

Waukesha County Board of Supervisors

**Minutes of the Public Works Committee  
Thursday, September 16, 2021**

Chair Swan called the meeting to order at 8:30 a.m.

**Present:** Supervisors Dave Swan, Keith Hammitt, Jim Batzko, Darlene Johnson, Chris Mommaerts, and Tom Schellinger. **Absent:** Christine Howard.

**Also Present:** Legislative Policy Advisor Alex Ignatowski, Chief of Staff Sarah Spaeth, Budget Management Specialist Michelle Beasley, Administration Director Andy Thelke, Administrative Specialist Mary Pedersen, Highway Operations Manager Bob Rauchle, Laura Hause and John Schmidbauer of Gilbane, Business Manager Rhiannon Cupkie, Airport Manager Kurt Stanich, Departmental Executive Assistant Tony Di Frances, County Board Supervisor Ted Wysocki, Public Works Director Allison Bussler, Facilities Manager Shane Waeghe, Chief Judge Jennifer Dorow, Judge William Domina, County Board Chair Paul Decker, Sheriff Eric Severson, District Attorney Sue Opper, Clerk of Courts Monica Paz, Captain Neil Dussault, Lieutenant Brian Bortmess, Principal Information Technology Professional Zack Tremaine, District Court Administrator Mike Neimon, and Citizens Barb Klein, Ed and Nancy Meier, Sue Dix, John Heintz Taylor, and Frances Heintz Taylor.

**Ordinance 176-O-063 Modify the 2021 Transportation Fund Budget to Appropriate Revenues and Expenditures to Purchase a Truck Mounted Attenuator**

Rauchle and Cupkie discussed this ordinance which modifies the 2021 Department of Public Works – Transportation Fund – State Highway Operations Program budget to appropriate additional revenue and fixed asset expenditure authority in the amount of \$28,000. This will fund the purchase of a truck mounted attenuator to be used in highway operations.

The truck mounted attenuator is a device that attaches to the back of a patrol truck to help protect county work crews and the traveling public from severe consequences of rear-end crashes that may occur in work zones. It acts as a protective cushion device intended to absorb high-energy vehicle impacts and minimize the impacts of a crash. The truck mounted attenuator is certified and rated for vehicles traveling 70 miles per hour. This equipment will be used primarily for work performed for the State of Wisconsin on county and state trunk highways and has an estimated 10-year useful life. If the county wanted to dispose of this equipment prior to the end of its estimated life, the county and the state must agree on the financial terms associated with this disposal.

The truck mounted attenuator will be paid for by the state via reimbursement to the county and the county will store and maintain the equipment as a county asset. The equipment will be transferred from the State to the county. This ordinance results in no additional direct tax levy impact.

**MOTION:** Schellinger moved, second by Johnson to approve Ordinance 176-O-063. Motion carried 6-0.

**Ordinance 176-O-064 Modify the 2021 Department of Public Works, Airport Operations Fund Budget Revenues and Expenditures to Accept Federal Coronavirus Relief Funds**

Stanich and Cupkie discussed this ordinance to modify the Airport Operations Fund budget by increasing the operating budget by \$239,000 and increasing general government revenue by \$239,000 to cover airport operations contracted roadway maintenance and building maintenance costs. The funds are needed to cover higher than average contracted snow removal costs and unanticipated general airport maintenance costs at the Waukesha County Airport. Three federal sources are available to cover these airport operations and maintenance costs: Federal Aviation Administration (FAA) and Wisconsin Department of Transportation – Bureau of Aeronautics (BOA) – Coronavirus Air, Relief, and Economic Security Act (CARES) Airport Grant Program Funds in the amount of \$157,000; Coronavirus Response and Relief Supplemental Appropriation Act (CRRSSA) Airport Grant Program Funds in the amount of \$23,000; and American Rescue Plan Act (ARPA) Airport Rescue Grant Program Funds in the amount of \$59,000. Without these federal funds, requested services would need to be reduced, repairs would need to be delayed, or Airport Fund balance would need to be requested to cover the costs. There is no tax levy impact associated with this ordinance.

MOTION: Hammitt moved, second by Johnson to approve Ordinance 176-O-064. Motion carried 6-0.

