

TOWN OF TRENTON
DRAFT of Official Minutes

A Public Hearing of the Town of Trenton Board was held Monday, September 21, 2026, at 6:45 p.m. at the Town of Trenton Town Hall, 1071 State Highway 33 East, West Bend, WI 53095.

Chairman Mike Lipscomb called the Public Hearing to order at 6:45 p.m.

Others Present: Chairman Mike Lipscomb and Supervisor Barb Davies. Town Administrator/Zoning Administrator/Clerk Cindy Komro, Deputy Clerk Cass Walker.
Excused: Tony Thoma.

Members of the public: 6

Lipscomb read the Notice of Public Hearing, held to consider an amendment to the Zoning Code of the Town of Trenton, creating legacy structure guidelines.

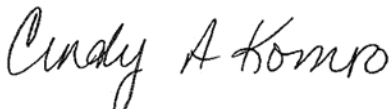
Summary: The amendment is for the purpose of creating guidelines to preserve certain structures with historical, architectural, or cultural significance in the Town of Trenton.

Public Comments:

Bridget Poetzel, 1291 Paradise Drive, spoke in support of the proposed change.

Lipscomb adjourned the Public Hearing at 6:49 p.m.

Respectfully submitted,



Cindy Komro, Town Clerk

Affidavit of Posting: These minutes were approved at the October 19, 2026 Town Board meeting and posted on the Town website on October 22, 2026.

TOWN OF TRENTON
DRAFT of Official Minutes

A Public Hearing of the Town of Trenton Board was held Monday, September 21, 2026, at 6:50 p.m. at the Town of Trenton Town Hall, 1071 State Highway 33 East, West Bend, WI 53095.

Chairman Mike Lipscomb called the Public Hearing to order at 6:50 p.m.

Others Present: Chairman Mike Lipscomb and Supervisor Barb Davies. Town Administrator/Zoning Administrator/Clerk Cindy Komro, Deputy Clerk Cass Walker. Excused: Tony Thoma.

Members of the public: 7

Lipscomb read the Notice of Public Hearing, held to accept public comments on an application submitted by Rent Rite LLC (Daniel Laing, member) to amend the Town of Trenton Comprehensive Plan:2050 and Town of Trenton Zoning Map for 6492 Municipal Drive, West Bend, Wisconsin (parcel T11_ 0509, 1.0 acre)

Summary: Applicant requests amendments from Commercial to Low-Density Residential land use and from B-1 Local Business to R-1 Single-Family Residential zoning district because the current residential use of the parcel does not conform to the requirements of the B-1 zoning district and future use of the parcel is expected to remain residential.

Public Comments: None.

Lipscomb adjourned the Public Hearing at 6:52 p.m.

Respectfully submitted,



Cindy Komro, Town Clerk

Affidavit of Posting: These minutes were approved at the -----, 2026 Town Board meeting and posted on the Town website on, 2026.

TOWN OF TRENTON
DRAFT of Official Minutes

A Public Hearing of the Town of Trenton Board was held Monday, September 21, 2026, at 6:55 p.m. at the Town of Trenton Town Hall, 1071 State Highway 33 East, West Bend, WI 53095.

Chairman Mike Lipscomb called the Public Hearing to order at 6:55 p.m.

Others Present: Chairman Mike Lipscomb and Supervisor Barb Davies. Town Administrator/Zoning Administrator/Clerk Cindy Komro, Deputy Clerk Cass Walker. Excused: Tony Thoma.

Members of the public: 10

Lipscomb read the Notice of Public Hearing, held to accept public comments on an application submitted by Donald and Bridget Poetzl to amend the Town of Trenton Comprehensive Plan: 2050 and Town of Trenton Zoning Map for 1291 Paradise Drive, West Bend, Wisconsin (parcel T11_082400A, 10.09 acres).

Summary: Applicants request amendments from Prime Agricultural to Country Estates land use and from EA Exclusive Agricultural to CES-10 Country Estates zoning district because the parcel does not conform to the requirements of the EA Exclusive Agricultural district.

Public Comments:

Donald and Bridget Poetzl spoke in favor of the proposed change.

Lipscomb adjourned the Public Hearing at 6:57 p.m.

Respectfully submitted,



Cindy Komro, Town Clerk

Affidavit of Posting: These minutes were approved at the -----, 2026 Town Board meeting and posted on the Town website on, 2026.

Town of Trenton

DRAFT of Official Minutes from the Town Board Meeting

Town of Trenton Town Hall, 1071 Highway 33 East, West Bend, WI 53095

September 21, 2026, at 7:00 p.m.

Present: Chairman Mike Lipscomb, Supervisor Barb Davies, Administrator/Clerk Cindy Komro, Deputy Clerk Cass Walker. Excused: Tony Thoma.

Members of the Public: 11

Chairperson Lipscomb called the meeting to order at 7:00 p.m.

Lipscomb asked those in attendance to stand and recite the Pledge of Allegiance.

Affidavit of posting: Lipscomb read the affidavit of posting, stating that the Town Board meeting agenda was properly posted on the Town Hall bulletin board and the Town's official website.

