



W220 S6700 Crowbar Drive
Muskego, WI 53150
262/679-4400
Fax 262/679-5565

To Whom It May Concern,

Johnson Sand & Gravel, Inc. hereby grants our permission for Trierweiler to set up and operate a batch plant at our Crowbar Road facility, located at 6700 Crowbar Drive. Trierweiler is a representative of Johnson Sand & Gravel on behalf of the CUP that is being submitted.

If you have any questions or require additional information, please contact Randy Johnson at 414-333-9857.

Sincerely,

A handwritten signature in cursive script that reads "Randy Johnson".

Randy Johnson

Johnson Sand & Gravel, Inc.

TRIERWEILER

CONSTRUCTION & SUPPLY CO. INC.

Heavy & Highway Contracting



143 Rock Freeway – Conditional Use Permit

2916 South Cherry Ave
Marshfield WI 54449
(715) 387-8451

TRIERWEILER

CONSTRUCTION & SUPPLY CO. INC.

Heavy & Highway Contracting

2916 South Cherry Avenue

Marshfield, WI 54449

Phone 715-387-8451

Fax 715-384-5599

April 15th, 2025

New Berlin
Plan Commission

Subject: Special Exception; Tax Key NBC 2182999011

Trierweiler Construction, as agent on behalf of S & J Development (property owner), is submitting the enclosed applications, drawings, and supporting documentation for your review regarding the proposed temporary ready mix concrete plant on a portion of the property listed above.

Contact Information

Site:

Tax Key: NBC 2182999011
Legal Description: See Attached
New Berlin, WI 53150

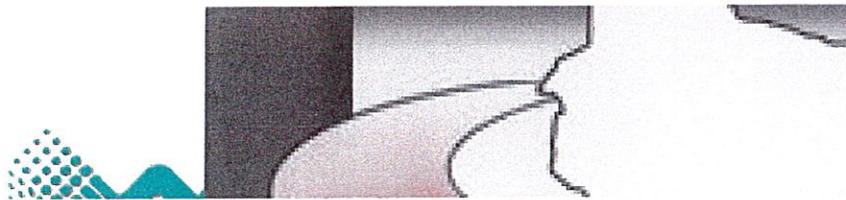
Property Owner:

S & J Development
W220S6700 Crowbar Dr
Muskego, WI 53150

Sincerely,

Nick Petit

Trierweiler Construction & Supply Co., Inc.
Nick Petit
715-240-0315
nick@tpaving.com



An Equal Opportunity Employer

Table of Contents

- Introductions & Intentions
- Written Brief
- Closing Statement
- Conditional Use Permit Application
- Developer's Deposit Finance Form
- General Overview Location Map
- Property Owners Overview
- Scaled Site Layout
- DNR Surface Water Map
- Contour Map
- Pollution Prevention & Spill Response Plan
- Plant Overview
- Legal Description
- Trucking Route

Introduction & Intentions

Ready Mix Concrete

Ready mix concrete (RMC) is an essential building material for use in a variety of civil construction projects such as buildings, roads, bridges, and a variety of other structures. As the Wisconsin Department of Transportation (WisDOT) and a variety of other municipalities continue efforts to update and expand Mooreland Road in Waukesha County, the demand for a locally available and economical option for the production and distribution of RMC is critically important to on-time and on-budget projects to reduce the costs to taxpayers and impacts on commuters for these projects.

Based upon the availability of some ingredient aggregate materials nearby as well as the proximity to the awarded construction work, the Johnson Sand and Gravel site on Crowbar Drive offers an ideal location for the staging of a portable, temporary RMC plant to be used on the I43 Rock Freeway construction project. Trierweiler Construction is requesting this special exception permit beginning on April 1st, 2026, to July 1st, 2028.

Sitting

The site, consisting of Tax Key NBC 2182999011, is currently being used as a gravel pit. The special exception permit area is approximately 5 acres in size, for the exact location and layout please see the attached map. No building or structure beyond the mechanical equipment is proposed as part of the application. The RMC batch plant will be temporary and portable in nature to be located adjacent to where the aggregate stockpiling is occurring.

