

PUBLIC WORKS & HIGHWAY COMMITTEE MEETING MINUTES

June 4, 2013

Village Hall Board Room

CALL: Secretary Wick called the meeting to order at 6:00 p.m.

ROLL CALL: Chm. Ewert (absent & excused), Trustee Members Zabel, Vanderheiden, and Kaminski. Also present were Dir. Ludwig, Engr. Bischke, and Secretary Wick.

MOTION made by Kaminski, seconded by Vanderheiden to appoint Trustee Zabel as Chairperson Pro-Tem.

Motion carried unanimously.

PREVIOUS MINUTES:

MOTION made by Kaminski, seconded by Vanderheiden approve the minutes of April 30, 2013.

Motion carried unanimously.

PUBLIC COMMENT:

Scott Severson, W176 N9719 Rivercrest Drive, wanted the Village Board to communicate with the WI DOT regarding Emmer Road and the Highway Q intersection to see if they could open that intersection to help alleviate traffic issues that are to be discussed tonight regarding the Riversbend Lane Right of Way and future road improvements. Riversbend Lane is a fraction of the issues. The problem with the entire traffic area and everything around it is the Rivercrest Drive and Highway Q intersection and not any of the other intersections. If we could get traffic moving east bound and accessing Hwy. Q and not at the Rivercrest Drive intersection we might be able to pull some of the traffic and the back log out of Emmer Road.

Engr. Bischke introduced employee Brandon Flunker, Civil Engr., who helped prepare some of the exhibits for tonight's meeting.

RIVERSBEND LANE RIGHT OF WAY & FUTURE ROAD IMPROVEMENTS –

UPDATE: Engr. Bischke gave a brief background summary noting Riversbend homeowners identified some potential traffic safety issues and Panda Express had mentioned they would work with the Village as far as identifying any necessary improvements to the intersection but not be totally responsible to produce all necessary improvements and studies. Continental Development had presented plans for a Buffalo Wild Wings restaurant at the intersection west of Riversbend Lane in which Continental wanted to install a traffic signal. Continental had to justify a traffic signal by producing a traffic study to warrant whether the traffic signal was necessary or not and as part of the analysis, the Village asked Continental Development to look at the Riversbend Lane intersection to see if any work needed to be done. The Study read nothing should be done with the Riversbend Lane intersection which conflicted with what the residents said toward the Panda Express review at Plan Commission and Village Board. At that point, staff requested the Committee to hire Pat Hawley of R.A. Smith National to take a look at

the intersection, take the information collection from TAD's Report (Traffic Engineer for Continental), and supplement any additional information and make recommendations. Pat Hawley, P.E., Professional Traffic Operations Engineer of R.A. Smith National, considered one of the best professionals in his field in Wisconsin had made recommendations to render the Riversbend Lane intersection safer and at the request of Trustee Zabel suggested R.A. Smith look at access control within the north leg of Riversbend Lane. Engineering staff had prepared some exhibits to show various options. An overview presentation was given showing various alternatives.

Alt #1: Would be to do nothing. Truck traffic patterns are looked at. Current truck movement overturns into the southbound lane to negotiate the intersection.

Alt #2: Acquire the R.O.W. in the intersection necessary so a truck can make the movement without encroaching the south bound lanes. Land would need to be acquired from Panda Express. Est. cost \$20,000. (Not including road reconstruction)

Alt #3: "J" turn movement. Allows eastbound to northbound movement, westbound to southbound movement. Restricts the southbound to eastbound movement and northbound to westbound movement. Renders the intersection much safer with this alternative. Est. costs \$25,000 w/acquired R.O.W.

Alt #4: "Pork Chop" right in, right out movement with median closure. Acquired R.O.W. for truck movement. Will restrict a lot of movements. Est. cost \$40,000;

Alt #5: Another type of median which still restricts right in, right out but doesn't close off median in the intersection and therefore it doesn't help with any of the crashes in the intersection. This alteration will restrict north bound movement in and out of the gas station, etc. Shown was the truck traffic pattern under this alternate. Est. cost \$52,000.

Alt #6: "Pork Chop" island movement with the median entirely closed.

Alt #7: Close off south driveway to Speedway; add median forcing traffic to the north realigning driveways for gas station and Panda Express.

In closing, Engr. Bischke stated these are just alternatives. There are more combinations that could be done. A Public Information Meeting was held prior to the Public Works Committee meeting and it was found the residents did not want a median closure at all as they believed southbound to eastbound traffic would be forced back into their neighborhood, on the frontage road in front of KFC, or through the Holiday Inn Express area.