Approve August 17, 2026 Town Board regular meeting minutes: **Davies moved to approve the August 17 Town Board regular meeting minutes, seconded by Lipscomb. Motion carried 2-0.**

Public Comments: None.

Brandon Schneiberg, 1828 Cloverview Street, requested another public hearing regarding the solar project.

George Spaeth, 1791 Wallace Lake Rd, emphasized that the subdivision should consider the farmers' concerns, noting that the farmer had no input when the subdivision was developed.

Review and accept agenda: **Davies moved to accept the agenda as presented, seconded by Lipscomb. Motion carried 2-0.**

August bank statement reconciliations: **Davies moved to approve the August bank statement reconciliations, seconded by Lipscomb. Motion carried 2-0.**

Presentation of Flag-Burning site concept plan:

Grant Young, a member of Troop 762 in the West Bend area, presented his Eagle Scout project concept to construct a flag retirement pavilion. The 20-by-20-foot pavilion would include memorial stones that represent each branch of the military and the VFW, as well as two areas for flag-retirement incinerators. The total estimated cost of the project is \$2,300.

Young explained that the concrete will be donated by Jackson Concrete Company, with assistance in concrete pouring and project oversight from BCMI Construction. Troop members and volunteers would assist with excavation and gravel work. Grant plans to seek additional funding from local VFW organizations and the Town of Trenton. Project costs would include concrete areas for collapsible burn crates, stamped military, veterans, U.S., Boy Scout, and troop insignias. Much of the labor, excavation, and fill would be donated. He proposed beginning construction in early October but indicated that the timeline could be adjusted to accommodate the Town and volunteers.

Davies moved to approve participation in the flag-burning site using park funds; Lipscomb seconded. Motion carried 2-0.

Resolution to amend 2026 Town Budget:

Davies moved to amend the 2026 Town Budget, seconded by Lipscomb. Motion carried 2-0.

Towns Association Conference attendance, October 4-6: Chairman Mike Lipscomb, Town Administrator Cindy Komro, Deputy Clerk Cass Walker:

Davies moved to approve Mike Lipscomb, Cindy Komro, and Cass Walker to attend the Wisconsin Towns Association Conference; Lipscomb approved. 2-0.

Zoning Ordinance to amend the text of Town Zoning Code §380-107, Accessory uses and structures, creating legacy structure guidelines:

Komro explained the revisions made based on the Plan Commission's recommendations.

Davies moved to amend the text of Town Zoning Code §380-107, Accessory uses and structures, fees, creating legacy structure guidelines, including the application form to be submitted to the Plan Commission, seconded by Lipscomb. Motion carried 2-0.

Zoning Ordinance: Rent Rite LLC, 6492 Municipal Drive (1.0 acre):

- a. Amendment to Comprehensive Plan Land Use Map, from Commercial to Low-Density Residential
- b. Amendment to Town Zoning Map, from B-1 Local Business District to R-1 Single-Family Residential (unsewered) District

Davies explained the history.

Davies moved to approve the zoning ordinance amending the Comprehensive Plan and zoning map, seconded by Lipscomb. Motion carried 2-0.

Donald & Bridget Poetzl, 1291 Paradise Drive (10.03 acres):

- a. Amendment to Comprehensive Plan Land Use Map, from Prime Agricultural to Country Estates
- b. Amendment to Town Zoning Map, from EA Exclusive Agricultural District to CES-10 Country Estates District

Davies moved to approve the zoning ordinance amending the Comprehensive Plan and zoning map, seconded by Lipscomb. Motion carried 2-0.

Consider ditching costs as a special assessment

The Board discussed completing the ditching along the affected area as one project and assessing the costs to the benefiting properties. It was mentioned that individuals completing the work separately could result in isolated ditches that do not result in an effective drainage system. The group agreed to evaluate the overall drainage situation before determining the appropriate solution. GRAEF will be contacted to provide input, review the existing drainage concerns, and provide an estimate of what would be involved in completing the ditching project.

Updated Washington County Fire/EMS proposal

Davies explained that the Town of Trenton would receive \$64,899 in 2027 under the proposed county funding arrangement. The Newburg Fire Department would receive grants tied to SMART goals. If the Newburg Fire Department meets those goals, it would receive approximately \$24,989 in 2027, with that amount increasing in future years. In this instance, the town's funding must be used for fire/EMS services, while Newburg would have more flexibility in how it uses its grant. A resolution is expected to return in October.

Group discussion followed.

Previous Month Correspondence and Department Reports:

Police Department January Activity: 130 service calls, 25 traffic stops, 14 traffic citations.

Town Administrator Komro: Reported that she completed the Fall Town Crier newsletter and is currently working on the town budget. She provided updates on several ongoing zoning matters, including the solar project, legacy structure ordinance, and two comprehensive plan/zoning map amendments. The town also received a subdivision application, and Komro spoke with the engineer about moving the project forward; however, she does not expect the first phase to be completed by the end of the year.