Site Preparation

No site prep will be needed as it has a gravel floor already. Once work on the WisDOT projects is completed the temporary batch plant will be removed and the site will be left to its original condition.

Operation Description

The proposed temporary/ portable installation of an RMC plant would be utilized to mix concrete and load trucks for the I43 Rock Freeway Project. The exact number of employees varies between 3 and 15 on the RMC operations team. Access to the site will be via the existing driveway currently in use. Parking for the operators will be adjacent to the plant. Operational periods will include generally daytime operating hours (6:00 AM – 8:00 PM) during weekdays and intermittent operation during weekends only as project demands necessitate.

Outdoor storage would consist of piles of aggregates and sand stored within the existing site. Cement materials would be stored in portable enclosed bins and handled in such a manner to minimize any dust exposure. Activities conducted outdoors at the site would include the staging, handling, and mixing of materials, loading of delivery trucks, and washout of trucks. Domestic waste generation would be handled by an onsite dumpster that is regularly emptied by a local waste management service.

Zoning and Setbacks

The plant will be sited on the property to adhere to all setbacks as set forth in the current City of New Berlin zoning regulations that govern the property. See attached mapping for the proposed location within the property.

Erosion Control/ Storm Water Management

As part of participating in WisDOT construction work, strict environmental and erosion control standards must be adhered to and are regularly monitored by WisDOT project staff. Trierweiler Construction also holds a current and valid plant specific WPDES general permit for wastewater runoff.

Noise

The noise emitted by the plant's operations will be less than or equal to the current noise generated by the traffic on I43. Additionally, the plant will only be in operation for approximately 40 total days per year duration the 2 year project.

Dust Control .

Dust will be controlled through the use of enclosed bins for the storage of fine particle materials such as cement. Water is used extensively around the plant site during plant operations as needed to control the dust of the moving trucks. Water as well as sweeping is used on any adjacent roads to control both dust and any debris that may track on to public roadways.

Lighting

If operations occur at night, outdoor lighting will be provided by portable lighting plants for the purpose of employee visibility and safety. The lights would be operated only during periods of night-time operation and as needed for visibility and safety. To mitigate impacts to neighboring residences and roadways, the lights will be directed away from property lines, neighboring parcels, and roads.

Written Brief

The granting of the special exception for the placement of the temporary concrete batch plant is well within the spirit of the ordinance. The placement of the concrete plant will not be a nuisance to neighboring property owners, through noise, dust, or any aspect of public safety. The plant will not affect property values of neighboring properties as it will be temporary, and the property will go back to its original use once construction is completed. The property is not in a flood plain and no wetlands or forest resources will be affected by the proposed plant. Lastly, the siting of the plant at this location will provide the most effective and efficient use of taxpayer's funds by allowing the close proximity of the plant to reduce travel and trucking costs, which in turn reduces the time necessary to complete the work. The reduced cost in terms of both money and user delay due to construction is a win-win for the traveling public.

The granting of the special exception will be in the best interest of both the local population as well as the travelling public. The plant will be situated in a rural area near the project and near the WisDOT project it is intended for. This placement will greatly limit the amount of time the loaded concrete trucks are on the open road and maximize their travel directly to the project, therefore minimizing potential conflicts with the travelling public. Additionally, the drivers at Trierweiler Construction take pride in their driving with common sense and safety when on the road. The general welfare, public health, or safety of the local population will not be significantly impacted due to the placement away from a populated area along with the efforts made by Trierweiler Construction to limit dust through contained storage tanks, the use of water (as mentioned below), and emission of comparable amounts of background noise caused by the Interstate.

Trierweiler Construction makes every effort to be good neighbors, and part of being good neighbors is making our best effort to eliminate as much as possible any issues with noise, dust, smoke, and odors. The noise made by the concrete plant is comparable to the current level of noise created by normal traffic on the I43. The noise created by the other equipment and concrete trucks is similar in nature to the other construction equipment that will be operating in the gravel pit. Dust will be controlled using storage tanks for the cement and fly ash, and water in and around the plant site as needed to prevent dust. As stated below, odor will be eliminated through regular and timely emptying of the waste storage facilities by a local waste management company.

