), will address features WisDOT identified along the US 41 mainline and interchanges that do not meet interstate standards. The deficiencies include the following categories, geometrics, structural capacity, cross section elements (lane widths, shoulders widths, curbs and parapets, medians, pavement and shoulder cross-slopes), lane arrangement, access control, and safety and operations. The projects are shown in the table attached to this memorandum and are further discussed in "Future physical improvement projects that are directly due to the conversion of US 41 to an Interstate facility" on page 10. For the purposes of this analysis, the study team has determined that there are no significant direct impacts associated with the improvements to upgrade US 41 to interstate standards.

The cumulative effects associated with the short-term and mid-term improvements to US 41 between 2012 and 2027 will be negligible because these improvements are generally limited to minor safety upgrades to guardrails, beam guard, delineation, shoulder widening and median barriers or to maintenance (resurfacing, rehabilitation, and reconstruction).

No long-term improvements are included as part of this study because they are not reasonably foreseeable as they occur in the distant future and we cannot predict the level of improvement that would be required for these improvements. The current facility generally meets acceptable freeway standards. One example of a long term improvement would be a future interchange reconstruction. The current interchanges either meet freeway standards or have approved exceptions. However, in the future more significant reconstruction may be required to reduce or eliminate exceptions and/or to exceed minimum standards and achieve desired standards. Resources and other factors will be considered in the future when determining to what degree full Interstate standards will be required.

In addition to the projects included in the WisDOT-FHWA agreement, the project team evaluated projects included in WisDOT's Corridors 2030 Plan which identifies numerous projects that are planned for study or construction from 2008-2030. Of the projects listed in the plan, the study team identified a number of projects in the Green Bay area, Fox Valley, Fond du Lac area and Milwaukee and Racine County as the most likely to result in a cumulative impact in terms of induced land development and associated resource impacts; however, the cumulative impacts would not be significant.

Economic Development

The positive economic impacts associated with "interstate brand" resulting from interstate conversion may improve the marketability of sites and lead to an increase in the rate at which sites are prepped for future development (i.e. grading, and/or provision of utilities and roads). However, as discussed in the indirect impacts section, the amount and location of new development will ultimately be tied to land use plans, zoning, and an overall economic recovery in addition to the "shovel-readiness" of sites.

Interstate conversion may slightly increase the volume of tourism-related travel on the corridor as US 41 may be considered a viable alternative to I-43, particularly for out-of-state travelers. Improvements associated with other highway projects in the vicinity could potentially strengthen this connection.

Land Development

The slight increase in pace of non-residential development associated with interstate conversion may naturally lead to job creation and subsequently more demand for housing. Further, higher

quality non-residential development may improve the ability of communities along the corridor to compete for residential growth. New residential growth will most likely occur in areas planned for such by local communities. Notably, some of this residential growth may occur in urban areas which would minimize conversion of farmland or natural resource impacts. On the other hand, scattered rural residential, if permitted, may have impacts to farmland areas and rural upland habitat areas (see related sections below).

Other future transportation projects in the study area, in combination with interstate conversion of US 41, may support additional development activity than might otherwise occur. Such development is most likely to occur in planned growth areas, at interchanges, and at visible locations along adjacent highway corridors where improvements are constructed. As indicated above, however, new development will ultimately be tied to land use plans, zoning, whether the site is shovel-ready, and the overall economic climate. Redevelopment of brownfield and grayfield sites as an indirect outcome of interstate conversion would also likely lead to less or delayed development of greenfield sites.

Farmland

The combined effect of urbanization, suburbanization, and development of scattered rural housing has resulted in considerable loss of agricultural lands over the past half century. Past transportation projects and land development has led to the fragmentation of active agricultural lands, which negatively impacts the economic viability of farm operations. Non-agricultural land uses in close proximity to farming, particularly residential, often results in conflicts, such as odors (manure spreading), noise (night fieldwork), and pesticide applications. Each of these trends, though unrelated to interstate conversion, has historically had significant impacts to farmland. Fortunately these trends will be countered by state farmland preservation law and the adoption of farmland preservation zoning by many local governments. Further, there are no projects where new state highways or bypasses are planned in the study area; therefore farmland fragmentation impacts are not anticipated.