Deputy Clerk Cass Walker: Reported that all absentee ballot requests received by September 17 were mailed out and noted that preparations are underway for the November Election. She also completed her notary class and passed the exam with a 93%. Walker also reported preparing for the upcoming Wisconsin Towns Association Convention.

Building Inspector Walt Grotelueschen: One new home and one commercial build. Grotelueschen completed 32 inspections in the month of August with an evaluation of about 7 million dollars.

Department of Public Works: None.

Supervisor Davies: None

Supervisor Thoma: None.

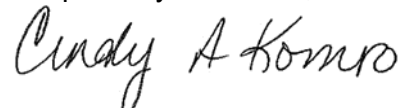
Treasurer Cozzuli-Meer: None.

Chairman Lipscomb: None.

Approve vendor bill payments: **Davies moved to approve payment of vendor bills presented in the amount of \$119, 892.11, seconded by Lipscomb. Motion carried 2-0.**

Lipscomb adjourned the Town Board meeting at 7:37 p.m.

Respectfully submitted,



Cindy Komro, Town Clerk

Affidavit of Posting: These minutes were approved at the -----, 2026 Town Board meeting and were posted on the town's official website on -----, 2026.

Town of Trenton, Washington County, Wisconsin
Ordinance Z2026.____.____
Amending the Town Zoning Code to add bus shelter structure guidelines

ITEM

10

WHEREAS, the Town of Trenton Board has authority to enact or amend town ordinances under Wis. Stats. §60.61(2), and

WHEREAS, the Plan Commission has determined that it is in the public interest to allow residents to construct a shelter to protect their children from the elements while waiting for the school bus; and

WHEREAS, the Town has duly noticed and held a public hearing before the Plan Commission on October 12, 2026 and before the Board on October 19, 2026, on the proposed zoning code amendment, following the procedures in Wis. Stats. §60.61(4); and

WHEREAS, at its October 12, 2026 meeting, the Plan Commission recommended approval of the changes to the town zoning code as detailed herein; and

WHEREAS, the Town Board determines that this Ordinance is in the best interests of the residents of the Town of Trenton.

NOW, THEREFORE, the Town of Trenton Board hereby ordains that the Town of Trenton Zoning Code §380-107 is amended as follows:

Section 1. Add Subsection A.(12) as follows:

(12) Bus shelters.

(a) Definition. A bus shelter is an accessory structure meeting the following requirements:

- i. Used for the purpose of sheltering children near the road while waiting for the bus.
- ii. Maximum size of 32 square feet.
- iii. Minimum of five feet from the road right-of-way (for example, if the right-of-way is 33 feet from the center line, the structure must be a minimum of 38 feet from the center line)

(b) A building permit is required for a bus shelter, and the fee will be as set forth in the official Town fee schedule.

(c) An accessory structure permitted as a bus shelter shall not be considered in number or total area of accessory structures permitted, nor shall it be subject to the restriction of front yard location for other accessory structures.

(d) The Town may order the removal of the bus shelter at its discretion.

Section 2. Effective date. This ordinance shall be effective upon publication or posting under applicable law.

Approved by the Town Board of the Town of Trenton on _____, 2026.

/s/

Mike Lipscomb, Town Chairman

/s/

Tony Thoma, Town Supervisor

/s/

Barbara Davies, Town Supervisor

/s/

Attest, Cindy Komro, Town Clerk

Posted on Town bulletin board and official website on _____, _____.

ITEM

11

**RESOLUTION 2026.____.____
REVISING 2026 TOWN FEE SCHEDULE**

WHEREAS, the Town of Trenton has identified changes needed in the Official Fee Schedule.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Trenton does hereby approve the following revisions to the 2026 Town Fee Schedule:

- Non-refundable application fee for Preliminary Plat (1st and 2nd reviews): \$1,000
- Refundable escrow payment for Preliminary Plat (1st and 2nd reviews): \$12,000 plus \$50 per lot (1-100 lots); over 100 lots, per estimate by Town Engineer

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Town of Trenton does hereby approve the following additions to the 2026 Town Fee Schedule:

- Legacy structure permit fee: \$200

PASSED AND ADOPTED this ____ day of _____.

By the Town Board:

Mike Lipscomb, Chairman

Tony Thoma, Supervisor

Barb Davies, Supervisor

Attested by Town Clerk or Deputy Clerk:

Cindy Komro, Town Clerk

RESOLUTION 2026.____.**REQUESTING PARTICIPATION IN AND COUNTY ASSISTANCE THROUGH THE
WASHINGTON COUNTY SHARED SERVICES GRANT PROGRAM FOR COUNTY-WIDE
FIRE/EMERGENCY MEDICAL SERVICES (EMS)**

WHEREAS, the Board of Supervisors of the Town of Trenton recognizes the critical importance of local Fire and Emergency Medical Services (EMS) readiness, response, governance, and accountability to protect public health and safety within the community; and

WHEREAS, Washington County has established and intends to administer a shared-services grant program to support municipal Fire/EMS operations and Fire/EMS-related administrative and oversight activities through defined performance expectations and reporting, with funding subject to annual appropriation by the Washington County Board of Supervisors; and