Trierweiler will follow all city and county ordinances along with any town ordinances that apply to this Conditional Use Permit.

Our request will not impact public health, safety or general welfare.

The noise emitted by the plant's operations will be less than or equal to the current noise generated by the traffic on I43. Additionally, the plant will only be in operation for approximately 80 total days during the 2-year duration of the project to complete the concrete paving work.

Dust will be controlled through the use of enclosed bins for the storage of fine particle materials such as cement. Water is used extensively around the plant site during plant operations as needed to control the dust of the moving trucks. Water as well as sweeping is used on any adjacent roads that to control both dust and any debris that may track on to public roadways

Granting this special exception to Trierweiler Construction provides an important service to the community because it is the most prudent choice to preserve taxpayer dollars. The ability to locate the temporary concrete plant as close as possible to the project allows the contractors the ability to provide the most competitive pricing to the Department of Transportation and in turn the best value to the Wisconsin taxpayers. The close location to the project also limits the amount of on road traffic by construction vehicles which minimizes any potential issues with local traffic. Lastly the efficient repair and replacement of the I43 Rock Freeway will provide economic impacts to the local communities by safer and more efficient travel, and one of the most efficient ways to complete the construction in a timely manner is the close placement of equipment and materials to the project.

Closing Statement

Trierweiler Construction (agent) on behalf of S&J Development (property owner) is submitting the enclosed Conditional Use Permit for the proposed temporary ready-mix concrete batch plant along with the required fees and attachments. We are requesting approval for the operation from May 1st, 2026 to July 1st, 2028 in support of the WisDOT I43 Rock Freeway projects. If you have any questions or concerns, or require additional information, or clarification, please feel free to contact me via the contact information listed on the front page.

Sincerely,

Nick Petit

Trierweiler Construction

Trierweiler Site

Write a description for your map.

Legend

-  TCI Plant Site



Property Owners Overview

Write a description for your map.

Legend



Google Earth

Image Landsat / Copernicus



1000 ft

Plant Site Layout

Write a description for your map.