The slight increase in pace of non-residential development associated with interstate conversion may increase land values in the vicinity of the corridor, particularly at interchanges and other highly visible locations. Higher land values provide an incentive for landowners to sell land to developers and may make acquisition of land for agriculture purposes more costly for farmers, a fact that is compounded by an overall increase in competition for agricultural land. Agricultural lands adjacent to existing interstate interchanges will likely experience a higher degree of development pressure when development activities begin to occur. The rate of farmland conversions to non-agricultural uses will ultimately be a factor of economic conditions, local plans, and each community's desire to preserve agriculture.

Water Quality (Surface Water, Groundwater, Wetlands)

Water quality in the study area has been impacted over the years by urban and agricultural land use practices as well as pollutants associated with chemical storage, road salt, accidental spills, leaking underground storage tanks, leaking underground pipes and sewers, animal feed lots, fertilizers, septic tanks, sewage lagoons, sumps and dry wells, improperly abandoned wells, and stormwater runoff.

Additional impervious surfaces associated with new development with interstate conversion may slightly increase stormwater runoff and/or reduce the quality and ecological integrity of water resources. However, many communities in the study area have recently adopted regulations that are more protective of water resources than had previously been in place. New development in those communities will be required to meet the new, stricter standards. In certain cases, new development, or redevelopment, may slightly reverse negative impacts to water quality.

The majority of drinking water in the study area is derived from groundwater aquifers; however, many communities in the study area rely on Lake Winnebago and Lake Michigan for potable water. Any land development in the corridor area will likely result in more residents and slightly more consumption which could impact water tables and may stress the groundwater resources. The amount of new land development associated with interstate conversion is anticipated to be minimal; therefore, associated water consumption impacts resulting from interstate conversion are also expected to be minimal.

Endangered Species and Wildlife Habitat

Past transportation projects and land development practices have led to destruction, loss, and/or fragmentation of woodlands and wildlife habitat areas. Future development associated with interstate conversion, if it occurs in woodland areas, may reduce the quantity and quality of wildlife habitat in the study area. However, as described earlier, local governments tend to plan for preservation of preserve environmental corridors and natural resources. In addition, the cost of clearing woodland lots is a deterrent to development. Further, habitat and woodland lots at interchanges and other planned development locations are likely currently compromised due to close proximity to high volume/high speed highway. Therefore, cumulative impacts to woodlands and habitat areas are likely to be minimal.

The Wisconsin Department of Natural Resources (WisDNR) has identified the introduction and spread of invasive species as the greatest threat to the long-term health and sustainability of the state's wetlands. Panelists indicated that the presence of invasive species has long been a concern in the study area. Past human activities, including land development, farming, and recreation have resulted in the introduction and spread of invasive species. While interstate conversion will not directly result in the spread or introduction of invasives, land development and recreational activities, including boating and fishing, may contribute to the continued impact of such resources; however, such impacts are tied to habitat impacts as described above and are likely to be minimal.

Historic and Archaeological Resources

Based on the results of cultural resources literature search, there are no direct impacts under the Interstate Designation Alternative. No specific indirect impacts were identified for historical or archaeological resources. As noted, the overall cumulative effects associated with short-term and mid-term improvements to US 41 between 2012 and 2027 will be negligible because these improvements are generally limited to minor safety upgrades to guardrails, beam guard, delineation, shoulder widening and median barriers, or to maintenance (resurfacing, rehabilitation, and reconstruction). Federal regulations protecting cultural resources require WisDOT to avoid cultural resources unless there is no practicable alternative and mitigate impacts when they occur. As a result, impacts due to interstate conversion will likely not cumulatively rise to the level of significance.

Environmental Justice

The availability of public and non-motorized vehicle transportation options (i.e. sidewalks, bike lanes, paths, and trails) varies throughout the study area, with metro areas having a greater abundance of such options. As new development occurs, multiple transportation options beyond the single occupancy vehicle may be needed. Transportation options will be helpful for all individuals in the study area to reach new employment destinations. Also, the need for new, safe, affordable housing will likely occur. In many communities, higher density housing is planned near locations planned for employment. Future development of these areas may fill the need to provide affordable housing in the study area.

Future physical improvement projects that are directly due to the conversion of US 41 to an Interstate facility

There are two types of improvement projects that are associated with interstate conversion, a project in 2014-2015 to install interstate signs and a series of projects to address deficiencies along US 41 identified as part of this project. A description of the potential impacts associated with each type of project is found below.

