



PUBLIC WORKS STAFF REPORT

MEMO DATE:	February 10, 2021
MTG. DATE:	February 15, 2021
TO:	Village Board of Trustees
FROM:	JJ Larson – Village Director of Public Works & Utilities
RE:	Shady Grove infrastructure modifications

OVERVIEW

The Shady Grove development was approved years ago, and a new developer is now looking to acquire the development and move forward. They have been working with staff and looking to do some value engineering in order to cut some of the anticipated costs so they can provide their contribution to the improvements at the BB/Buss Rd. intersection and still have a feasible project.

Staff met with the developer and discussed their requests, which are laid out in the submission in your packet. The only items we would not recommend as staff are #4, the request to reduce the engineered soil in the bio pond to 6" and #8 the request to change the bike path to 5' sidewalk. We would however recommend reduction of the bike path width to 8' since it is in a residential area and the Village already has 8' path in other areas of the community.

COMMITTEE DISCUSSION & RECOMMENDATION

At the February 2, 2021 meeting of the Public Works and Properties Committee, the Developer presented their proposed changes and engaged in a detailed discussion with Committee members. The Committee did not agree with the replacement of the 10' bike path with 5' sidewalk but was willing to recommend approval of an 8' asphalt path instead.

Village Engineer, Kevin Lord, was ok with the proposed typical gravel subgrade but mentioned that proof rolling would be required. He also indicated the Village would be fine with the request to replace overflow pipes with weirs on the stormwater pond as long as the design still meets stormwater management for the site.

Lord did indicate that the Village could not allow the requested reduction in engineered soil in the bio pond; per stormwater requirements and Committee members agreed.

The Committee has no concerns with the reduction of Buss Road from a four-lane boulevard to a two-lane street but did recommend a previously discussed model instead of the one presented. Instead of building only one side of the planned boulevard and making wider lots and driveway aprons along the western frontage over the right-of-way, the Committee would like the developer to build the outside lanes, installing the curb and gutter along the limits of what will ultimately be the full boulevard width and leave the median shouldered with a large grass median. Committee members believed this provides the most cost-effective solution for the Developer and the Village in the long run, without over-building a street well before traffic dictates the need. And the proper placement of the outside edges with curb and gutter will preempt any future confusion by homeowners who believe they owned more land than they did once the full boulevard build-out is needed.

Motion by Hackel, seconded by Kieck to recommend approval of the proposed changes with the exception of the engineered soil, and with keeping Buss Road the same as the Committee originally intended with outside curb and gutter and two lanes paved, as well as an 8' asphalt bike path in lieu of the 10' bike path. Motion passed with a unanimous voice vote of 4-0-0.

Pictured below is a small stretch of nearby Sprecher Road in Madison that shows something similar to what the Public Works Committee recommended for installation on Buss Road.