**Ordinance 176-O-065 Modify the 2021-2025 Capital Plan for the Creation of Capital Project #202110 – Airport Ramp Rehabilitation Project to Rehabilitate the Airport Executive Terminal Ramp, South Tie-Down Ramp, and West Exclusive Use Ramp**

Stanich discussed this ordinance which modifies the 2021-2025 Capital Projects Plan to create Capital Project 202110 (Airport Ramp Rehabilitation Project) and modifies the 2021 capital project budget. He indicated this project was not included in the proposed 2021-2025 plan as the Federal Aviation Administration (FAA) had not yet prioritized this project and made available State or Federal funds. However, in 2021, the County received notification that the FAA prioritized the rehabilitation and/or reconstruction of two major sections of the Terminal Ramp Area: Executive Terminal Ramp and the South Tie-Down Ramp.

A third section, the West Ramp, an Exclusive Use ramp by Atlantic Aviation, LLC, will be rehabilitated per their Fixed Base Operator Lease and Operating Agreement with Waukesha County. Atlantic Aviation will cover the entire cost of the West Exclusive Use Ramp rehabilitation. The project will be bid with the West Exclusive Use Ramp as an option in the event Atlantic Aviation is unable to complete their share of the rehabilitation project at this time.

Funding has been approved to begin design work for the project in 2021. The total project costs for the Executive Terminal Ramp and South Tie-Down Ramp are estimated at \$2,970,500. The estimated County share is \$149,000 which is net of 95% state/federal funding. The County share of design costs is \$9,000 and is scheduled to take place in 2021. The County share of construction costs is \$140,000 for 2022 and this request will be included in the 2022-2026 plan. The entire County share of the project will be funded with Airport Fund balance. The total project costs for the West Exclusive Use Ramp are estimated at \$310,000 of which the entire cost of \$310,000 will be covered by Atlantic Aviation.

Additionally, capital project 201621 (Airport Ramp Expansion Project) will close as rehabilitating the existing ramps is deemed a higher priority at this time. Capital project 201621 has a balance of

\$202,200 as of August 2021. This balance will lapse to the Airport Fund balance. The net remaining Airport Fund balance as of 12/31/2020, factoring in future obligated fund balance use, is estimated at \$1,009,000. There are no new ongoing costs due to this rehabilitation. Maintenance estimates in future years will be reduced by rehabilitating the existing pavement. The Airport is an enterprise fund that does not rely on county tax levy and this ordinance does not result in an ongoing direct tax levy impact.

MOTION: Schellinger moved, second by Johnson to approve Ordinance 176-O-065. Motion carried 6-0.

### **Approve Minutes of August 12, 2021**

MOTION: Johnson moved, second by Batzko to approve the minutes of August 12. Motion carried 6-0.

### **Next Meeting Date**

- September 30, 2021

### **Executive Committee Reports of August 16, 2021 and September 13, 2021**

Swan advised the Executive Committee, at their August 16 meeting, approved three ordinances and four appointments, denied Supervisor Peter Wolff's appeal to forward his resolution pertaining to Critical Race Theory to the full County Board, and discussed the redistricting timeline. At the September 13 meeting, they heard a presentation by Land Information Systems staff on the new County Board district maps and then approved the supervisory district plan.

### **Review, Discuss and Consider 2022-2026 Capital Projects Plan Relative to Public Works: Public Works – Airport (Items 1-4), Public Works – Central Fleet (Item 5), Public Works – Facilities (Items 6-9), Public Works – Highways (Items 10-37)**

Bussler explained the process for determining new Public Works capital projects and gave a PowerPoint presentation on Public Works capital projects. Bussler and staff discussed the capital projects as outlined in the 2022-2026 Capital Projects Plan. Dorow, Opper, and Severson conveyed their support for courthouse project Option A which is included in the plan.

### **Public Comments**

J. Heintz Taylor encouraged the committee in the future to apply more scrutiny before approving road related capital projects and that lower cost improvements be tried first before major road construction and land acquisitions via eminent domain. F. Heintz Taylor commented on the CTH D Moraine Hills Drive project and was disappointed this project was delayed and not eliminated.

### **Continuation of 2022-2026 Capital Projects Plan Discussion**

Bussler confirmed the CTH D Moraine Hills Drive Capital Project is delayed one year as written in the Capital Projects Plan.

Swan discussed his proposed amendment to Capital Project 201613, CTH D, Moraine Hills Drive Intersection, to reduce the project scope to eliminate the curve re-alignment, land acquisition, and reconstruction of the roadway. Project scope shall be limited to surface friction pavement resurfacing, milling and rehabilitation of existing pavement, improved roadway signage, pavement

markings and tree clearing/trimming within the existing CTH D highway right-of-way. Said scope change is contingent upon approval of the State of Wisconsin Department of Transportation for change management in the Highway Safety Improvement Program funding for this project (State Project ID 3782-04-00).

