

Trustee Dobbs called the meeting to order at 1:30 p.m. in the Conference Room of Caledonia Village Hall, 6922 Nicholson Road, Caledonia, Wisconsin.

Present were: Trustee Dobbs and Trustee Trentadue

Staff present: Village Administrator Tom Christensen, Village Engineer Anthony Bunkelman, Highway Superintendent Blaine Pfeffer, Police Chief Dan Warren and Utility Manager Bob Lui

The agenda was taken out of order.

5. Recycle Cart Discussion

Christensen stated that there have been concerns regarding the recycle carts and the length of some of the driveways in Caledonia.

Brian and Dan Jongetjes from Johns Disposal were present and stated that they will take a look at the individual circumstances as they arise in order to help the resident plan the easiest way to get the recycle carts to the roadside. They have successfully worked with residents from other municipalities to come up with a plan of having a screen of bushes or a small fenced area that “houses” the carts near the end of the driveway, and then they can drive their recyclables to the cart and roll the cart a short distance to the roadside for pick up. Some people tow the carts with a tractor, car, ATV, etc. There is a 10 year warranty on the carts that would cover wear and tear of the wheels in the event that they give way under the towing conditions, this warranty is only for intended use of the cart.

There was discussion of whether there could be a designated dumpster in a central location for the recyclables if a resident chose to bring them to Village Hall like they do the yard waste. This type of collection site would need “policing” to ensure it remained clean and locked up.

Jongetjes stated that if the size of the cart is too large, residents should call their office and request a smaller cart. Jongetjes composed a list of the residents present and will set up a time to look at their driveways and suggest other options.

2. DOT Project STH 38 & 5 Mile Road

Christensen stated that the rumble strip project was discussed back in September 2015. At that time the Safety Board set up a study on the accident rate at the intersection of 5 Mile Road and Hwy 38. Stacey Pierce and Kwame Amegashitsi from the Department of Transportation Safety Division (DTSD) came to discuss a roundabout option at this intersection.

Pierce stated that the number of crashes has not decreased at this intersection. Over the past 5 years the intersection has been widened and signage was changed to make the stop on 5 Mile Road more visible. There are currently 3 stop signs with flags posted in each direction of 5 Mile

Road. The bulk of the accidents show that it was due to a failure to yield. Captain Warren stated that there is a big vision problem at this intersection.

A single lane roundabout is a good option for making this intersection safer because it automatically slows traffic down. This is in a predesign stage; applications will be reviewed again in August. Based on the safety funding, this project would be 90% funded federally and 10% state funded.

Motion by Trustee Trentadue to forward DOT project and the resolution 2016 – 40 to the Village Board once the most updated number of accidents is calculated by DTSD at this intersection. Seconded by Trustee Dobbs. Motion carried.

1. Approval of minutes

Motion made by Trustee Trentadue to approve the minutes from the February 10, 2016 meeting. Seconded by Trustee Dobbs. Motion carried.

3. Ragnar Relay Chicago 2016

Trustee Dobbs noted that the packet that was submitted this year included a Permit and Certificate of Insurance. Trustee Dobbs would like Christensen to review these documents with the Village Attorney for clarification.

This will be laid over to the next Public Works meeting.

4. Caledonia Road Report

Pfeffer stated that the bituminous bids will be opened on April 27. Pfeffer also explained the tentative 2016 paving plan which includes approximately 5.8 miles of roadway. The Dunkelow Road paving will be covered under the Local Road Improvement Plan (LRIP). In order for LRIP funds to be used, the road must meet a minimum cross section. The LRIP program is a 50% cost share with the state. This year's LRIP funding maximum is \$64,657.08.

There is \$600,000.00 allocated for paving/road improvements for 2016. Trustee Dobbs would like to see the tentative 5 year plan that Pfeffer has for road improvements at the next Public Works meeting.

Lui discussed some of the utility projects that will be done this year and wanted to let the Public Works Committee know of the additional road repair that will be needed after they are done.

6. Modification Waiver – Road Cross Section – Caledonia Deback Business Park

Bunkelman stated that there have been various meetings regarding the road plans for the new Deback Business Park, there are 3 phases of the development. The Design Engineer has

requested there are three element changes of the ordinance that need to be looked at: Right-of-way, urban cross section and curb type.

The first waiver modification requested is to have an Urban Cross Section instead of the rural cross section written in Ordinance 18-1-4(c)(5)(h) and Wispark is proposing a urban cross section which is aesthetically more pleasing and has additional lanes with for easier turn movement.

Wispark would like a 66' right-of-way as opposed to the 90' right-of-way written in Ordinance 18-1-4-(c)(5)(h). It was mentioned that there are a few things that can make or break a business park's success and the added income for selling the additional land that is not dedicated to the roads.

The third modification would be to change from mountable curb to vertical curb. Each driveway access will require a curb cut. With the businesses further apart than houses in a residential area, this will not affect the integrity of the curb.

There was also discussion on the placement of street trees intervals of every 40'-50'. The cross section has proposed street lights every 150'. This would mean additional costs over time for the Village of Caledonia because the Village pays the electricity cost. The Developer pays initially then the Village would pay the cost of the power at some point down the road.

Bunkelman read and answered the required questions regarding the modification waiver. Bunkelman would like a recommendation to go to Plan Commission and then on to the Village Board.

Motion by Trustee Trentadue to recommend forwarding the Modification Waiver – Road Cross Section – Caledonia Deback Business Park to Plan Commission per Bunkelman's memo dated April 8, 2016. Seconded by Trustee Dobbs. Motion carried.

7. Adjournment

Motion made by Trustee Trentadue to adjourn. Seconded by Trustee Dobbs. Motion carried. Meeting adjourned at 3:35 p.m.

Respectively submitted,

Tami L. Schimler
Admin. Asst. II