Potential Impacts of the Interstate Signing Project

To determine the level of potential impacts associated with installing new interstate signs, US 41 sign posts and sign bridges were field surveyed using hand-held GPS units and entered into a GIS database at coordinate-correct locations. The GIS database includes wetlands, floodplains, architectural/historical sites, archaeological sites (including burial sites), and hazardous material sites within a 1,000-foot radius of the US 41 centerline. The wetland mapping was obtained from the WisDNR, and the flood plain mapping was obtained from the Federal Emergency Management Agency. The architectural/historical, archaeological, and burial site mapping was obtained from the Wisconsin Historical Society, and the hazardous material sites mapping was based on the results of a database search WisDOT purchased. In addition, the project team coordinated with the WisDNR and U.S. Fish and Wildlife Service to determine if there are any state or federal protected species or critical habitat for protected species within a 1,000-foot radius of the US 41 centerline. Both agencies stated that no protected species or critical habitat were located within the search area. Among the resources normally considered in WisDOT transportation projects, these resource categories have a high likelihood of being found in existing right-of-way and significantly affected by proposed roadway improvements. The project team evaluated each sign post and sign bridge location to determine whether it fell within 10 feet of a boundary of the resource categories listed above. Of the range of resources evaluated, the project team found that sign posts on interchange crossroads were located in mapped 100-year floodplains. No other mapped environmental resources were affected. Typically, the floodplain extends well beyond the sign post location and encompasses the cross road. The project team determined that replacing a 4- x 6-inch wood sign post would have a low likelihood of significant impact to floodplain storage capacity or natural values.

Potential Impacts of US 41 Improvement Projects

US 41 is classified as a freeway on the National Highway System and therefore WisDOT uses design standards from the WisDOT Facilities Development Manual (FDM) meeting 70 mph freeway standards. As part of the Interstate Conversion Study, WisDOT prepared a table of roadway design criteria that references AASHTO's *A Policy on Design Standards - Interstate System*, AASHTO's *A Policy on Geometric Design of Highways and Streets*, and the FDM. The table of roadway design criteria establishing Interstate design standards mirrors the FDM 70 MPH freeway standards except in one area – shoulder widths. However, because USH 41 has more than 250 trucks in the design hourly volume (DHV), the shoulder widths in the FDM standards for 70 mph freeways also match the Interstate standards in the AASHTO *A Policy on Design Standards – Interstate System*. Therefore, future improvement projects on US 41 will be completed to Interstate standards.

WisDOT has developed a list of future improvement projects on US 41 within the study corridor expected to be completed in the short- (2012-2013) and mid-term (2014 through 2027). See attached table. These projects are anticipated to be completed as part of WisDOT's programming, whether or not US 41 is converted to an Interstate. The proposed projects respond to identified needs along US 41, one of Wisconsin's most important Corridors 2030 backbone routes. As part of the pending WisDOT/FHWA agreement for Interstate conversion, WisDOT will likely commit to completing these future improvement projects.

No long-term improvements are included as part of this study because they are not reasonably foreseeable as they occur in the distant future and we cannot predict the level of improvement that would be required for these improvements. The current facility generally meets acceptable freeway standards. One example of a long term improvement would be a future interchange reconstruction. The current interchanges either meet freeway standards or have approved exceptions. However, in the future more significant reconstruction may be required to reduce or eliminate exceptions and/or to exceed minimum standards and achieve desired standards. Resources and other factors will be considered in the future when determining to what degree full Interstate standards will be required.

The table attached to this memorandum identifies the proposed short-term and mid-term US 41 improvement projects along the corridor. The listed improvements could be placed into one of four categories:

1. Not related to Interstate conversion and low likelihood of significant environmental impacts
2. Not related to Interstate conversion and high likelihood of significant environmental impacts
3. Related to interstate conversion and low likelihood of significant environmental impacts
4. Related to interstate conversion and high likelihood of significant environmental impacts

The project team did not place any of the projects in the attached table in categories 2 or 4 because none of the projects have a high likelihood of causing significant environmental impacts. WisDOT placed all of the proposed US 41 improvement projects into categories 1 and 3 for the reasons discussed below.

WisDOT identified six category 1 projects. Three of the six projects already have signed ERs and the other three projects have ERs underway. WisDOT only uses ERs when it is clear that a project will not have significant impacts. Because WisDOT has scoped the category 1 projects and started the design phase without regard to Interstate conversion, these projects are listed as "not related to Interstate conversion and low likelihood of significant environmental impacts."