Bussler said while the County Board may decide to eliminate this project, the best option is road alignment of the curve but doing something will be better than nothing.

MOTION: Swan moved, second by Mommaerts to recommend approval of Swan's amendment (above) to the Executive Committee. Motion carried 6-0.

Batzko, referring to the CTH F/Lyndsay Road project, expressed concerns with this project and felt the County's solution is worse than the problem. Bussler said this is a new technique and will eventually be accepted by motorists, similar to roundabouts. After further discussion, Batzko favored lowering the speed limit but was willing to give this new technique a try.

MOTION: Swan moved, second by Hammitt to recommend approval of Capital Project 202105 – CTH F, Lindsay Road Intersection to the Executive Committee. Motion defeated 3-3. Mommaerts, Schellinger, and Johnson voted no.

MOTION: Hammitt moved, second by Schellinger to recommend approval, to the Executive Committee, the 2022-2026 Capital Project Plan as amended as it pertains to the following capital projects: 201705 - Courthouse Project Step 2/Renovate 1959 Courthouse; 202209 - Communication Center Roof Replacement; 202210 - Highway Fleet Building Roof Replacement; and 202211 - Law Enforcement Center Window Replacement; 202101 - Airport Terminal and Tower Roof Replacement; 202108 - Airport Perimeter Road; 202109 - Airport Parking Lot Rehabilitation And Expansion; and 202110 - Airport Ramp Rehabilitation; 201415 - Fuel Tank Replacement And Infrastructure; 201513 - CTH D, Moraine Hills Drive Intersection; 101801 - CTH F, Northbound Bridge at Green Road 201802 - CTH V V, Westbound Bridge Over Menomonee River; 201805 - CTH T, Northview Road to I-94 Rehabilitation; 202001 – CTH SS, Meadowbrook Creek Structure; 202009 - CTH B, Morgan Road Intersection; 202011 – CTH M Rehabilitation, CTH F to CTH SR; 202106 – CTH V V, CTH Y Y Intersection; 201008 – CTH M, Calhoun Rd to East County Line; 201302 – CTH Y Y, Underwood Creek Structure; 201402 – CTH XX, Pebble Brook Creek Bridge; 202013 – CTH O, CTH D To STH 59 Rehabilitation; 202102 – CTH O, CTH HH to Grange Avenue; 201502 – CTH O, I-94 to USH 18; 201610 – CTH O, CTH I to CTH ES; 201803 – CTH O, CTH ES to CTH D Rehabilitation; 202201 – CTH I, Calhoun Creek Bridge 202201; 202202 – CTH EF, Bark River Bridge; 202203 – CTH I, Mukwonago River Bridge; 201804 – CTH DE, Wild Rose Lane to Oak Court - Spot Improvement; and 202010 – CTH D, CTH E Intersection. Motion carried 6-0.

### **Amendment to the 2022-2026 Capital Projects Plan proposed by Supervisor Wysocki - CTH ES and CTH I**

Wysocki discussed his request for a new capital project: CTH ES and CTH I in the City of New Berlin for a total project cost estimate of \$850,000. The project would correct safety problems at the intersection and includes realigning 900 feet of CTH I to create a 90-degree intersection with CTH ES. It will also widen CTH ES and CTH I to provide dedicated turn lanes and tapers at the intersection. It will improve safety by removing buildings improvements and landscaping that block sight distance at

the intersection. It involves purchasing and razing a single-family residence at the northwest quadrant at the intersection. The project also includes curb and gutter, improved pavement markings, and signage at the relocated intersection. The alternative would be improved signage and markings which may help with the intersection function but are not as effective as improving the roadway geometry per the recommended scope. This proposed project was discussed in length.

Duckwitz said this new project, if approved, would result in new taxes.

Bussler agreed this is a difficult intersection due to the home being so close to the road but it does not have a high accident rate nor are there heavy traffic issues. She could not justify using \$800,000 in new tax levy for this project when there are other intersections with higher accident rates.

Wysocki, referring to future new road projects, said he would like notification from municipalities that they are aware of any new project and eminent domain issues.

MOTION: Schellinger moved, second by Johnson to include Supervisor Wysocki's project in the 2022-2026 Capital Projects Plan. Motion defeated 3-3. Johnson, Mommaerts, and Schellinger voted yes.

#### **Legislative Update**

Ignatowski referred to his Friday reports and noted it is quiet at the State Capitol right now.

MOTION: Hammitt moved, second by Mommaerts to adjourn at 11:30 a.m. Motion carried 6-0.

Respectfully submitted,

*James Batzko*

James Batzko  
Secretary