



City of Greenfield
Public Works Building
Lunchroom (Southeast Entrance)
4551 S. 52nd Street, Greenfield, WI 53220

BOARD OF PUBLIC WORKS MEETING Agenda

Tuesday, February 25, 2025 - 6:30 PM

Please Note: Meeting location is at Greenfield Public Works, 4551 S. 52nd Street, Greenfield.

1. Call to order
2. Roll Call
3. Approval of the November 26, 2024 meeting minutes.
4. Citizen Commentary
5. Approve a contract for the project 2204 Cold Spring Road Concrete Repair Program with State Contractors in the amount of \$ 805,604.63.
6. Approve a contract for the project 2416 S. 31st Street – W. Holmes Avenue Neighborhood Resurfacing – Phase 1 with LaLonde Contractors in the amount of \$ 1,298,284.57.
7. Discussion and decision to approve a Project Agreement with Milwaukee County Department of Transportation for an improvement of W Layton Avenue between S 60th Street and S 68th Street.
8. Discuss winter snow removal operations and salt use.
9. Superintendent of Public Works report
10. Engineering Report
11. Other topics for future agendas
12. Adjournment

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MINUTES OF THE BOARD OF PUBLIC WORKS MEETING HELD AT THE GREENFIELD CITY HALL
ON TUESDAY, NOVEMBER 26, 2024

1. Call to order

The meeting was called to order by Bruce Bailey at 6:30pm.

2. Roll Call

Present: Alderperson Bruce Bailey, Alderperson Andrew Drzewiecki, Alderperson Pam Akers

Citizen Members: Denise Collins, John Graber

Also present: Jeff Katz, Director, Neighborhood Services; Randy Esch, Superintendent of Public Works; Bryan Haas, City Engineer. Maxine Young, Greenfield resident

3. Approval of the September 24, 2024, meeting minutes.

Motion by Denise Collins, seconded by Alderperson Pamela Akers to approve the September 24, 2024 meeting minutes. Motion carried unanimously.

4. Citizen Commentary

None

5. Discussion and decision on approving the installation of cross walk signals at the intersection of Grange Avenue and Honey Creek Drive.

Mr. Katz stated that Maxine Young, of 5632 S. 41st St, contacted Alderperson Sayran regarding crossing Grange Avenue at Honey Creek Drive to take her children to Elmdale Elementary School. She's concerned that it is difficult to cross the street, especially at the start and end of the school day. The intersection becomes very busy and congested with cars and busses during the short, but critical drop off and pickup times. Maxine Young stated that the school is unable to provide a crossing guard because it's not declared a crossing school zone. She also stated that people sometimes do not observe yield signs.

Mr. Katz, the Alderpersons, Committee Members, and Maxine Young all discussed the following options: School Zone signage, Yield signs with LED, which will only flash during school times, or push button activated Rapid Flash Beacons. A proposed solution is to add Rapid Flash Beacons. The beacons are operated by push buttons and alert drivers of pedestrians in the cross walk.

Motion by Alderperson Andrew Drzewiecki, seconded by Denise Collins to approve two LED Rapid Flash Beacons on West side of Grange Ave and Honey Creek Drive. Motion carried unanimously.

6. Approve a two-year agreement with ShurClean LLC for Custodial Services.

Mr. Katz stated that ShurClean cleans City Hall, DPW, and the Library. The company is requesting a 2-year agreement and a rate increase, since they have not increased their rates over the past year. Mr. Katz said the increased rate would 4.5% each year, for the 2-year agreement, 2025 and 2026, with the option to terminate the contract

for any reason with a 30-day notice.

Motion by Alderperson Pamela Akers, seconded by Denise Collins to approve a two-year agreement with ShurClean LLC for Custodial Services with a 4.5% rate increase for 2025 and 2026 with the contract as provided. Motion carried unanimously.

7. Superintendent of Public Works report

Mr. Esch provided an update on leaf collection. DPW is in the 8th week of collecting leaves with planned completion in 1-2 weeks. Residents are encouraged to drop off leaves at DPW yard after final pick up. Crews have replaced storm culverts at Konkell Park and removed Buckthorn trees. DPW crews have also landscaped around the new pavilion at Konkell Park and added storm sewer basins at The Turf. Mr. Esch said the warming shelter at Konkell Park is being built for the ice rink. DPW is also preparing for tree removal and prepping trucks for winter weather. Public Works serviced 867 Diggers Hotline request and 208 Service Requests.