WisDOT plans to complete the remaining projects whether or not US 41 is converted to an interstate. However, because these projects will be included in the WisDOT/FHWA agreement, they are considered to be related to Interstate conversion. Based on past project experience and review of potential impacts using the project's GIS database, the remaining proposed projects will have a low likelihood of significant environmental impacts. Therefore, WisDOT placed the remaining projects in category 3 "related to Interstate conversion and low likelihood of significant environmental impacts." A discussion of the category 3 projects' potential impacts is found below.

The project team evaluated the likelihood of the category 3 project's causing significant impacts using two methods, past project experience and evaluating natural resource impacts using a GIS database. WisDOT evaluated the impacts of the guardrail upgrade and beam guard end treatment projects and the resurfacing projects based on experience with past projects. WisDOT Northeast Region normally prepares programmatic ERs for guardrail/beam guard projects. The proposed beam guard end treatment improvements involve replacing existing substandard beam guard end treatments with current design standard Midwest Guardrail System Energy Absorbing Terminals (EAT). Minor grading is completed in the area of the new EAT to provide slopes that allow the EAT to function properly. Based on this experience with similar beam guard end treatment improvements, the proposed guardrail improvement projects listed in the attached table are expected to have a low likelihood of significant environmental impacts.

The proposed resurfacing projects in the attached table will include widening shoulders to the minimum-to-remain-in-place Interstate standards as defined in AASHTO's *A Policy on Design Standards - Interstate System*. The resurfacing projects will also include grading of fore slopes and back slopes to meet minimum-to-remain-in-place clear zone distances where feasible. If it is not feasible to provide grading, proper shielding will be installed. Median barriers will be installed or upgraded as appropriate including grading median slopes as part of the resurface projects. Past experience with similar projects, including the 2009 resurfacing of US 41 from WIS 15 to County J in Outagamie County and resurfacing projects on IH 94 between Madison and Milwaukee, show these projects have non-significant environmental impacts. The 2009 resurfacing of US 41 in Outagamie County was documented with an ER. Based on WisDOT's experience with similar resurfacing projects, the proposed resurfacing projects in the attached table are expected to have a low likelihood of significant environmental impacts.

WisDOT evaluated the likelihood of causing significant impacts in the remaining category 3 projects using the GIS database described above. As with the signing project, the project team evaluated the potential impacts of the remaining category 3 projects to wetlands, floodplains, architectural/historical sites, archaeological sites (including burial sites). Based on the review of available GIS mapping and the anticipated footprint of the proposed improvements, WisDOT determined the remaining projects will have a low likelihood of significant environmental impacts. Because the category 3 projects would require little to no new right-of-way and would not change existing access patterns, there was no need to evaluate potential impacts to the built environment and resource topics such as environmental justice and displacements in determining whether the projects would cause significant impacts.

It should be noted that in the US 41 Interstate Conversion ER, only the impacts of the signing project will be discussed, not the impacts of the improvements to US 41 described in the attached table. The project team will evaluate the applicability of the full range of direct impacts to natural resource and socioeconomic resources found in an ER to the signing project. At this point in the study, it is anticipated that only direct impacts to outdoor advertising and oversize/overweight vehicles will be evaluated in detail.

Path Forward

Prior to approving the change in environmental document type, FHWA wants input from the project's participating and coordinating agencies on this issue. An agency meeting to discuss the document type change among other issues is planned for February 4, 2013. If FHWA approves the changes recommended in this memorandum, it would rescind the Notice of Intent published in the Federal Register on July 26, 2011.

Although the SAFETEA-LU process is not a requirement for projects using an ER, WisDOT plans to continue implementing a modified SAFETEA-LU process after the planned document type change. The project's Purpose and Need Statement, Agency Coordination Plan and Impact Analysis Methodology were made available to agencies in May 2012. The Agency Coordination Plan and Impact Analysis Methodology has been revised to remove references to the originally proposed EIS and EIS process and provided to agencies for comment in advance of the February 2013 agency meeting. The alternatives section will not be sent to agencies in advance of the ER being signed. WisDOT will conduct a series of public hearings and hold a 30-day public comment period. At the hearings, information will be provided about the minor costs businesses may incur because of renumbering the US 41 and US 45 corridor, relocating US 41, and adding an additional interstate designation to I-894 and I-94 between the Zoo Interchange and the south project terminus. Agency comments on the ER will be posted on the project website. The end of the planned 30-day comment period and posting of agency and public comments on the project website will mark the end of the modified SAFETEA-LU process.

PUBLIC WORKS & HIGHWAY COMMITTEE MEETING MINUTES

October 1, 2002

Village Hall Board Room

CALL: Chmn. Vento called the meeting to order at 6:00 p.m.