Legend

Water Source For Plant



Memory Care of New Berlin

Google Earth

Image Landsat / Copernicus

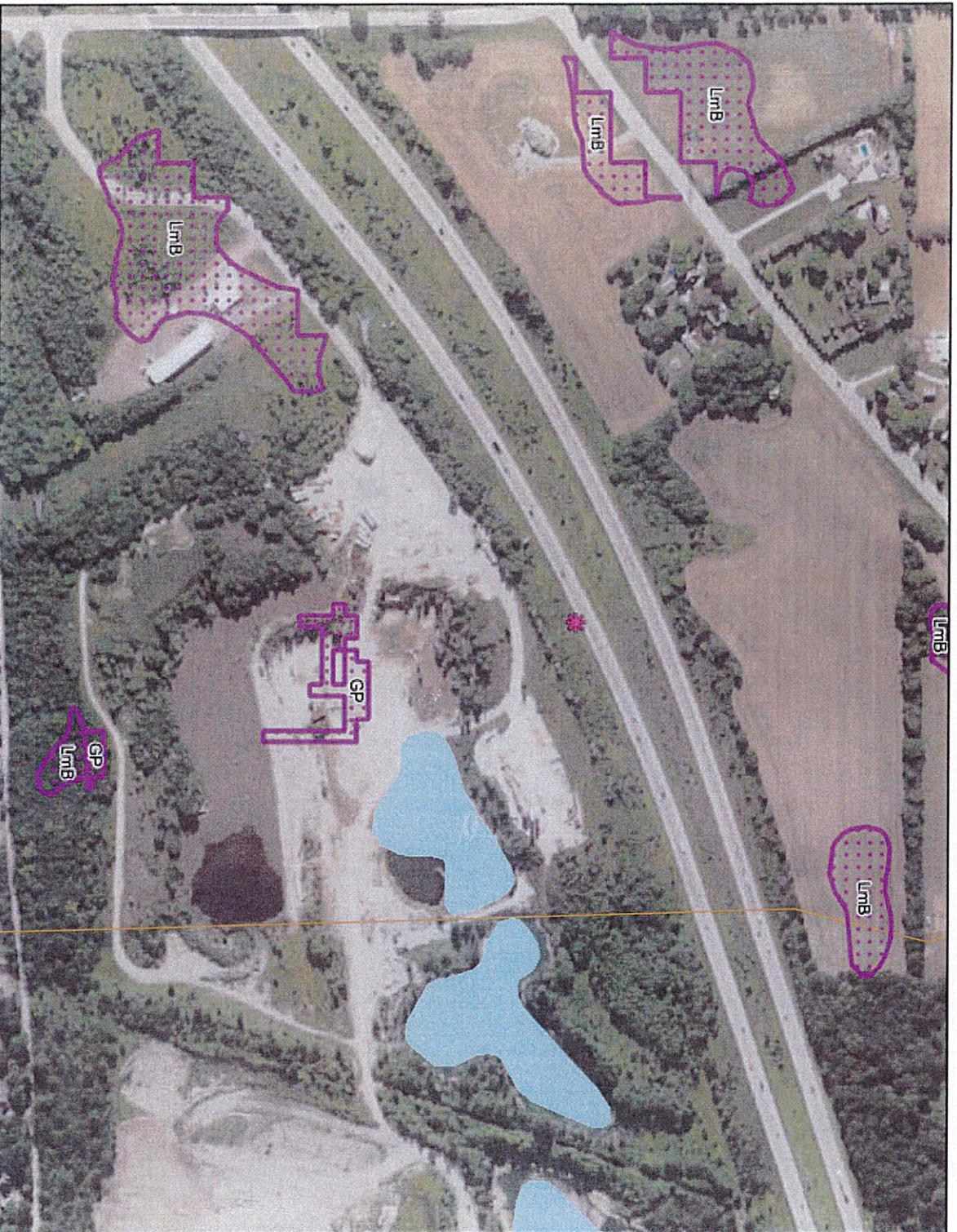
500 ft





WISCONSIN
DEPARTMENT OF
NATURAL RESOURCES

WY: Surface Water Data Viewer (SWDV_VS_App)



- Legend:** (Some map layers may not be displayed)
- Watersheds
 - USDA Wetspots
 - Wetland Indicators
 - Open Water
 - Open Water
 - 24k Lakes and Open Water
 - Latest Leaf On Index
 - Latest Leaf On Imagery

Notes:

Service Layer Credits:
Wetland Indicators & Soils¹, Surface Water Data Viewer Team, DNR Basic Feature VTL (WTM): Wisconsin Department of Natural Resources, GIS Section, Latest Leaf On², Priority Navigable Watersways: Watersway Protection, WDNR, Surface Water (Cached): WDNR, USGS, and other data