8. Engineering Report

Mr. Haas provided an update on Greenfield construction projects. Most projects have been completed for the 2024 construction year. The sanitary sewer lining project will be complete by end of this year. The Turf Skatepark is on-going and will be finished next spring. The cold weather is arriving, putting a stop to work for the year.

Mr. Haas provided an update of Greenfield's construction projects for 2025:

1. 43rd St between Cold Spring Rd and Howard Ave. New sidewalks on both sides of the road and traffic signal at 43rd St/Cold Spring Rd intersection.
2. Spot replacement of concrete on Cold Spring Rd between 51st St and 68th St.
3. Resurfacing half of the neighborhood in the area of 31st St/Holmes Ave. The second half of this neighborhood will be in 2026.
4. New street lighting replacements on Edgerton Ave, Grange Ave and 68th St and funded by grants.
5. Sidewalk improvements in various locations
6. Storm water drainage improvement on Van Beck Ave and Norwich Ave, between 80th St and 83rd St.
7. Relaying sanitary sewer on Cold Spring Rd under the Root River.
8. Milwaukee is resurfacing Howard Ave between 43rd St and 60th St. It will be a mill and overlay project.

Mr. Haas also provided an update on other agency projects:

1. WisDOT I-894 resurfacing project is on-going. There will be a winter shutdown with completion next spring.
2. Next year WisDOT has several projects tentatively planned for construction

including:

1. Resurfacing Forest Home Ave throughout the City
2. Resurfacing a stretch of 27th St between College and Layton Ave
3. Resurfacing I-894 from 84th St to Lincoln Ave and new noise walls along I-894. This winter there will be tree clearing in preparation for the noise wall.

9. Other topics for future agendas

Alderperson Bailey mentioned an article he read in a municipal magazine about how other municipalities have used alternatives to salt in order to keep their roads safe. The article talked about environmental issues with salt and how it impacts the trees, grass, and storm runoff. He would like to discuss ideas at the next Board of Public Works meeting of how Greenfield can reduce it's use of salt on the roadways during winter.

10. Adjournment

Motion by Alderperson Andrew Drzewiecki, seconded by John Graber to adjourn at 7:33PM. Motion carried unanimously.

Minutes transcribed by Stefanie Richter, Administrative Assistant, Engineering,
Distributed: 12/16/24



Board of Public Works Meeting

Introduced By: Department of Neighborhood Services (Katz)

Date Introduced: February 25, 2025

RELATING TO:

Approve a contract for the project 2204 Cold Spring Road Concrete Repair Program with State Contractors in the amount of \$ 805,604.63.

SUMMARY:

On February 5, 2025, bids were opened for the project 2204 Cold Spring Road Concrete Repair Program. The results are as follows:

Contractor	Amount
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State Contractors	\$ 805,604.63
Wandel Contractors	\$ 853,987.26
Cornerstone Pavers	\$ 882,658.99
Stark Pavement	\$ 919,118.61
LaLonde Contractors	\$ 939,150.98
Milwaukee General Construction	\$ 987,853.41
A.W. Oakes & Son	\$ 994,645.60
Zenith Tech	\$ 1,049,056.04
Zignego	\$ 1,147,332.86

FINANCIAL:

This project was approved in the budget and is fully funded.

RECOMMENDATION:

ATTACHMENTS: KEY ISSUES ____ BACKGROUND ____ RESOLUTION ____ FISCAL NOTE ____
MOTION ____ OTHER ____



Board of Public Works Meeting

Introduced By: Department of Neighborhood Services (Katz)

Date Introduced: February 25, 2025

RELATING TO:

Approve a contract for the project 2416 S. 31st Street – W. Holmes Avenue Neighborhood Resurfacing – Phase 1 with LaLonde Contractors in the amount of \$ 1,298,284.57.

SUMMARY:

On February 6, 2025, bids were opened for the project 2416 S. 31st Street – W. Holmes Avenue Neighborhood Resurfacing – Phase 1. The results are as follows:

Contractor	Amount

LaLonde Contractors	\$ 1,298,284.57
Payne & Dolan	\$ 1,317,438.36
Milwaukee General Construction	\$ 1,473,615.25
Stark Pavement	\$ 1,490,291.87

FINANCIAL:

This project was approved in the budget and is fully funded.

RECOMMENDATION:

ATTACHMENTS: KEY ISSUES ____ BACKGROUND ____ RESOLUTION ____ FISCAL NOTE ____
MOTION ____ OTHER ____



Board of Public Works Meeting

Introduced By: Department of Neighborhood Services (Katz)

Date Introduced: February 25, 2025

RELATING TO:

Discussion and decision to approve a Project Agreement with Milwaukee County Department of Transportation for an improvement of W Layton Avenue between S 60th Street and S 68th Street.

