

MEETING SUMMARY

North Avenue Reconstruction Project Context Sensitive Solutions Advisory Group Meeting #8

ATTENDEES:	Sign-in sheets attached
LOCATION:	The Brookfield City Clerk of Court Building
PREPARED BY:	Buddy Desai
COPIES:	Advisory Group Members File
MEETING DATE:	September 20, 2017

The eighth Advisory Group meeting for the North Avenue Reconstruction Project was conducted on Wednesday, September 20, 2017 from 4:00 pm to 6:00 pm at the Brookfield City Clerk of Court Building. Buddy Desai of CH2M facilitated the meeting. Seven members of the Advisory Group were present at the meeting.

Materials Available at the Meeting

The Advisory Group was provided the agenda for the meeting. Exhibits showing the current Preferred Alternative design and stormwater outfall locations were also available for review and discussion after the CAG meeting.

Introductions

As this was the eighth meeting of the Advisory Group, introductions were not necessary.

Review of CSS Meetings #1 – #7

Buddy continued the meeting by delivering a PowerPoint presentation that included a summary of the first seven CSS Advisory Group meetings. The entire presentation will be emailed to the Advisory Group with these notes and will be posted to the project's website.

- The first CSS Advisory Group meeting discussed a summary of issues affecting North Avenue today and the vision for North Avenue as we look to the future.
- The second CSS Advisory Group meeting involved an individual and group weighting exercise aimed at determining which issues carried more importance than others.
- The third CSS meeting dealt with the crash analysis, elements of the project's Purpose and Need, and draft roadway typical sections.
- The fourth CSS Advisory Group meeting discussed the drainage & stormwater process, the speed survey and traffic counts, the gap analysis (how long it takes to turn onto North Avenue) and the presentation of the four-lane divided and five-lane with a two-way left turn lane (TWLTL) alternatives.
- The fifth CSS Advisory Group meeting focused on the refined Purpose and Need, further discussions on the traffic modeling and projections, traffic calming techniques applicable to the North Avenue Reconstruction Project and a group discussion of the revised four-lane divided and five-lane TWLTL alternatives.

- The sixth CSS Advisory Group meeting discussed demographic data, level of service, cultural resources, and a debrief of the March 2016 Public Information Meeting.
- The seventh CSS Advisory Group meeting involved a review of the refined alternatives, next steps and schedule, alternatives assessment, and a presentation of the Preferred Alternative.

Presentation

The presentation for the meeting involved four main subjects – a stormwater management update, an engineering update, an environmental update, and the project’s next steps and schedule update.

Stormwater Management Update

Jake Weaver provided the stormwater management update. The update included the location of stormwater outfalls, potential median bio-swale locations, how the bio-swales treat stormwater runoff, and types of bio-swales including a vegetated bio-swale, a turf swale, and what an exposed stone trench would look like. Local examples of the different types of bio-swales were also provided.

Discussion

- A conversation of where City rules and MMSD rules related to stormwater are applied along the North Avenue took place.
- Q: Is the 20% reduction in stormwater flow rates applicable to North Avenue?
 - A: No, road projects have more flexibility (as opposed to commercial construction). For roadway projects, regional stormwater flow rates must be no worse than existing conditions.
- Charlie Webb/CH2M noted that on the maps in the presentation, the blue outline shape areas show where water/stormwater flows to North Avenue.
- Q: How wide is the median:
 - A: The proposed median is 27 feet from back of curb to back of curb.
- An Advisory Group member noted that the bio-swale will not make the roadway look better.
- Q: Are there options for the type of vegetation in the median?
 - A: Yes, examples were provided in the presentation.
- Q: How deep will the bio-swale be?
 - A: It can be between 18 inches – 6 feet deep. For North Avenue, it is proposed to be 2.5 feet deep.
- The effect of salt and sand for snow removal was discussed.
 - The County plows North Avenue and does not plan any changes to the use of sand/salt from last winter.
 - Q: How does salt used on the road affect water quality?
 - A: Because salt is soluble, it is not included in NR 151 (Wisconsin DNR Runoff Standards) water quality assessments that focus on suspended solids.
- Q: What is the difference between a dry pond and a wet pond (as related to treating stormwater run-off before entering the drainage system)?
 - A dry pond is designed to not have standing water between storms.
- Groundwater conditions at the ponds is determined through geotechnical analysis.
- A discussion about the effect of North Avenue flows to Underwood Creek took place with residents noting past flooding locations.