Pat Hawley, P.E., Professional Traffic Operations Engineer of R.A. Smith National, stated they were hired to look at the Riversbend intersection. A traffic study was also completed by Continental properties in which some of the data was utilized. As part of the traffic analysis, traffic is analyzed by left and right turn movements and intersection operation. This data helps determine how the Riversbend and Riverscrest intersections are to operate not only for today but with the new development. There are two separate issues when looking at Riversbend Lane. You have the operational issue of the intersection itself. The other issue is the proximity of the driveways to the north. The Alternates address those issues differently. With a full median closure along County Line Road and from a pure traffic and safety standpoint at Riversbend, the closure would provide the greatest benefit because it would minimize the number of conflicting movements. Allowing "left in" movements from each direction enhances the access. Each alternative has different tradeoffs with safety, access, and traffic patterns.

A lot of the improvements would help address some of the queuing and clean up the operations in the area. There are approximately 24,000 cars per day on County Line Road. One of the best alternatives would be to provide the left turns in and restrict the left turns out. Mr. Hawley stated from an operations and safety standpoint and to really address the safety of the intersection, some type of median obstruction would need to be done. Addressing Riversbend itself with a median or driver's obstruction will help some of the confusion that occurs but it doesn't address the intersection itself.

Engr. Bischke wanted the Committee to look at a combination of three ranking alternatives. Whatever was going to be done to the intersection, staff needed to obtain approval through Washington County Transportation Committee.

Trustee Kaminski requested a show of hands asking what was more important to the residents. Was it the intersection? Or is it the people coming into your community? The show of hands agreed the bigger issue was the driveways and the buildup of traffic coming off of County Line Road.

Dave Wyrwas, W178 N9750 Riversbend Cr. W., suggested a traffic signal at Speedway vs. the entry to the proposed restaurant which would allow more traffic to turn left. He felt a backup of vehicles caused by a u-turn would become a safety issue too. There were issues along the whole corridor.

Jim Lauderdale, W176 N9733 Rivercrest Drive, thanked the Engineering Dept. staff and consultant for all of their work on making this area a safe intersection. Any of the alternates will make the intersection itself safer. The problem is it is only a band aid approach. The entire problem is the whole area from the freeway to Appleton Avenue. You have to take into consideration all of those intersections and all of the things that feed into those intersections. Automobile traffic entering the businesses and subdivision on Riversbend Lane has not been addressed in the plans presented. A comprehensive plan must be developed to address the whole area of County Line Road. Mr. Lauderdale asked the Committee to consider signal coordination at the proposed restaurant intersection and Riverscrest Drive allowing the turn left on to Riversbend Lane. Any intersection we can make safer is always better.

Ellen Schleicher, W179 N9899 Riversbend Cir. E., noted when vehicle traffic is going west bound and turning on to Riversbend Lane and she is exiting Riversbend Lane, you find a blind spot which makes it very dangerous.

Chris Pope, of Panda Express, appreciated the opportunity to give his opinion. His position would be access to his business and the safety of his guests. They do recognize it is a problem and was interested in being part of the solution. They would be open to Alt. #2 and or Alt. #3 and would like see further detail and discuss R.O.W. acquisition. He would be against a raised median that would restrict left and right access.

Dave Lyman, District Manager of the Germantown Speedway, believed Alt. #2 would work with the acquired R.O.W. which would enhance the entrance. Anything other than creating a median there will only flush traffic somewhere else into the system or find it more difficult for a truck driver to maneuver and possibly cause damage to landscaping and curbing. Visual discussion followed.

Comments included:

- Was there a possibility to make Riversbend Lane four lanes and narrow down once further north? Pat Hawley, P.E., R.A. Smith National stated four lanes may address the truck turning movement but wasn't sure it would address the congestion and curves along Riversbend Lane.
- T. Zabel summarized suggestions to; Alt. #2, Alt. #3, Alt. #5 and possibly Alt. #7.
- Expand the R.O.W. into Panda without any major modifications to the intersection;
- Restrict access in to Riversbend Lane and no east bound traffic going out;
- Leave all driveways as they exist; Create an island forcing truck traffic to Holiday Inn Express and come back into the gas station;
- Close up the entrance to Speedway and move a larger entrance to the north;
- Make the right lane coming in from County Line Road wider and straighter;
- Create a lower rumble strip median;
- Village Engineer to coordinate with Washington County and/or State as they begin to work on County Line Road;
- Northern exit at Panda Express should be curbed to force traffic south;
- Riversbend Lane north bound lane should be at minimum width so vehicles would not be attracted to continue in that direction;

MOTION made by Zabel, seconded by Kaminski recommending widening the intersection as shown in Alternate #2, creating some type of a designated center point for traffic working with both Holiday Inn Express and Speedway to modify their driveway a little bit farther north. Trading a lane so people coming in and turning into Panda have their own separate lane and narrowing it down after that so that you only have one lane once you get beyond the Panda driveway so that anyone making the turn can continue with the turn without anyone going straight and continue up that lane without having to stop. And again looking at it and treating an island in such a way that anybody that is south bound has the ability to use that entrance into Panda since it's a one way in and a one way out. So that means I put in rumble strips and make it a little smooth for the 10-12 foot strip so to make my turn and still keep it elevated.