WHEREAS, the County has identified multiple funding sources for this program—an authorized County levy under Wis. Stat. § 66.0602(3)(e)6., and the already implemented County sales tax—and intends to combine these revenue sources so that the program is net neutral in tax rate impact to the County's overall tax rate, recognizing that all program funding remains contingent on annual County Board appropriation; and

WHEREAS, the grant program is not intended to create, operate, or constitute a countywide EMS system under Wis. Stat. Ch. 256, and participating municipal Fire/EMS agencies shall remain locally operated, and managed, with no shift of municipal Fire/EMS operations to County control; and

WHEREAS, Wis. Stat. § 59.03(2)(b) authorizes Washington County to establish programs and assume functions by resolution, and Wis. Stat. § 59.03(2)(a) provides a municipal mechanism to request County exercise or joint exercise of functions upon terms specified by municipal resolution, provided the resolution is passed by a majority of the members-elect, specifies the terms upon which the powers shall be exercised, states whether the authority is to be exercised exclusively by the County or jointly, and finds that County exercise is in the public interest; and

WHEREAS, the Board of Supervisors of the Town of Trenton finds that requesting County assistance through the shared-services grant program for Fire/EMS support, including specified grant program administrative and oversight functions tied to performance expectations and reporting, is in the public interest; and

WHEREAS, the County may respond by resolution to exercise the requested function(s) and enter into a grant agreement and/or an intergovernmental cooperation agreement with this Body consistent with Wis. Stat. § 66.0301.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the Town of Trenton, Washington County, Wisconsin, that pursuant to Wis. Stat. § 59.03(2)(a), the Town of Trenton formally requests that Washington County exercise specified administrative and oversight functions related specifically to the Washington County Shared Services Grant Program for Countywide Fire/EMS, limited to the following categories in support of municipal Fire/EMS operations: Program performance measurement, benchmarking, and related reporting coordination tied to readiness, response, governance, and accountability expectations, grant administration, including application intake, eligibility review, compliance monitoring, and disbursement consistent with annual County appropriation, and technical assistance related to shared-services planning, intergovernmental coordination, and best-practices support for Fire/EMS administrative and oversight activities.

BE IT FURTHER RESOLVED THAT the Board of Supervisors of the Town of Trenton finds that County exercise of the above-listed administrative and oversight functions, in connection with grant support to the Town of Trenton, is in the public interest because it supports sustainable local Fire/EMS readiness and response while enhancing governance and accountability through defined performance expectations and reporting.

BE IT FURTHER RESOLVED THAT the authority requested above is to be exercised exclusively by Washington County as part of the County's administration of the shared services grant program.

BE IT FURTHER RESOLVED THAT the Board of Supervisors of the Town of Trenton authorizes the Town Board Chair or Town Administrator to negotiate, approve as to form, and execute on behalf of the Town of Trenton a grant agreement with Washington County for participation in the Washington County Shared Services Grant Program for Countywide Fire/EMS.

PASSED AND ADOPTED this _____ day of _____.

By the Town Board:

Mike Lipscomb, Chairman

Tony Thoma, Supervisor

Barb Davies, Supervisor

Attested by Town Clerk or Deputy Clerk:

Cindy Komro, Town Clerk
Cassandra Walker, Town Deputy Clerk

RESOLUTION 2026.____.____

OPPOSING NEW HIGH-VOLTAGE TRANSMISSION LINES ALONG THE SOUTHWEST ROUTE AND URGING SELECTION OF THE SOUTHEAST ROUTE

WHEREAS, the Town of Trenton ("Town") and its residents are aware of a data center being constructed in the City of Port Washington ("Data Center") by Vantage Data Centers ("Vantage") for the use of Oracle Corporation ("Oracle") and OpenAI ("OpenAI"); and

WHEREAS, the American Transmission Company LLC ("ATC") has filed with the Public Service Commission of Wisconsin ("PSCW") an Application for a Certificate of Public Convenience and Necessity (the "Application") in order to construct one or more new substations and extra high-voltage transmission lines to serve the electric power consumption of the Data Center, which has been designated as Docket 137-CE-229; and

WHEREAS, ATC, pursuant to its pending Application, has proposed to the PSCW two route options for the high-voltage transmission lines, referred to in the Application as the "South West Route", which would cross "greenfield" areas of the region north of the Town, and the "South East Route", for consideration by the PSCW, and ATC has designated the South East Route as its preferred option; and

WHEREAS, the construction of the high-voltage transmission lines is not for the common good of the State of Wisconsin and its residents, or the residents of Ozaukee or Washington Counties, or the Town of Trenton or other impacted local communities, but rather is driven substantially by the needs of the private for-profit entity Data Center being operated for the benefit of Oracle and OpenAI; and

WHEREAS, the routing of the high-voltage transmission lines along the Southwest Route would disrupt valuable and precious rural and residential areas north of the Town, including areas that host environmental and cultural heritage significance, and is not in the best interests of the Town and its residents; and

