



Public Works Committee Meeting
March 10, 2020
6:00 p.m.
Cravath Lakefront Room
Municipal Building-2nd Floor
312 W Whitewater St
Whitewater, WI 53190

MINUTES

1. **Call to order and roll call**

The meeting was called to order by Allen at 6 p.m. The meeting was held in the Cravath Lakefront Room at the Municipal Building.

Present: Allen, McCormick and Schulgit

Others: Brad Marquardt and Cameron Clapper

2. **Approval of minutes from February 11, 2020**

A motion to approve the minutes from February 11, 2020, was made by Schulgit and seconded by McCormick.

Ayes: All via voice note (3)

Nays: None

3. **Hearing of Citizen Comments**

There were no citizen comments at that time.

4. **Old Business**

There was no old business at that time.

5. **New Business**

a. **Discussion and Possible Action on changes to the Janesville Street/Franklin Street intersection.**

Marquardt stated this intersection has been looked at several times by the Public Works Committee. The direction the committee took was to install some delineators around the curve at Janesville and Franklin. Those delineators were up for approximately two to three months. Some concerns about the delineators were cars going southbound were going around the delineators and continuing south on Franklin. They were basically ignoring the delineators that were in place. They heard from a citizen on Church St. stating they were witnessing more truck traffic on Church St. In addition, the Streets Department had some concerns in the winter with melting snow that would turn into ice overnight and possibly create slippery conditions. The committee decided to take them down over winter and revisit this situation in March.

Strand did an evaluation of this intersection in April of 2019. They did have some recommendations to improve safety with the northbound traffic going too fast around the curve, and people heading south on Franklin not yielding to the traffic on Janesville and continuing south. Strand gave recommendations of a curb and gutter through the intersection, which would restrict the left turn, of which the City did do with the use of the delineators, up to potentially going to an all way stop control.

What Marquardt would recommend at this point is to put up a stop sign for southbound traffic who wants to continue south on Franklin. Technically, that is what they are supposed to do now and yield to northbound traffic on Janesville St. So, it is really not changing the dynamics of the intersection of how it works now. It is just having that stop sign there to bring more awareness to those people who want to head south that they do need to stop and yield to any oncoming traffic on Janesville St. The addition of the “No Right Turn” sign, and “No Stop for Right Turns” allows people to continue around the corner.

There was one concern brought up by his staff with the stop sign on busy mornings. They think that traffic could back up north to Main St. However, that would be the same condition that exists today if someone is stopped now waiting for traffic to clear to head south and traffic is now backing up behind them. Again, it is bringing better awareness to that intersection that people heading south need to yield to northbound traffic.

McCormick asked for clarification of where the stop sign will be located. Marquardt stated when heading south on Franklin, the stop sign would be located at the curve on Franklin/Janesville. There will be no stopping if you are turning right. You will have to stop at the stop sign if you are continuing on Franklin going south. McCormick asked if the chevrons will be placed in the roadway. Marquardt stated they will be for northbound traffic on Janesville as you are approaching the corner. The signs (triangles) will be in the terrace to indicate there is a curve. He said they could put one big sign up but believes that having more smaller signs will help indicate there is a curve coming up. Allen asked if the signs are in the median or on the side in the terrace. Marquardt said they would be in the terrace, in between the curb and the sidewalk. There will be two for sure and possibly three. The signs that will be put up are smaller signs and not the standard size of 24” x 36”. The signs he is thinking about are maybe 12” x 12” and will be reflective. Allen asked if we could power them with flashing lights. Marquardt said it will be solar powered and it will be blinking.

Kenneth Gray spoke from 451 W. Center St. His main concern is the northbound traffic for his safety. He feels this will still not slow down traffic going northbound. He said the main issue is that people cut the curve and don’t follow the lines. He suggests at the center of the intersection putting in a small triangle curb with a sign and an arrow pointing so they would actually have to go around it to make the curve. That way they would have to slow down to make the curve. McCormick asked about using rumble strips and wondered if that would help. Marquardt said it would be very loud.