ROLL CALL: Chmn. Vento, Trustee Members Brady, Ewert and Steitz (6:23). Also present were Director of Public Works Caverson, Engr. Nickodem, Project Engr. Dan Naze, and Secretary Wick.

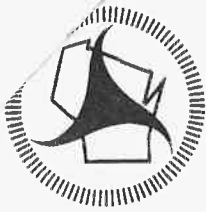
PREVIOUS MINUTES: MOTION made by Ewert, seconded by Brady to approve the minutes of September 3, 2002.

Motion carried unanimously.

NOISE BARRIER REQUEST - WENDY LANE/STH 45: WDOT representatives Hans Higdon, Jay Waldschmidt and Don Berghammer were invited to discuss the requirements for the construction of a noise barrier north of CTH "Q" paralleling Wendy Lane. Further explanation was given on the Wisconsin Administrative Code Chapter TRANS 405 which allows the State to spend a certain dollar amount for noise abatement. As total anticipated cost of the Wendy Lane barrier construction exceeded the total number of residents (\$30,000 per abutting resident), Germantown would be required to fund the balance of construction costs. The following points were made:

- One million is spent throughout the State on noise barrier construction annually;
- A 1991 study revealed over 200 locations qualifying for noise barrier construction;
- Of the 147 locations in District 2 over 60 locations would require cost matching;
- Mr. Higdon was unaware of any community in Wisconsin that had supported cost matching;
- Low density housing areas directly affect what the State would fund for barrier projects;
- A majority of barriers are located in high density areas thus more money is available for State funding for construction.
- Homes built after Sept. 1989 could not participate in the program;
- Trans 405 rules apply to everyone.

Communities interested in the construction of a barrier would contact the D.O.T. who would do the preliminary engineering, speak to affected residents and forward comments back to the municipality. Upon making a decision to move forward with the project, the community would draft a Resolution of support to include cost share funding and land use control of undeveloped land. The D.O.T. then places the community on the future construction list. If the community is listed as one of the top 10-15 requests, expected construction would take place within approximately 10-15 years. The list remains until all walls are built. Further questions and comments were received from Trustee Brzezinski, Christine Saggio, W174 N9889 Wendy Lane and Joyce Kelly, W196 N11278-80 Shadow Wood Lane.



RECEIVED AUG 16 2002

Wisconsin Department of Transportation

TRANSPORTATION DISTRICT 2
141 NW Barstow Street
PO Box 798
Waukesha, WI 53187-0798

August 15, 2002

Village of Germantown
Department of Public Works
Attn.: Mr. Bert Caverson, P.E.
N112 W17001 Mequon Road, P.O. 337
Germantown, WI 53022-0337

Dear Mr. Caverson:

As per our August 15th phone conversation, a potential noise barrier is located in Germantown north of CTH Q (County Line Road), along the east side of USH 41/ 45. This noise barrier (Barrier #133) has an estimated construction cost of \$500,797, benefits 8 residences (see Wisconsin Administrative Code – Chapter TRANS 405), and requires local cost sharing totaling \$260,797.

TRANS 405 states that the State may spend \$30,000 per abutting benefited residence. Thus, the total amount the State may fund for any given noise barrier is \$30,000 multiplied by the number of abutting benefited residences. In the case of Barrier #133, this amount is less than the total anticipated construction costs, thereby introducing local cost sharing.

Barrier #133 is one of 208 (147 in Transportation District 2) noise barriers shown in the 1991 Wisconsin Retrofit Noise Barrier Study. Approximately half of the noise barriers shown in the Study require local cost sharing. Since the inception of the Study, no municipality has pursued the construction of a noise barrier requiring local cost sharing.

TRANS 405 also states that locations not platted before September 1, 1989 are not eligible for noise abatement. Thus, newly constructed subdivisions along freeways are not eligible for State funding. The residences directly abutting Barrier #133 were either constructed or platted prior to this date.

Please feel free to contact the Department for further assistance.