WHEREAS, the Southwest Route would traverse and destroy "greenfield" areas north of the Town, whereas the Southeast Route largely follows existing utility corridors, consistent with Wisconsin's statutory law, and is therefore far less destructive;

WHEREAS, the territory that would be disrupted by the high-voltage transmission lines along the South West Route includes substantial valuable assets that benefit the Town's residents and others, including pristine natural environments consisting of woodlands and forests (including an important mesic forest), prairies, meadows, wetlands, and so on; areas that support and provide habitat for important wildlife, including legally protected and endangered species of birds, mammals, freshwater life, insects, and so on; important sites previously inhabited by Native American Indians, which include effigy mounds, sacred vistas, and other cultural assets of these indigenous peoples; and vibrant and important rural areas that support farming, agricultural, and other similar operations, which provide a healthy and highly valued living environment for the residents of the Town as well as visitors and those living in the surrounding communities; and

WHEREAS, the Southwest Route for the high-voltage transmission lines place such lines in environmentally, culturally, and historically sensitive areas within an area north of the Town and these areas represent valuable assets of the Town and its residents and those living in the surrounding communities; and

WHEREAS, the Southwest Route for the high-voltage transmission lines will disrupt and, in some cases, destroy residential homesteads, farms, and small businesses, as well as viewsheds, that are important to the local communities; and

WHEREAS, failure to use existing utility corridors and/or ATC rights-of-way along the South East Route in favor of the newly constructed high-voltage transmission lines along the South West Route will negatively affect the pristine nature of the area surrounding the Town in a material way and disrupt and destroy valuable environmental, cultural, and historical assets of the Town and its residents and those living in surrounding communities, all to the severe detriment of, and causing damage to, the residents of the Town and the public at large; and

WHEREAS, the Town of Trenton and other local impacted communities, including among others the Town of Fredonia, are unified in their opposition to the construction of the new high-voltage power lines along the Southwest Route and favor use of the Southeast Route.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE TOWN BOARD OF THE TOWN OF TRENTON that the Town Board expresses, in the strongest possible terms, its deep opposition and objection to the proposed new construction of the high-voltage transmission lines along the South West Route, and that the Town's strong preference, recommendation, and urging is that the new high-voltage transmission lines be constructed within the existing utility corridors along the South East Route.

In furtherance of the foregoing, the Town Deputy Clerk is directed to send copies of this Resolution to ATC, to PSCW, to Vantage, to Oracle, to OpenAI, to the Washington County Board of Supervisors, and to our State Representative.

PASSED AND ADOPTED this _____ day of _____.

By the Town Board:

Mike Lipscomb, Chairman

Tony Thoma, Supervisor

Barb Davies, Supervisor

Attested by Town Clerk or Deputy Clerk:

Cindy Komro, Town Clerk
Cassandra Walker, Town Deputy Clerk



Trenton: Washington Drive and Pavement Management Plan

From Komorowski, Joseph <Joseph.Komorowski@graef-usa.com>

Date Mon 12/8/2025 1:34 PM

To TownAdmin <townadmin@townoftrenton.wi.gov>; Chairman <chairman@townoftrenton.wi.gov>

Hi Cindy and Mike,

I hope you both had a great weekend!

See below for our preliminary estimates for the level of effort on Washington Drive. Please note these are estimates; a more detailed breakdown can be prepared if the Town decides to move forward with the project. It should also be noted that we understand there may be cost savings in design and construction, especially if there is more than one construction crew going at a time, if both projects are done together, but this should give you a conservative ball park estimate to help further discussions for this project.

	Segment #1		Segment #2	
Topographic Mapping	\$0	0	\$ 17,000.00	\$ 25,000.00
Design	\$30,000	\$40,000	\$ 80,000.00	\$ 100,000.00
Construction (25% contingency)	\$1,200,000	\$1,600,000	\$1,200,000	\$1,600,000
Construction Engineering	\$100,000	\$150,000	\$100,000	\$150,000
Staking	\$35,000	\$50,000	\$35,000	\$50,000
Totals	\$1,365,000	\$1,840,000	\$1,415,000	\$1,900,000

We reviewed Washington Drive in two segments. Segment 1 covers the remaining engineering needed to complete removals, pavement marking and signing, traffic control/detour, coordination with Washington County, utility coordination, miscellaneous and final quantities and estimates, permitting/wetland coordination, bidding documents and project manual, bidding, construction administration, staking, and inspection. Segment 2 focuses on the portion from Wausaukee to CTH Y, with effort based on topographic mapping, design, wetland delineation, project manual, bidding, construction administration, staking, and inspection. Please note that we are using GIS Right-of-Way (ROW) lines for design, assuming we will not be disturbing beyond the ROW limits, which mitigates Temporary Limited Easements during construction. I also spoke with Josh from Washington County. Washington Drive can still be submitted under the upcoming TRID and TRIS cycle. The committee has already voted on three projects, but Washington Drive could be added as a fourth-ranked project. Josh mentioned the Town is allocating \$18,000 from general LRIP funds for Washington Drive, which must be used within six years. If TRID/TRIS funding is awarded, the \$18,000 can still be applied on top of the overall project, per Josh. If the Town does not proceed with this TRID and TRIS cycle, the next opportunity would be Fall 2027. Please note I did not get clarification on whether any culvert funding was submitted for approval in October.