SUMMARY:

Milwaukee County Department of Transportation has agreed to partner with the City of Greenfield to improve W Layton Avenue (County Trunk Highway Y) between S 60th Street and S 68th Street. The City of Greenfield will fund \$3,000,000 of the improvement and Milwaukee County Department of Transportation will fund the remaining cost of the project. Construction is anticipated for 2026.

FINANCIAL:

This project will be funded by Tax Incremental Financing District 4.

RECOMMENDATION:

ATTACHMENTS: KEY ISSUES ___ BACKGROUND ___ RESOLUTION ___ FISCAL NOTE ___
MOTION ___ OTHER ___

**Project Agreement
between
Milwaukee County Department of Transportation
and the
City of Greenfield, Wisconsin**

This AGREEMENT, made and entered into effective March 1, 2025 by and between the Milwaukee County Department of Transportation (MCDOT) and the City of Greenfield (CITY) outlines general terms and conditions to enable the CITY to improve a 0.5 mile segment of the West Layton Avenue (CTH Y) right-of-way between South 60th Street and South 68th Street.

1. MCDOT and CITY agree to work cooperatively to achieve the objectives of each party. MCDOT will continue to own and operate the West Layton Avenue street infrastructure in a cost effective and efficient manner consistent with its existing policies and procedures focused upon highway transportation safety. CITY seeks to improve MCDOT public infrastructure by providing new street pavement (“improvements”).
2. CITY shall hire and direct a professional engineering firm to prepare plans and specifications (“construction documents”) to improve the pavement, medians and sidewalk. Said construction documents shall be reviewed and approved by MCDOT. The scope of the work to be completed in this project will be determined collectively by MCDOT and CITY.
3. CITY’s design of the improvements shall include construction documents, cost estimates, geotechnical investigation, Phase 1 hazmat assessment, pavement design report, utility coordination, public involvement, storm sewer structure inspections, televising of sanitary sewer and sanitary sewer structure inspections. MCDOT’s design of the improvements shall include televising of storm sewer.
4. CITY will bid this work with reference to the approved construction documents. It shall comply with all State public bidding requirements which apply to the CITY. CITY shall secure and comply with all applicable State and local permits, approvals, and licenses required for construction. MCDOT will waive all MCDOT permit fees associated with the improvements.
5. After providing MCDOT with a bid tabulation for review and approval, CITY shall enter into a construction contract with the selected contractor for the project. CITY shall hire and direct a professional engineering firm to serve as Construction Project Manager and Inspector to ensure contractor compliance with the approved construction documents. MCDOT will be invited to participate in periodic construction reviews.
6. The work will be administered by the CITY and may include items unforeseen. CITY shall notify MCDOT of such items prior to inclusion of the work to receive mutual agreement and cost participation.
7. Construction is expected to occur between April 2026 and November 2026 pending successful completion of the final construction documents and bidding process.
8. MCDOT and CITY shall jointly prepare, modify, update, and enforce a “punch list” for the contractor at project completion. MCDOT shall make the final determination as to whether the contractor’s performance complies with the approved construction documents.

9. CITY shall provide MCDOT with a complete set of as-built plans and design AutoCAD Civil 3D files for the project before July 1, 2027.
10. MCDOT and CITY shall name each other as additionally insured with their respective insurance carriers for the duration of construction of this project.
11. CITY shall be the lead agency for the improvement and be responsible for payments to the contractor and to the professional engineering firms for the design and construction project management. Costs for staff of CITY and MCDOT to review and administer this improvement will not be reimbursed. The total design and construction cost of the improvement is estimated to be \$4,500,000 to \$5,500,000. CITY's maximum Tax Incremental Financing District funding amount for the design and construction of this improvement shall be \$3,000,000. All remaining costs associated with the improvement will be the responsibility of MCDOT. CITY will invoice MCDOT at the end of the improvement project for all costs beyond \$3,000,000.

IN WITNESS WHEREOF, this agreement is executed as of the date first above written.

Milwaukee County Department of Transportation

By: _____
Donna Brown-Martin, Director

_____ Date

City of Greenfield, Wisconsin

By: _____
Michael J. Neitzke, Mayor

_____ Date

By: _____
Jennifer Goergen, Clerk

_____ Date

By: _____
Paula Schafer, Finance Director

_____ Date

By: _____
Chris Geary, Attorney

_____ Date



Board of Public Works Meeting

Introduced By: Department of Neighborhood Services (Katz)

Date Introduced: February 25, 2025

RELATING TO:

Discuss winter snow removal operations and salt use.