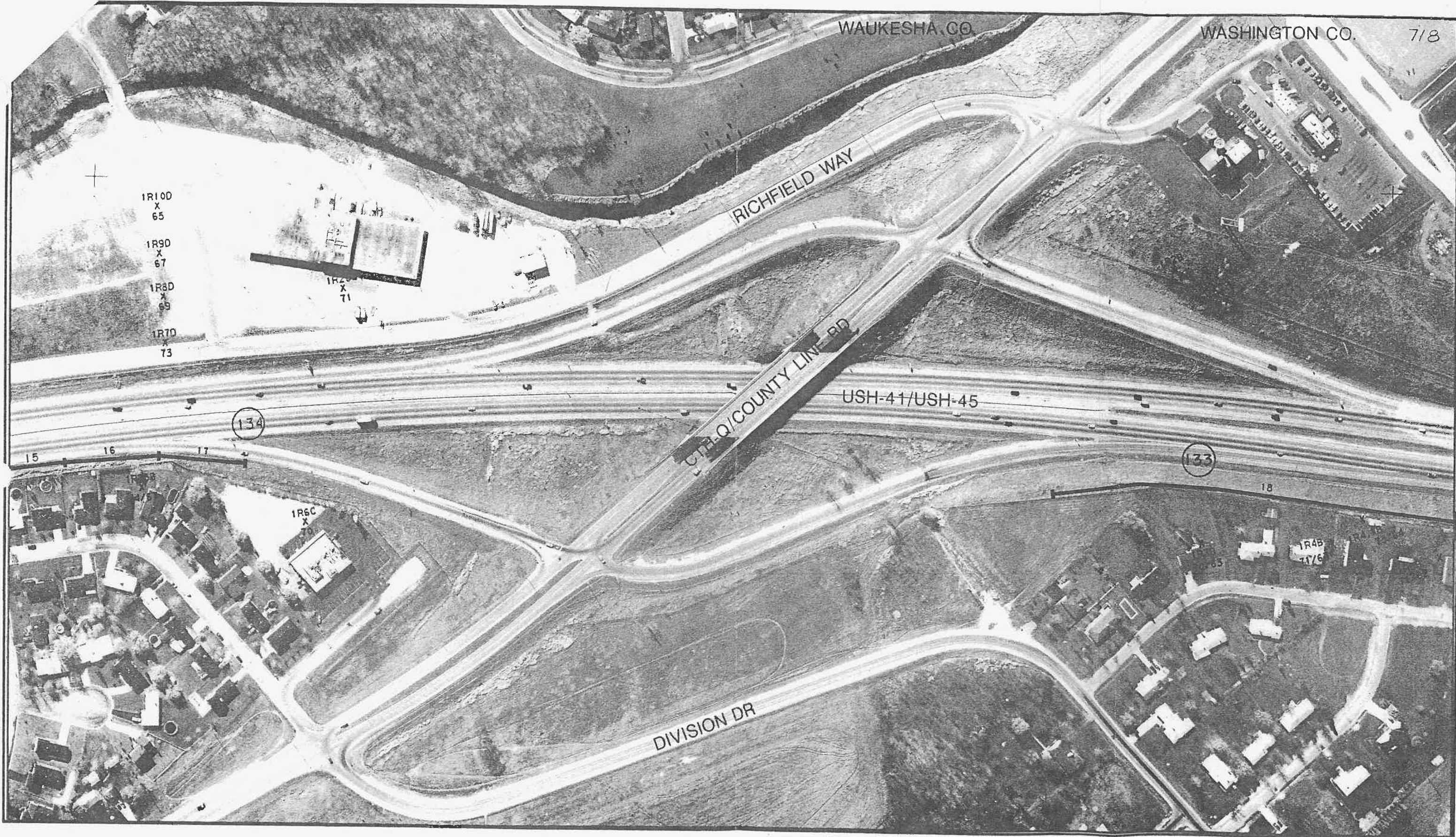
Sincerely,

A handwritten signature in cursive script, appearing to read "Hans Higdon".

Hans Higdon
District 2 Air Quality and Noise Engineer

Attachments: location map
Wisconsin Administrative Code – Chapter TRANS 405

cc: Don Berghammer, Utilities, Railroads, and Environmental Supervisor



WAUKESHA CO.

WASHINGTON CO.