Based on these estimates, I'd like to confirm a few items:

- How would the Town proceed with Segments 1 and 2 if no additional funding is available (assuming TRID/TRIS is not awarded)?
- Which segments does the Town want to prioritize and proceed with?
- What would the design and construction schedule look like without additional funding?

- What professional services would the Town need from GRAEF based on our breakdown?
- How does the Town want to proceed with the TRID/TRIS submittal? If we are going to submit for this cycle, we need to coordinate on schedule and level of effort, as this will be a very tight window. There is a chance that we might be better off submitting for the next cycle to ensure we put together the best possible submittal we can, if the Town wants to proceed with the Washington Drive Project.

Finally, when we last spoke, we discussed the Town's interest in a Pavement Management Plan to track roadway priorities, improvements, and probable costs for future LRIP funding applications. Please let me know how the Town would like to proceed with this plan and how we can assist in getting it prepared for upcoming roadway projects.

Thanks,

Joseph Komorowski, PE

Practice Team Leader - Public Works | Associate



275 West Wisconsin Avenue, Suite 300, Milwaukee, WI 53203 | 414 / 259 1500

414 / 266 9247 direct | 262 / 202 1939 cell | joseph.komorowski@graef-usa.com

Connect with us: www.graef-usa.com | [LinkedIn](#) | [Facebook](#) | [Twitter](#)

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MEMORANDUM

FROM: GRAEF

DATE: November 20, 2019

SUBJECT: Washington Drive
CTH M to Wausaukee Road
Washington County
Discretionary Supporting Documentation

Introduction

The proposed project involves the reconditioning of Washington Drive from CTH M to Wausaukee Road in the Town of Trenton, Washington County, Wisconsin. The existing roadway is a two-lane, undivided, asphaltic concrete road, approximately 1.0 miles in length. The existing pavement is in poor condition and the roadway has no shoulders, shallow ditches and areas of poor drainage. There are also several substandard vertical curves limiting sight distance in the corridor.

Design Classification

The proposed improvements involve segments of reconstruction where vertical curves are being adjusted and segments of pulverize and relay of the existing pavement with shoulder widening. Washington Drive is a Town Road and falls under the requirements of TR1 Resurfacing and Reconditioning design standards in Trans 204. Existing substandard shoulders and substandard vertical curves have been identified on the Washington Drive.

Substandard Shoulders

There are currently no shoulders on Washington Drive through the majority of the project. TR1 design standards require a 2 foot minimum shoulder width.



Typical Roadway Section



Typical Substandard Shoulder

Substandard shoulders increase the potential for run-off-road crashes. They also do not provide a refuge for vehicles breaking down and increase degradation of the asphalt at the edge of the roadway.

Substandard Vertical Curves

Washington Drive has a 45 mph posted speed limit in the project corridor. This design speed requires a minimum Stopping Sight Distance (SSD) of 425 feet on crest curves for a 50 mph design speed. The existing crest vertical curve between Sta. 34+00 and 36+50 has a SSD of 260 feet which meets standards for the 35 mph design speed.



