

**PLEASANT PRAIRIE
COMMUNITY DEVELOPMENT AUTHORITY
Village Hall Auditorium
9915 39th Avenue
Pleasant Prairie, WI
November 15, 2006
4:30 p.m.**

A meeting of the Pleasant Prairie Community Development Authority was held on Wednesday, November 15, 2006. Meeting called to order at 4:30 p.m. Present were John Steinbrink; Gary Hutchins, Larry Nelson, Phil Godin, Kate Jerome and Tom Reiherzer. Mike Serpe was excused. Also present were Mike Pollocoff, Executive Administrator; Kathy Goessl, Treasurer and Jane Romanowski, Secretary.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **MINUTES OF MEETINGS – AUGUST 16, 2006.**

REIHERZER MOVED TO APPROVE THE MINUTES OF THE AUGUST 16, 2006 CDA MEETING AS PRESENTED IN THEIR WRITTEN FORM; SECONDED BY GODIN; MOTION CARRIED UNANIMOUSLY.

4. **CITIZEN COMMENTS**
5. **COMMISSION COMMENTS**
6. **NEW BUSINESS**

A. Status report on remediation of STH 165 and I-94 Southwest Quadrant.

Mike Pollocoff:

I want to give you a brief oral report on the remediation of the STH 165 and I-94 South Quadrant. If you have driven by that southwest quadrant, you will notice all the buildings have been taken down. We have taken down all the trees that divided the lot lines but have kept all the trees on the perimeter. Between the Volling truck property and the fireworks stand we are down about 14 feet and are digging out tires, trash, and concrete - just an incredible amount of garbage. We have spent about \$10,000 worth of equipment and man hour time and we probably will spend twice as much to landfill because it is so classified. We are pulling out concrete where we can and metal where we can but we have to get that out.

Tom Reiherzer:

No one had any idea it was even there.

Mike Pollocoff:

We knew we had some concrete but once we started digging and looking at every time the back hole dug to get underneath we would find something else. We stopped and did some

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borings. We did not do that many borings but we know that 14 feet is about the level. It looks like at some point it was a slough when they constructed the original overpass on 41 but it probably had a low area so the land was backfilled with whatever they could get out there and cover it over with soil and that is it.

So we will have that out. We have done some further testing on the military museum site and found a couple spots that may have been problematic and they came back as clean or not as bad as we thought.

We still have the Sondag's vans portion of that Sondag property we need to take down and that had some fairly extensive asbestos in that building and we almost have that all removed. And then we have the house and small shed where the military museum was and those are clean.

The Fire Department is going to use the house for training when the weather is right. One of the problems over there is that you can not really burn unless the wind is out of the east or no wind at all because we don't want it to go across the interstate.

That is really it as far as the remediation and those are the last things we are working on. We used our own crew and extended the sanitary sewer west from basically the south lot line of the Sondag vans property or the north line of the Jockey corporate site and we extended that west and will almost get that to where it is going to go which would be back to the Prairiewood holdings before the season is over so that will be in place.

We have been dealing with Wisconsin DOT, and if you read in the paper lately, one of the processes they are working on is adding additional lanes to the Interstate to make it four lanes. They approved our design as year ago and now they are going to add another lane so now we need to move that back another 50 feet and redesign those frontage roads. One little wrinkle that may be troublesome is the DOT is looking to take back the frontage roads. They went for a long time saying o.k. the frontage roads will go to local jurisdictions and you control the access and the management and maintain them and a lot of us started doing that kicking and screaming because it is a high exposure area. We are one of the few communities that own almost all the frontage roads on the highway system and now they are looking to take them back which could complicate some of the access points that we are looking for future development especially south of STH 165. That will not be locked down to after the 1st of the year as to where the frontage roads are going to be. They are saying they will not commit at this point to adding lanes on and they are looking at other alternatives but as a practical matter they may need to add frontage road lanes to deal with the traffic counts unless they are looking to put a train or some mass transit along the highways.