7/8

RICHFIELD WAY

CTB Q/COUNTY LINE RD

USH-41/USH-45

DIVISION DR

1R100
X
65

1R90
X
67

1R80
X
69

1R70
X
73

1R60
X
71

1R60
X
70

1R40
X
75

134

133

0 100 200

SCALE IN FEET

LEGEND

- 16R188 : RECEIVER ID.
- 67 : NOISE LEVEL NO. BARRIER, dBA Leq
- 74/66 : NOISE LEVEL W/OUT BARRIER /WITH BARRIER, dBA Leq
- /67 : NOISE LEVEL EXISTING BARRIER, dBA Leq
- 15 : NOISE BARRIER ID & HEIGHT (IN ft) ABOVE EXISTING GROUND

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EXHIBIT 132

**BUSINESS OF THE PUBLIC WORKS & HIGHWAY COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Approval of Change Order – Wago-Freistadt Storm Sewer

SUBMITTED BY: Brionne R. Bischke, P.E., Village Engineer 

SUMMARY EXPLANATION:

Purpose:

1. Review circumstances warranting a change order to Wago-Freistadt Storm Sewer Relay project.

Reasons:

1. Quantities of work completed exceeded those represented on the contract's bid form.
2. Restoration and driveway related quantities were underestimated.
3. Additional sidewalk and curb-and-gutter work was requested by the DPW Highway Superintendent.

Circumstances:

\$54,433.00	Awarded by Village Board 10/7/2013
\$857.29	Change order from Acct. 10-542-530-3365 by Public Works & Highway Committee 1/7/2014
\$3,870.71	Change order from Acct. 40-541-570-8901 by Public Works & Highway Committee 1/7/2014
\$7,484.99	Change order requested from Acct. 40-541-570-8901 by Public Works & Highway Committee 8/5/2014
\$66,645.99	Total Earned Value invoiced by Willkomm

ATTACHMENTS:

Bid vs. Invoice comparison

STAFF RECOMMENDATION TO COMMITTEE:

Recommend to Village Board to authorize the following change orders:

\$857.29	Change order from Acct. 10-542-530-3365 by Public Works & Highway Committee 1/7/2014
\$3,870.71	Change order from Acct. 40-541-570-8901 by Public Works & Highway Committee 1/7/2014
\$7,484.99	Change order requested from Acct. 40-541-570-8901 by Public Works & Highway Committee 8/5/2014

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

Wago-Freistadt Storm Sewer Relay
Bid vs Invoice

			Willkomm Bid			Willkomm Invoice				
			Bid	Unit \$	Extend \$	Invoice	Unit \$	Extend \$	Difference	
A01	Mobilization & Demobilization	L.S.	1	\$2,625.00	\$2,625.00	1	\$2,625.00	\$2,625.00	\$0.00	
A02	Traffic Control	L.S.	1	\$1,600.00	\$1,600.00	1	\$1,600.00	\$1,600.00	\$0.00	
A03	Inlet Protection	EA	3	\$240.00	\$720.00	3	\$240.00	\$720.00	\$0.00	
A04	Wattles	L.F.	360	\$5.50	\$1,980.00	360	\$5.50	\$1,980.00	\$0.00	
A05	Sawcut Pavements (incl. 2 mobilizations)	L.F.	160	\$5.25	\$840.00	160	\$5.25	\$840.00	\$0.00	
A06	Trench Materials (remove & dispose unused spoil, ex. pavements, ex. curb & gutter, ex. pipe, etc.)	C.Y.	165	\$12.50	\$2,062.50	170	\$12.50	\$2,125.00	\$62.50	
A07		(In-Situ)	60	\$90.00	\$5,400.00	60	\$90.00	\$5,400.00	\$0.00	
A08		L.F.	280	\$47.00	\$13,160.00	280	\$47.00	\$13,160.00	\$0.00	
A09		L.F.	1	\$3,860.00	\$3,860.00	1	\$3,860.00	\$3,860.00	\$0.00	
A10		EA	1	\$4,370.00	\$4,370.00	1	\$4,370.00	\$4,370.00	\$0.00	
A11	Outfall-1 (new)	EA	1	\$1,830.00	\$1,830.00	1	\$1,830.00	\$1,830.00	\$0.00	
		TON								
A12	Bedding (Table 32, Standard Specifications for Sewer & Water Construction in Wisconsin)	(Weight Ticket)	45	\$18.40	\$828.00	39.94	\$18.40	\$734.90	(\$93.10)	
		TON								
A13	Granular Backfill (under pavements, from bedding to 2.5' bgs) (Table 37, Standard Specifications for Sewer & Water Construction in Wisconsin)	(Weight Ticket)	135	\$14.50	\$1,957.50	126.21	\$14.50	\$1,830.05	(\$127.46)	
		TON								
A14	Slurry Backfill (under pavements, from 2.5' bgs to ex. base material elev.) (Sec. 8.43.9, Standard Specifications for Sewer & Water Construction in Wisconsin)	(Weight Ticket)	60	\$32.10	\$1,926.00	45	\$32.10	\$1,444.50	(\$481.50)	
		TON								
A15	HMA Binder Course, Type E-3.0, 19 mm, PG 64°C-22°C	(Weight Ticket)	13	\$321.00	\$4,173.00	20.55	\$321.00	\$6,596.55	\$2,423.55	
		TON								
A16	HMA Surface Course, Type E-3.0, 12.5 mm, PG 64°C-22°C	(Weight Ticket)	7	\$315.00	\$2,205.00	12	\$315.00	\$3,780.00	\$1,575.00	
A17	Tack Coat	GAL	4	\$10.50	\$42.00	4	\$10.50	\$42.00	\$0.00	
A18	Concrete Curb & Gutter, 30-inch Vertical Face, Hand Form	L.F.	10	\$84.00	\$840.00	10	\$84.00	\$840.00	\$0.00	
		TON								
A19	Topsoil, 4" Depth (imported & screened)	(Weight Ticket)	30	\$53.00	\$1,590.00	75	\$53.00	\$3,975.00	\$2,385.00	
A20	Turf Restoration, Seed & Photodegradable Erosion Control Mat (NAG DS150 or equal)	S.Y.	250	\$6.00	\$1,500.00	1100	\$6.00	\$6,600.00	\$5,100.00	
A21	Storm Sewer Pipe, 12" Dia. ADS N-12	L.F.	14	\$66.00	\$924.00	13	\$66.00	\$858.00	(\$66.00)	
	R&R Sidewalk & Asphalt	L.S.	0	\$1,435.00	\$0.00	1	\$1,435.00	\$1,435.00	\$1,435.00	
A901	Rock Excavation (Contingent bid item)	C.Y.		\$300.00	\$0.00		\$300.00	\$0.00	\$0.00	
	TOTALS				\$54,433.00			\$66,645.99	\$12,212.99	
				Willkomm Bid			Willkomm Invoice			