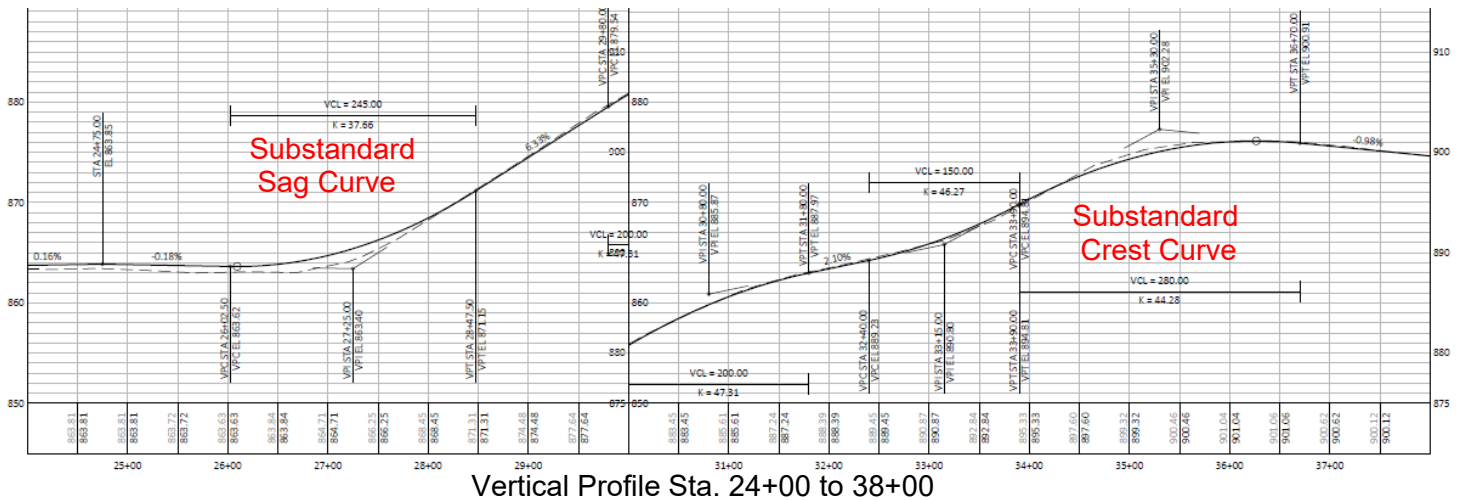
Substandard Vertical Curve Looking West



Substandard Vertical Curve Looking East

This substandard vertical crest curve is a safety concern on the roadway. The curve restricts sight distances and the view of potential objects on the roadway. The curve also restricts sight distances from driveways and from vehicles turning from Washington Drive to the east of the curve.

The stopping sight distance on the sag vertical curve between Sta. 26+00 and Sta. 28+50 is also substandard. The existing curve has a SSD of 150 feet which is suitable for a 25 mph design speed. The substandard sag curves restricts how far a vehicle can see ahead at night and leads to safety concerns at the bottom of the sag curve.



These substandard vertical curves will be improved as part of the Washington Drive project.

Drainage Concerns

The eastern third of the project runs through a large wetland complex. Shallow ditches, poor soils, drainage concerns exist in this section of the project.



Overtopping and Ice on Roadway

The drainage concerns are leading to overtopping issues of the roadway in the low areas near Sta. 26+00. In the prior photo, the overtopping is leading to ice on the roadway which poses a safety concern during winter months. Roadway profile revisions, ditching and cross culvert replacements will improve the drainage in this segment of the project.

Pavement Condition

Borings of the existing pavement showed the existing asphalt pavement thickness varied between 4 and 8.5-inches. The asphalt is over existing base course varying in depth of 5 to 8-inches in depth. WISLR shows the last resurfacing of Washington Drive was in 2008.

PASER ratings are a method to rate pavement condition used by municipalities in Wisconsin. Ratings are made on scale of 1-10 with lower numbers indicating poorer pavement conditions. The 2019 Paser Asphalt Pavement rating for Washington Drive is a 2 which falls into the 'Failed' quality rating where a reconstruction of the roadway is the recommended treatment for planned improvements.



Alligator Cracking and Patching



Typical Pavement Deterioration

Construction Description

The project proposes to improve the deteriorating pavement, improve drainage and increase safety. Project improvements include pulverizing the existing pavement and adding an asphaltic pavement overlay to address the deteriorating pavement. The roadway section will be widened (driving lanes widened from 9'-10' to 11') to add shoulders (shoulder widened from 0' to 4' wide), and ditches will be regraded throughout the project limits. Vertical curves will be upgraded to minimum design standards for the 45 mph posted speed limit. Three existing cross culverts will be replaced as part of the project. Driveway culverts impacted by the roadway widening and ditching will be replaced as part of the project. All work is proposed in the existing right-of-way.

STS:sts

PROJECT ID: 2017-0301

COUNTY: WASHINGTON

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS =



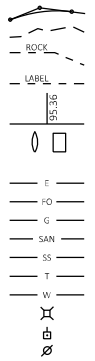
DESIGN DESIGNATION

A.A.D.T.	2019	=	100
A.A.D.T.	2029	=	150
D.H.V.		=	18
D.D.		=	50/50
T.		=	30.0
DESIGN SPEED		=	50 MPH
ESALS		=	22,000

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	////
PROPERTY LINE	---
LOT LINE	- - -
LIMITED HIGHWAY EASEMENT	- . -
EXISTING RIGHT OF WAY	---
PROPOSED OR NEW R/W LINE	---
SLOPE INTERCEPT	- - -
REFERENCE LINE	---
EXISTING CULVERT	---
PROPOSED CULVERT (Box or Pipe)	---
COMBUSTIBLE FLUIDS	---
MARSH AREA	---
WOODED OR SHRUB AREA	---

PROFILE	
GRADE LINE	---
ORIGINAL GROUND	---
MARSH OR ROCK PROFILE (To be noted as such)	---
SPECIAL DITCH	---
GRADE ELEVATION	---
CULVERT (Profile View)	---
UTILITIES	
ELECTRIC	---
FIBER OPTIC	---
GAS	---
SANITARY SEWER	---
STORM SEWER	---
TELEPHONE	---
WATER	---
UTILITY PEDESTAL	---
POWER POLE	---
TELEPHONE POLE	---