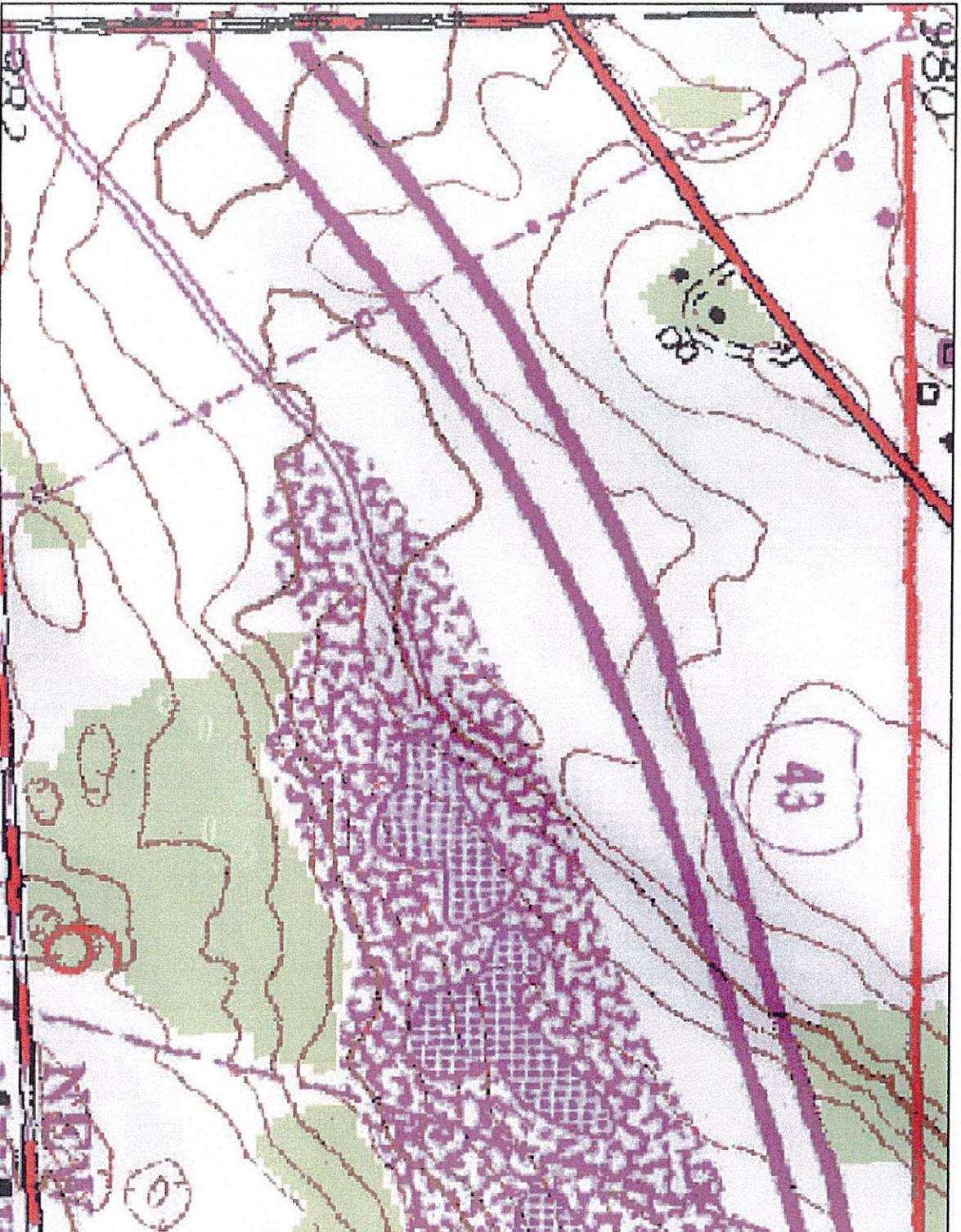
Map projection: NAD 1983 HARN Wisconsin TM

This map is a product generated by a GIS web mapping application. This map is for informational purposes only and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. The user is solely responsible for verifying the accuracy of information before using for any purpose. By using this product for any purpose user agrees to be bound by all disclaimers found here: <https://dnr.wisconsin.gov/legal>

Date Printed: 2/2/2026 6:42 AM



WY: Surface Water Data Viewer (SWDV_VS_App)



Service Layer Credits:
DNR Basic Feature VTL (WTRM); Wisconsin Department of Natural Resources, GIS Section, Latest Leaf On;
Topographic Maps;

Map projection: NAD 1983 HARN Wisconsin TM

Map: 0 390 780 Feet
0 110 220 Meters

This map is a product generated by a DNR web mapping application.
This map is for informational purposes only and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. The user is solely responsible for verifying the accuracy of information before using for any purpose. By using this product for any purpose user agrees to be bound by all disclaimers found here: <https://dnr.wisconsin.gov/1923>

Date Printed: 2/2/2026 6:45 AM

Legend: (Some map layers may not be displayed)
24K USGS DRGS

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Hill Shade

85.00000001 - 93
93.00000001 - 102
102.00000001 - 110
110.00000001 - 119

Notes:



TRIERWEILER

CONSTRUCTION & SUPPLY CO. INC.