Chris Hale then spoke from Home Lumber, 499 W. Whitewater St. His suggestion was going to be the stop sign. He said there is something like this in Elkhorn if you are going north on Hwy 67. You take a left at Hardees and go to the next stop sign and right turns do not stop and everyone else does. This is just an example of a right turn, no stop. Chris stated it wouldn’t slow down traffic but it would be a problem with concrete in the middle if you were to put something like that in there. It will also be a problem with snow and ice. He asked what if you put the stop sign in and you put delineators in prior to that intersection so you can continue to go south. All the delineators are going to do is grab your attention and you will still have to go around them. He feels you are going to have to tap the brakes. He thinks they could put them in between the crosswalk and the driveway before it and you could have a left hand turn still into that driveway. He thinks if you put them all of the way up to the crosswalk, you are not going to be able to cut that curve by very much.

Marquardt stated one other option in Strands report was to put up a speed board sign permanently on the northbound travel of Janesville that would reflect vehicle speed. He doesn’t know what that cost would be. However, once you travel that road a lot of people do become oblivious to the board.

Allen commented on where the circle is before Ken Gray’s garage. We could also put a yellow/orange flashing sign there with an arrow in the terrace. Marquardt stated that is where he was recommending the chevron signs be put to indicate a curve. Allen asked if it would be with a light and Marquardt stated, no. It would be just reflective signs. He also stated that the speed issue becomes an enforcement issue. This is not the only street where we hear there is excessive speed according to residents.

Dan Richardson spoke from 455 W. Center St. and owns the house at 220 S. Church St. He said his driveway on Church St. is right on that curve. Being retired he has had some time to make some observations. As soon as the delineators went up, trucks started using Church St. He also observed that traffic slowed down and they couldn't make the cut across into the other lane (southbound) on Janesville St. He also observed cars and trucks going around the delineators to continue down Franklin St. He feels it is a very dangerous intersection. His last observation is that it is a raceway down Janesville from Five Points to the stoplight at Main St. There is nothing to slow them down. Allen stated that is why we wanted to put some kind of curb or something at that intersection to help slow down traffic. He asked if we found out from Strand or the DOT if there is enough room in that area to put a curb. Marquardt stated Strand did have some alternatives with a curb going through that area. Allen asked if we could look at that alternative. One of Strand's recommendation was to put in an island through that area. That is essentially what we did with the delineators and curbing would have cost more money.

Marquardt looked at another recommendation from Strand and the idea of turning Franklin and Janesville into a right angle and therefore not putting in an island. Allen liked this idea and wanted to list the pros and cons. Marquardt said you could keep the southern island curb radius and take the east side of Franklin and bring it in at a right angle. They would also have to consider the driveway that is on the east side going into the duplex. That would do nothing with traffic heading north and slowing traffic down because you are not doing anything with a curb. This option would be helping to create a safer intersection and for people heading south on Franklin. The other item they would have to look at would be the turning movement of a semi as they head south on Franklin and have to turn left and then swing back in. How do their back tires track with going over a curb and gutter? Marquardt said they do have the delineators as an option and they could use them to make a curb line that would come out to Janesville. He doesn't think he has enough then to head north to create the curb line on Janesville. With that spacing that wouldn't stop motorcycles or bicycles from doing what we want them to do. Marquardt stated Figure F. in Strand's report is what we would be looking at without the island. They refer to it as One-Way Northbound Franklin St. He stated they wouldn't have to make it one-way as it could remain two-way.

Marquardt would like to suggest putting in a blinking stop-sign and installing chevrons. They could do the delineators south of the crosswalk, and a few spots north of the crosswalk up to the intersection where it would not inhibit traffic heading south on Franklin St. That would still give a visual to people driving north on Janesville St. that there is some kind of barrier at least to start. This may prohibit them from cutting that corner as they are now. Allen asked if they moved the crosswalk could they leave the delineators there in the winter. Marquardt said he would like to talk to his staff and see if they would be willing to keep the delineators up during the winter and see how it works. The one issue we had was with traffic going around them and continuing south. Once again, Marquardt suggested going with the stop sign, the chevrons, and the delineators south and north of the crosswalk up Franklin St. That will still allow traffic to continue south on Franklin St. Also, he suggested the committee could direct him to look at other kinds of traffic device options to put in the middle of the intersection to help with northbound traffic. They will want this to not interfere with traffic if it gets run over and something that is not going to impact anything. Hale asked if they could try a sign at the end of the delineators without an island. Marquardt stated he doesn't want to create something that is dangerous in the intersection. Allen likes this idea and they should revisit this in the fall. Allen stated the same group will be notified about the meeting. Marquardt said they could also talk with the PD about code enforcement.

b. Discussion and Possible Action approving Wastewater Utility maintenance items for 2020.