TOWN OF TRENTON
DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

WASHINGTON DRIVE

CTH M TO WAUSAUKEE ROAD

LOCAL STREET

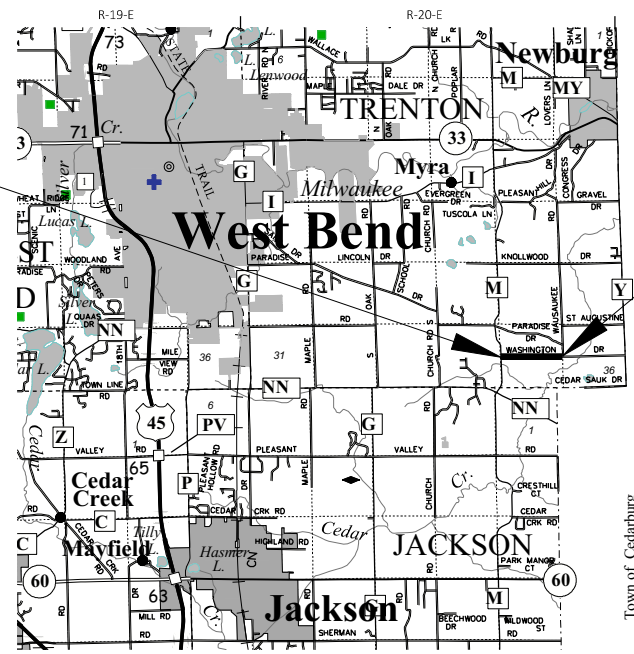
WASHINGTON COUNTY

COUNTY PROJECT NUMBER
2017-0301

75% PLANS
NOT FOR CONSTRUCTION
NOVEMBER 12, 2021

BEGIN PROJECT
STA. 10+12.48
Y = 166,509.99
X = 389,688.64

END PROJECT
STA. 62+84.91



LAYOUT
SCALE 0 2 MI
TOTAL NET LENGTH OF CENTERLINE = 1.00

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, WASHINGTON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. 2012 VERTICAL DATUM OF 1988 NAVD88 (2012).

ORIGINAL PLANS PREPARED BY

GRAEF 275 W. WISCONSIN AVENUE, SUITE 300
MILWAUKEE, WI 53203

(Date) (Signature)

TOWN OF TRENTON

PREPARED BY
Surveyor GRAEF
Designer STEVE SCHOWALTER

APPROVED FOR THE TOWN
DATE: (Signature)

E

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM THE ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES OR FROM GRUBBING OF TREES OR STUMPS SHALL BE BACKFILLED WITH GRANULAR BACKFILL AND COMPACTED. GRANULAR BACKFILL MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

ALL RADIUS DIMENSIONS FOR CURB & GUTTER ARE GIVEN TO THE FLANGE. ALL ELEVATIONS ALONG CURB & GUTTER ARE GIVEN TO THE FLANGE. OFFSETS NOTED ARE TO THE FLANGE OR EDGE OF LANE IF NO CURB, UNLESS OTHERWISE NOTED.

THE LOCATION OF KNOWN EXISTING UTILITIES IN THE VICINITY OF THE PROJECT ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITIES IN THE AREA THAT ARE NOT SHOWN. CONTRACTOR SHALL EXPOSE AND VERIFY DEPTHS AND LOCATIONS OF ALL UTILITIES, KNOWN AND UNKNOWN.

SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

MAINTENANCE AND REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS. SILT FENCE MAINTENANCE WILL BE PAID FOR SEPARATELY.

ASPHALT DRIVEWAYS SHALL BE SAWCUT AT THE MATCHLINE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

HMA PAVEMENT WHERE INDICATED ON THE PLANS, SHALL CONSIST OF LAYERS AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.

3½" DEPTH LT 1 ½" OF HMA PAVEMENT 4 LT 58-28 S, AS THE UPPER LAYER
1 ½" OF HMA PAVEMENT 3 LT 58-28 S, AS THE LOWER LAYER

3½" ASPHALTIC DRIVEWAYS AND FIELD ENTRANCES SHALL BE CONSTRUCTED AS ONE LAYER.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN SEVEN (7) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED.

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCM	CULVERT PIPE CORRUGATED METAL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CSCP	CORRUGATED STEEL CULVERT PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
EOP	EDGE OF PAVEMENT
FE	FIELD ENTRANCE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
NTS	NOT TO SCALE
PAVT	PAVEMENT
PB	PULL BOX
PC	POINT-OF-CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RAD	RADIUS
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
RCHES	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL STORM SEWER
RCPS	REINFORCED CONCRETE PIPE - STORM SEWER
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SB	SIGNAL BASE
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TC	TOP OF CURB
TLE	TEMPORARY LIMITED EASEMENT

AGENCIES

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TOM.HARYCKI@CHARTER.COM

WE ENERGIES- ELECTRIC
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CDAILEY@ATCLLC.COM

INDEX OF TYPICAL SECTION AND DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
PAVEMENT MARKING
ALIGNMENT



PROJECT NO: 2017-0301

HWY: WASHINGTON DRIVE

COUNTY: WASHINGTON

GENERAL NOTES

SHEET

E

FILE NAME : X:\M\2017\20170301\CAD\TRANSPORTATION\DWG\SHEETS\PLAN\020101_GN.DWG
LAYOUT NAME - 020101_gn

PLOT DATE : 10/6/2023 6:19 AM

PLOT BY : SCHOWALTER, STEVEN

PLOT NAME :

PLOT SCALE : #####

WISDOT/CADD5 SHEET 42