Ground Water and Storm Water

Pollution Prevention and Spill Response Plan

For

Temporary Concrete Batch Plant

Purpose and Scope

This pollution prevention plan concentrates on identifying potential pollutants at the work site, and adopting management practices that eliminate their contact with sensitive waters of the state. The primary focus of this plan is to provide education for field employees, thereby reducing human error as a contributor to environmental pollution.

I. Potential Pollutants

A. #2 Fuel Oil

1. Spills during equipment refueling
2. Bulk Shipment deliveries – overfill
3. Broken or leaking fuel lines and hoses

B. Lubricating Oils

1. Overfilling gearboxes
2. Leaking seals and mechanical equipment
3. Engine breather pipes
4. Spills during oil changes
5. Improper storage of oil inventory

C. Grease

1. Over greasing bearings and wear surfaces
2. Improper disposal of cleaning towels

D. Antifreeze

1. Leakage from damaged radiators

2. Overfill/Spill

E. Sediment

1. Runoff not contained on site
2. Poor operating techniques

II. Implementation of Best Management Practices (BMP)

A. Education

1. The pollution prevention plan is reviewed at the Trierweiler annual safety meeting. The intent of the plan is stressed, changes or improvement are noted. Field employees discuss the plan, and exchange ideas for potential plan improvement. Any new ideas that contribute to the intent of the plan are included in the written pollution prevention plan for the next year.
2. Information about the importance of pollution prevention is routinely stressed at scheduled tailgate safety meetings. Topics for discussion include safe petroleum product handling, proper maintenance procedures and routine inspection of the equipment during operation. Personnel are encouraged to take a pro-active role in prevention of spills. Good housekeeping practices are stressed for control of minor drips and leaks from daily maintenance and operation.

B. Inspection and Supervision

1. The temporary Concrete Batch Plant is routinely inspected each day of operation to ensure that all equipment is functioning properly, all valves are closed, and significant materials are properly stored and secure.
2. Fuel Transfers are supervised to ensure that spills do not occur. Plant personnel assist tanker drivers as needed to provide safe and effective transfer of fuels.
3. Refueling of the Batch Plant equipment is monitored at all times to eliminate overfilling.

C. Communication and Response

1. The emergency response plan for spills is posted in the repair trailer for the Batch Plant operations. Employees are aware of the location of the listing and follow the outlined procedure in a spill situation.
2. Plant personnel respond immediately to a spill situation to mitigate effects and isolate/control source of spill. Operations are immediately shut down when necessary to redirect on-site resources and manpower in spill response.

3. Company contact personnel and emergency phone numbers are posted in the repair trailer to provide operators with immediate access to company support. Contact with Jeremy Iwanski is established as soon as possible after the spill so that proper reporting requirements can be met.

D. Selection of Plant Sites

1. Environmental impacts in equipment and work areas are considered prior to set up in and location.

2. Whenever possible, Batch Plant equipment is located in a pit or quarry that provides natural, on site containment of storm water runoff, and ample protection for sensitive ground water supplies.

3. In locations where there is increased environmental sensitivity because of proximity to receiving waters, lack of natural containment, or other critical factors, berms or diking will be constructed that will contain runoff or protect a potential spill from releasing into the ground water in the immediate equipment area.

E. Petroleum Product Storage

1. All fuel tanks shall have drip pans or absorbent material available for nozzle storage between refueling. Tanks and hoses are inspected daily for integrity and any problems are corrected.

2. Lubricants and grease are stored in the repair or service trailer until needed. The storage area is secured at the end of each operating cycle.