SUMMARY:

Discuss winter snow removal operations and salt use.

View winter maintenance equipment in Public Works Garage.

FINANCIAL:

RECOMMENDATION:

For information only.

ATTACHMENTS: KEY ISSUES ____ BACKGROUND ____ RESOLUTION ____ FISCAL NOTE ____
MOTION ____ OTHER ____

Reprinted from Milwaukee Journal Sentinel January 15, 2025

Wisconsin waters have a road salt problem. Here's what to know, and how to help.



If you've spent a winter in Wisconsin, you know the routine.

The temperature drops, ice starts forming on the pavement, you head out with a grumble, sprinkle some salt, and get on your way, hoping the streets have been salted too.

But if that salt ultimately gets washed into a nearby waterway, it can wreak havoc on our aquatic life, our infrastructure and even on our drinking water — a problem that's becoming more and more of an issue.

Here are six things to know about Wisconsin's approach to road salt, including how you can help keep the state's waters clean.

Despite growing awareness, Wisconsin's waters are still salty

In a [2022 report](#), staff at the Wisconsin Department of Natural Resources wrote that the state was on an “unsustainable” path of road salt usage.

While people have grown more aware of the harms of excess road salt since then, “We’re still seeing a lot of salt,” said Shannon Haydin, the agency’s stormwater section manager. “We have a ways to go before we are really moving that needle downward.”

Fifty-one rivers and one lake in Wisconsin are considered impaired for chloride, meaning they contain amounts of the contaminant toxic to aquatic life. Chloride levels are rising at most of the 43 river sites where the DNR conducts long-term monitoring. The state’s largest water bodies, including Lake Michigan and the Mississippi River, are experiencing rising chloride levels, too.

Even if the state broadly cut its salt use, it could take a while to be reflected in the surface water, Haydin said.

Cities, towns and counties are cracking down on salt

Across the state, municipalities are taking steps to control how much salt they use.

In Milwaukee, the Department of Public Works treats the streets with brine ahead of storms when possible, according to Tiffany Shepherd, the city's marketing and communications officer. The department also considers the pavement temperatures and weather forecast to determine the best amount of salt to use during a snowstorm.

According to Shepherd, in the last five years the city reduced its road salt use from 1,200 tons per inch of snow to 840 tons per inch, a 30% decrease.

“Our primary goal is public safety so we need to use salt, but we use the least amount needed to meet our goal,” Shepherd said.

Madison city roads also get pre-treated with salt brine ahead of storms, and city officials removed more than 50 miles of roads last winter from their salting routes, reducing salt use by close to 300 tons. The city also issued three citations last winter for oversalting, said Jaymes Langrehr, public information officer for the city’s Department of Planning, Community and Economic Development.

Last year, Wisconsin Salt Wise worked with the American Public Works Association to establish an Excellence in Snow and Ice Control award in Wisconsin. The town of Linn in Walworth County, Wisconsin Rapids and Walworth County were the first award-winners for embracing practices that reduce salt use.



Bill to curb over-salting on private property will return to the Legislature

Although municipalities are moving toward using less salt on public roads, lots and sidewalks, as much as half of salting occurs on private property. There, those who lay it down might be incentivized by a landlord or business owner to overapply in the hopes of protecting themselves from a slip-and-fall lawsuit.

“If somebody falls, they’re going to say there was no salt there, even if there was an appropriate amount,” Haydin said. “We have become very accustomed to expect to see salt on the ground — a lot of it.”

A bill that sought to remedy the issue passed through the state Legislature last year but was ultimately vetoed by Gov. Tony Evers.

First introduced in February 2023 by state Sen. André Jacque, R-De Pere, and a handful of Senate Democrats, the bill would have created a program to train commercial salt applicators in snow and ice removal methods that would safeguard water quality. Once applicators completed the program, they — and the property owners they worked for — would have been shielded from slip-and-fall lawsuits if they used the methods they were trained on.

Wisconsin would have been only the second state in the nation to limit liability for salters, following New Hampshire, which passed a similar law in 2013. But after an amendment strengthened the liability shields, Democrats pulled their support.

Jacque told the Journal Sentinel he plans to introduce the bill again during the current legislative session and that his staff has already had a meeting with the state's trial lawyers — the only group to register against the bill last year.