- An Advisory Group member noted concern that SEWRPC was not involved in the North Avenue drainage analysis given their involvement in the FEMA map updates.
- It was noted that the North Avenue improvements will not increase the rate(s) of stormwater run-off. Not increasing the volume(s) of stormwater is not a requirement.
- Q: Have you considered infiltration in your analysis?
 - A: Yes, this will be considered in upcoming analysis.

Engineering Update

Mary Beth Pettit provided an engineering update. The update focused on the median design from Lilly Road to Tru Lane and from Cloverhill Road to 124th Street. Intersection design details were also presented at the Pilgrim Road and North Avenue intersections.

Discussion

- Q: Are there any plans to widen Pilgrim Road down to Bluemound Road?
 - A: It is not in the internal 10-year plan and not in Waukesha County's plan.

Environmental Update

Charlie Webb provided an environmental analysis update. The update focused on the Environmental Assessment, historic resources, and the noise analysis.

Discussion

- Q: When was the noise study conducted?
 - A: November.
- Q: Why was November picked? There is more traffic in the summer months.
 - A: Seasonal volumes do not vary much. Also, school is in session (adding traffic) in November and there is less/no vegetation on the trees. Finally, we try to avoid snowy months as snow will deaden road noise. Lastly, the purpose of the noise measurements is to calibrate the software model for use in predicting future noise volumes.
- Q: Over what period of time were the noise readings taken?
 - A: The existing noise readings are generally taken just prior to peak hour(s). This is done because during peak hours, traffic will tend to travel at slower speeds and thus lower noise levels.
- Q: Has anyone ever gone out after the construction of a roadway project to check if the noise modeling was accurate?
 - A: Not to our knowledge. Presumably FHWA would have subjected the software model that predicts noise levels to real world validation as it was being developed.
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- Q: How can a 10% increase in traffic only result in a 1 dBA increase in noise?
 - A: dBA's are measured on a logarithmic scale. CH2M will post the noise analysis on the project's website.

Next Steps and Schedule

Buddy provided a summary of upcoming project activities and CSS Advisory Group meetings.

- Environmental Assessment (EA) approval – expected late 2017/early 2018
- Conduct the Public Hearing – early 2018
- CSS 9 – January 2018
 - EA preview and design update

- CSS 10 – March 2018
 - Public Hearing summary, design updates, and next steps
- Finding of No Significant Impact approval – June 2018

The meeting adjourned shortly before 6 p.m.

Sign-in Sheets

COUNTY HIGHWAY M (NORTH AVENUE) RECONSTRUCTION STUDY

CSS Advisory Group Meeting #8

County Court House

September 20, 2017

Sign-In Sheet

	Please Print First and Last Name	Representing
1.	Charlie Webb	CH2M (Wash. Co.)
2.	MIKE DEMPSEY	OWNER
3.	Buddy Desai	CH2M
4.	Jake Weaver	CH2M
5.	Mel Foley	owner
6.	Scott Haen	Johnson Bank
7.	Britt Mason	owner
8.	CARLA MARONE	property owner
9.	ED HARRIS	WASHOTA COUNTY
10.	PAUL McILHEM	

COUNTY HIGHWAY M (NORTH AVENUE) RECONSTRUCTION STUDY

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Sign-In Sheet

	Please Print First and Last Name	Representing
1.	Carrie Bunker	CH2M
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