3. Drip pans and contaminated absorbent material are replaced at the end of each work shift and at the onset of precipitation to eliminate ground water and surface water exposure to petroleum products. Containers are located in the service trailer for storage of used absorbents and other cleanup materials.

4. Used oil and grease from equipment service and repair is stored inside the plant service trailer until collected for off-site disposal.

F. Repair and Maintenance

1. Engines and gearboxes will be inspected and fully serviced as needed during the off-season to eliminate leaking seals, fuel lines, and gaskets. Leaks that develop during operations are contained by drip pans, absorbents, or other acceptable means, until company maintenance personnel repair the problem. In cases where continued

operation may cause uncontrollable fluid losses, plant operations will cease until the problem is corrected.

2. Batch Plant employees are instructed in proper lubrication procedures for plant equipment. Manufacturer's specifications are followed to eliminate over-fills of gearboxes and crankcases. Greasing of bearings and wear surfaces is carefully monitored to eliminate unnecessary grease contact with the ground. Overflow from bearings is collected and disposed of with contaminated absorbent material.

3. Routine engine oil changes are done with adequate absorbent material to provide for drips and spills associated with maintenance operations. Waste oil is stored in spill proof containers until picked up for off-site disposal.

4. Any leaks that develop during the course of operation may, at the foeman's discretion, be contained with drip pans or petroleum absorbent material, as long as plant operation ceases prior to a storm event and containment vessels are cleaned and free of petroleum to prevent contact with ground water or storm water.

5. Repair and maintenance procedures are conducted in the shop, service trailer or outside with adequate containment for degreasing and cleaning. Petroleum absorbent material is available as needed to supplement containment.

G. Use of Available Resources

1. Housekeeping supplies, including drip pans and absorbent materials, are kept on inventory in the repair trailer at all times. All plant personnel have access to these materials, and are instructed in their use. Additional booms or pads are available upon request.

2. All plant personnel are available to respond to petroleum spills as needed. Other resources may be mobilized to mitigate the effects of a petroleum release, such as subcontractors, additional equipment, or additional personnel.

3. If necessary, plant loading equipment may be used to construct temporary berms or place aggregates for absorbing free flowing liquids. Loading equipment can also be used for backfilling or removing impacted soils or aggregates.

H. Construction of Containment

1. When a plant must be placed in an area where additional containment is needed because of the amount of fines being produced; field employees may elect to construct berms or temporary basins for collection and control of contaminated water.

Necessity of construction is based on slope of plant site, area drained, soil type, and proximity to receiving waters. Other influences may be considered on a site-specific basis as needed to fulfill the purpose of the plan.

2. Water collected in on-site-basins is routinely inspected by field personnel for evidence of petroleum sheen or odor. If no evidence of contamination is apparent, the water may be released by gravity flow or by pumping. Release of water must be done in a manner that will not induce erosion or release water with high sediment loadings into receiving waters. Water collected on-site basins that show evidence of petroleum contamination is pumped into disposal tanks for transport to approved facilities.

3. Erosion control measures outside of plant and equipment work areas may be identified by field personnel. In these situations, company officials should be notified, so that site-specific BMP's can be implanted.

Plant Overview

Trucking Route

Directions

Best routes

- A 6700 Crowbar Dr, New Berlin, WI 53150, United States
- B State Road 164, Big Bend, WI 53103, United States

Leave now Add stop

Via County Hwy-ES, WI-164
 Fastest route · 1 min delay
 Close

- A 6700 Crowbar Dr, New Berlin, WI 53150, United States
- 1 Leave from Crowbar Dr about 0.3 mi, less than 1 min
- 2 Turn left onto National Ave/County Hwy-ES 1.6 mi, about 3 min
- 3 Turn left onto State Road 164/WI-164/County Hwy-F 0.3 mi, about 1 min
- 4 Make a U-turn at State Road 164/WI-164/County Hwy-F about 0.1 mi, less than 1 min
- 5 You have arrived at State Road 164/WI-164/County Hwy-F. Your destination is on the right
- B State Road 164, Big Bend, WI 53103, United States