"There's really an opportunity for some big gains in the way that we handle snow and ice," Jacque said. "We don't have to just do what we've always done."

Allison Madison, program manager for Wisconsin Salt Wise, is also having conversations about pushing the bill forward. In addition, she pitched a statewide grant program similar to one in Ohio, which would give money to municipalities to upgrade their snow and ice equipment to prevent the over application of salt, to hopefully be included in Evers' upcoming budget.

Excess salt is a threat to people, pipes and ecosystems

Road salt is made up of two minerals: sodium and chloride. Too much of either can cause problems for people, communities, wildlife and ecosystems.

Excess sodium in drinking water can elevate blood pressure and worsen health conditions, while chloride corrodes pipes, leading to contaminated drinking water, and damages roads and bridges, increasing maintenance costs.

Too much chloride is also a risk to fish and other aquatic organisms. One study found that Lake Michigan has become 7.5 times saltier since the 1800s. Even so, experts say the impacts to smaller waterways are worse, because the salt will be more concentrated with less water.

Freshwater organisms are sensitive to salt, so when too much road salt gets flushed into waterways it has lethal consequences, said Jessica Hua, an associate professor at UW-Madison who studies human influence on aquatic ecosystems. Even small amounts can build up over time.

For aquatic organisms that hibernate during the winter, like frogs, Hua noted that it takes a lot of energy for them to detox the salt. Fish can even dry out, reducing fishery quality and size, or killing them altogether.

And the problem doesn't go away in the summer months. Chloride doesn't break down like other pollutants, so once it's in, there is no getting it out. It can settle in the sediment, and flush back into the water during another storm.



Salt is in our drinking water, a risk for those on low-sodium diets

Newly analyzed data from the DNR show that of 1,762 public wells in Wisconsin tested at least once for sodium in the past decade, 36% of them were above the recommended limit for people on low-salt diets.

Sodium is an important mineral needed to keep people healthy, but too much of it can elevate blood pressure or worsen existing medical conditions, like high blood pressure, kidney disease or heart problems. In Wisconsin, about 1.3 million adults have high blood pressure, which can be mitigated by reducing sodium intake.

There are other sources besides road salt that can cause sodium in drinking water, like water softener salt and even naturally occurring sodium from nearby rock formations. The data doesn't show how much each source contributed to the high levels of sodium, but road salt is a contributor, said Carla Romano, groundwater section manager for the DNR. And crucially, it's one we can control.

No matter the cause, "that's a big deal," Haydin said. "A lot of people in our state are taking in more salt than they are accounting for."

How homeowners, renters can help

Here are 10 tips that homeowners and renters can follow to reduce road salt use:

- **Shovel early and often.** It will take less salt to get the job done and allow it to work more quickly.
- **Use less salt.** A rule of thumb is to use one coffee cup of deicer for every 10 sidewalk squares or two parking spaces. Grains should be spread out, not dumped closely together.
- **Pay attention to the temperature.** Rock salt only works down to 15 degrees, any lower and it won't work as intended.
- **Collect excess salt for future use.** If you overapplied salt during a storm and notice piles of it on the pavement afterward, sweep up the extra and save it for future storms. Leaving it on the pavement can lead to runoff into nearby vegetation, storm drains, or local water bodies.
- **Switch products.** Switch to sand for traction or [a different ice melter](#) that works at lower temperatures.
- **Remove slush before it refreezes.** When the sun comes out and the temperature rises, the deicer will form a slushy mixture. Remove this before the temperature drops again.
- **Discuss salt use with contractors.** If you hire someone to maintain your driveway or sidewalk, let them know you prefer to limit salt use. Communicating your preferences can encourage targeted salting or alternative deicers in cold weather.
- **Spread the word.** [Wisconsin Salt Wise](#) and [Milwaukee Riverkeeper](#) have outreach to help spread the word about the impacts of road salt overuse to neighbors and local representatives.
- **Report salt overuse.** Reports can be made to Wisconsin Salt Wise. Oversalted sidewalks can be reported directly to the cities of Milwaukee and [Madison](#).
- **Learn more.** [Winter Salt Awareness Week](#), which began in Wisconsin and is now a national initiative, is Jan. 27 to 31. Talks will be livestreamed.

Increased chloride levels in Wisconsin's waterways are partially due to road salting. They also enter waterways because of water softeners and fertilizers. Wisconsin Salt Wise has [an online diagnostic tool](#) to determine if your softener is salt-wise.