The STH 165 bridge was designed to be able to accommodate the added lanes; the C bridge isn't; If you have time take a look at the realigned C interchange, it would allow for divided four lanes beneath and actually allow for 10 lanes above. The design for the interstate is a 70 year design. Even if they do add it they are leaving room for another lane to be added at another time.

That has somewhat complicated our work with Abbott Labs on defining how the realigned frontage road will service the placement of the water quality basins which were at the Crossroads site. Some of these things have put us in a little bit of a holding pattern on as the DOT has been changing their plans. I think in the long run at least they got this out now and get it done so we don't have to go back and readjust it. Because of the development that is going on down here when the DOT does start that work, we are going to have the first improvements made and they

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will work their way north. The CTH C interchange will be 2009 construction and they have actually started issuing relocation orders on the properties in that area.

Tom Reiherzer;

Texas Jays' would be gone by then. You had mentioned that they are going to widen the freeway and you said you did the sewer and water. You had mentioned at the last meeting that you guys caught that ahead of time that you moved the sewer and water enough to take care of that.

Mike Pollocoff:

We didn't know but we terraced it off. We are o.k. with that. We may have to move some hydrant leads back a little farther but the main will not have to be moved although the road profile changed.

Tom Reiherzer:

That is good that you caught that.

Mike Pollocoff:

I know.

Tom Reiherzer:

Or you would have to move it again.

Mike Pollocoff:

The grade changes are significant so the water mains would be 15 feet deep which is a lot deeper than you want to have those and it makes it difficult for the redevelopment that follows in. Abbott has been cooperative with the realignments because it just kind of ripples - once you start moving, everything moves to the west. Somebody pulled the trigger on that concept that they must have been mulling over and it got going. That is all I have on the remediation.

Larry Nelson:

Who is doing the remediation?

Mike Pollocoff:

We are. We had some down time with our construction crew so our cost per hours is a lot less than Azarian or the other guys so we just did it ourselves.

7. **CONSIDER ENTERING INTO EXECUTIVE SESSION PURSUANT TO SECTION 19.85(1)(G) WIS. STATS. TO CONFER WITH LEGAL COUNSEL FOR THE GOVERNMENTAL BODY WHO IS RENDERING ORAL OR WRITTEN ADVICE CONCERNING STRATEGY TO BE ADOPTED BY THE**

BODY WITH RESPECT TO LITIGATION IN WHICH IT IS OR IS LIKELY TO BECOME INVOLVED AND PURSUANT TO SECTION 19.85(1)(E) WIS. STATS. TO DELIBERATE OR NEGOTIATE THE PURCHASE OF PUBLIC PROPERTY, INVESTING OF PUBLIC FUNDS, OR CONDUCT OTHER SPECIFIED PUBLIC BUSINESS, WHENEVER COMPETITIVE OR BARGAINING REASONS REQUIRE A CLOSED SESSION.

REIHERZER MOVED TO ENTER INTO EXECUTIVE SESSION; SECONDED BY JEROME; ROLL CALL VOTE - STEINBRINK – YES; GODIN – YES; JEROME – YES; NELSON – YES; REIHERZER – YES; HUTCHINS – YES; MOTION CARRIED 6-0.

8. RETURN TO OPEN SESSION

After discussion was held, **HUTCHINS MOVED TO RETURN TO OPEN SESSION; SECONDED BY REIHERZER; ROLL CALL VOTE – STEINBRINK – YES; GODIN – YES; NELSON – YES; JEROME – YES; REIHERZER – YES; HUTCHINS – YES; MOTION CARRIED 6-0.**

9. ADJOURNMENT

GODIN MOVED TO ADJOURN THE MEETING; SECONDED BY JEROME; MOTION CARRIED UNANIMOUSLY AND MEETING ADJOURNED AT 5:25 P.M.