Engr. Bischke questioned whether the Motion included closing off the Speedway south entrance? Trustee Zabel stated the goal was to move the south driveway north. But do I move it far enough to have a combined driveway or do I have to have two separate driveways? I would hope we could work with Speedway and Holiday Inn Express to try and work something out.

Engr. Bischke noted if we smooth out the median for a south bound to east bound turn into Panda Express, it would also provide the smooth transition on the northbound to westbound in to Speedway drive.

Repeated Motion – Basically you have Alternate #2 with Alternate #7 providing the south driveway of Speedway moves to the north, maybe not putting an island in there but using double yellow paint and then moving the driveway far enough north. Also set up a separate meeting with Holiday Inn Express expressing Village recommendations and whether they agree to a common driveway that both businesses could use.

Committee discussion permitted Engr. Bischke to contact the County on the right of way acquisition. Engr. Bischke stated if the County disapproved of the modifications, nothing will be done with the Riversbend Lane intersection. This is the critical path right now.

Dave Lyman, Speedway Rep., stated they would like to get any drawings on driveway modifications as this information would need to be supplied to their corporate office and real estate department.

Motion carried unanimously.

RESOLUTION TO ADOPT THE 2013 COMPLIANCE MAINTENANCE ANNUAL REPORT: Supt. Zimmerman presented for review the 2012 Compliance Maintenance Annual Report.

MOTION made by Vanderheiden, seconded by Kaminski to forward to the Village Board with a positive recommendation to approve the 2012 Compliance Maintenance Annual Report (CMAR) and adopt its results by Resolution.

Motion carried unanimously.

AUTHORIZATION TO PAY INVOICE – VISU SEWER: Supt. Zimmerman reported the need to strong seal and Raven epoxy manhole SA331-067 located on Whitetail Run & Stoneridge Drive to prevent further deterioration from Hydrogen Sulfid.

MOTION made by Vanderheiden, seconded by Kaminski authorizing the payment of the Visu-Sewer invoice in the amount of \$3,640 for the application of Strong Seal and Raven epoxy on Manhole SA331-067 (Whitetail Run & Stoneridge Drive). Funds to be allocated from Acct #60-830-530-8313.

Motion carried unanimously.

AUTHORIZATION TO PURCHASE – ASPHALT ROLLER: Supt. Olszewski requested authorization to purchase an asphalt roller as part of the 2013 capital budget. Numerous rollers were researched and staff provided costs of three different asphalt rollers which were approximately 8-10 years old and had an average of 4,000 hours. Just recently a 2012 used “demo” roller became available with less than 50 hours and came with a full one year warranty. The unit could be purchased for \$32,027 which exceeded the capital budget for this item. Supt. Olszewski suggested using unused capital funds toward the purchase. Another source of funding was to trade in the retired rubber tire excavator, and use the balance of funding from the zero turn mower purchase.

MOTION made by Kaminski, seconded by Vanderheiden to forward to the Village Board with a positive recommendation authorizing the purchase of a Wacker RD27-120 Asphalt Roller from Kelbe Bros. at a cost not to exceed \$24,027.

Motion carried unanimously.

AWARD OF CHANGE ORDER – MEQUON RD./EISENHOWER DR. INTERSECTION SIGNAL DESIGN: Engr. Bischke explained R.A. Smith provided the design for the signals at the Mequon Road/Eisenhower Drive intersection. During plan review, the Highway Dept. suggested the consultant consider additional design related expenses for adding the curb and gutter to the intersection. The curb and gutter would protect signal poles and cabinets in the event a vehicle accidentally left the travel lanes. In order to add curb and gutter to the design, the consultant would need to perform additional vertical field survey, design accordingly, and produce a revised plan set at an additional estimated cost of \$5,000 to \$6,000.

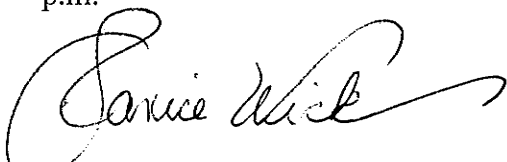
MOTION made by Zabel, seconded by Kaminski to forward to the Village Board with a positive recommendation authorizing a change order to R.A. Smith not to exceed \$6,000 for the curb and gutter design at the intersection of Mequon Road and Eisenhower Drive. Funds to be allocated from Acct. #44-574-530-4300.

Motion carried unanimously.

ANNOUNCEMENTS:

The next regular Public Works Committee Meeting will be held Tuesday, July 2, 2013 at 5:00 p.m.

ADJOURNMENT: There being no further business, the meeting was adjourned at 7:42 p.m.



Janice Wick, Recording Secretary