**BUSINESS OF THE PUBLIC WORKS & HIGHWAY COMMITTEE
GERMANTOWN, WI**

MEETING DATE: August 5, 2014

AGENDA ITEM: New Business

ITEM TITLE: Willow Creek Road – Potential for Excavation Below Subgrade Change Order

SUBMITTED BY: Brionne R. Bischke, P.E., Village Engineer 

SUMMARY EXPLANATION:

Purpose:

1. Review circumstances indicating that a change order should be anticipated for extra excavation below subgrade on the Willow Creek Road project.

Circumstances:

1. Excavation Below Subgrade (EBS) definition: Removal of unsuitable, unstable soils and replacement with suitable stone base materials. Need for EBS is typically established after the subgrade is compacted by driving a truck loaded with stone upon the compacted subgrade. Resulting ruts exceeding 1" depth indicate that the subgrade is unsuitable and unstable.
2. 613 c.y. of EBS were estimated for the Bid Form.
3. About 50% of the project completed by July 29th has required an additional 12" depth of EBS, totaling 1,100 c.y. of EBS so far.
4. About ½ of the project has been reconstructed by July 29th, potentially resulting in 2,200 c.y. of EBS for the total project at the current rate.
5. EBS and replacement stone base material costs about \$26.00 / c.y..
6. Potential change order at existing rate could be about \$41,000.00.
7. Present contract award value is \$1,330,729.35.
8. Acct. #40-542-570-8810 budgeted funds is \$1,427,700.00.
9. Left over funds in Acct. #40-542-570-8810 equal \$96,970.65, which exceeds a \$41,000.00 potential change order.

ATTACHMENTS:

Exhibit of EBS completed on Willow Creek Road

STAFF RECOMMENDATION TO COMMITTEE:

Direct staff to:

1. Quantify this changes order when the pavement removal and replacement is completed, and
2. Bring the change order before the Committee during the next available meeting afterwards.

COMMITTEE ACTION:

Proper parliamentary procedure to deny a request is to have a motion made in the affirmative and by voting NAY would deny the request if a majority vote.

SHADED AREAS INDICATE EXCAVATION
BELOW SUBGRADE. AVERAGE OF 1'
UNDERCUT WITH 3" DENSELY GRADED
STONE MATERIAL REPLACING.

AMY BELLE RD

OAK LN

PARKLAND CIR

WILLOW CREEK RD

PROJECT LIMIT

ROAD BASE REMOVAL AND
REPLACEMENT
AS OF 7/29/14

PROJECT LIMIT