Marquardt stated this is the annual maintenance at the Wastewater on the collections side. They like to televise the sanitary sewer to see where there may be issues, or if improvements are needed. They also use this to do the CIP spot repairs and lining of the mains. In this case, they are also looking at coating manholes to prevent infiltration. Wastewater reached out to six firms that do this work. The recommendation for the lowest bid for each is as follows:

- CCTV - Northern Pipe at \$28,029.60
- CIPP - Spot Repairs – Visu Sewer at \$5,570.00
- CIPP - MH to MH Visu Sewer at \$39,576.00
- MH Lining - Visu Sewer at \$12,672.00

Allen commended Reel on making these separate quotes instead of wrapping them up all as one. He certainly appreciates his efforts.

Marquardt stated they are looking for a motion to approve these recommendations. McCormick moved to approve the motion and seconded by Schulgit.

Ayes: All via voice note (3)

Nays: None

c. Discussion and Possible Action approving consultant for the Wastewater Wetwell Restoration Project.

Marquardt stated this is from the RFP they brought forward at the last Public Works Committee meeting. They sent it out and had four responses. Reel and Marquardt reviewed all proposals. They both concluded and recommend Applied Technologies. Applied Technologies was a little more expensive; however, they recommended doing the bypass of the influent as part of their project. Their cost estimate was \$17,200, which includes engineering design documents that would be good to solicit bids and it does include the bypass. There is an additional \$10,700 to take it to the next step to finalize the specifications and help with the bidding documents once we understand what the project is and how much we can afford. (We anticipate there will be multiple phases to this project). We will take care of the immediate issues now and then plan for future projects. Schulgit moved to recommend Applied Technologies for the Wastewater Wetwell Restoration Project and seconded by McCormick.

Ayes: All via voice note (3)

Nays: None

d. Discussion and Possible Action approving responsibility resolution for urban nonpoint source and stormwater grants.

Marquardt stated they are looking to apply for grant money to put towards a street sweeper. They need one and planning on submitting a CIP request for 2021-2022. This grant is good for two years. If they were to receive this grant, they could spend the money in 2021 or 2022. It is for a street sweeper and is only for one-half the cost of the difference between a mechanical sweeper and high-efficiency sweeper. A high-end vacuum will get more of the fine particles off the street and help clean phosphorus. That is why the DNR will give grant money towards a street sweeper. Allen asked what we use now. Marquardt stated a mechanical broom. McCormick asked how much a street sweeper cost and Marquardt replied about \$300,000. He said part of the application process is that we need to send in this resolution, which states who at the City will be the authorized representative. The City manager was put into this document, per the DNR's recommendation, based on a position and not a person. Allen asked where we are at with the current street sweeper in our revolving equipment fund. Marquardt said this money would hopefully come out of the stormwater utility account. Schulgit moved to approve the resolution for the urban nonpoint source and stormwater grants and seconded by McCormick.

Ayes: All via voice note (3)

Nays: None

e. Discussion and Possible Action updating Municipal Code 7.22.020 – Nuisance declared – Failure to cut – Costs.

Marquardt said this is piggy backing off the snow removal change. This is currently at \$50/hr. and he would like it raised to at least \$100, if not more for cutting grass. We certainly don't want to be in the business of cutting grass. If the committee is in favor of the change, Marquardt will work with McDonell

to put the ordinance change together and bring it to Council. Schulgit asked if the cost of cutting grass is consistent with the cost of removing snow and of the material and time. Marquardt stated it is probably more because the yard is bigger to cut the grass. On the flip side, our equipment costs are maybe less if they are only using a push mower. Allen suggested that cost wise we make it similar to the snow removal change. Schulgit moved to approve the change with updating Municipal Code 7.22.020 and seconded by McCormick.

Ayes: All via voice note (3)

Nays: None

f. Review of City's Municipal Separate Storm Sewer System (MS4) Annual Report.

Marquardt stated this is the annual report that needs to be submitted to the DNR. It does change a bit each year.

Section 1 – Public Education and Outreach – We do work with the Rock River Storm Group. We also contract with Creative Marketing Unlimited from the University of Wisconsin – Whitewater, which provides an education and outreach program. This group is comprised of University students who are generally in this program for two to three years. By the time they are seniors, they are pretty well versed with stormwater and what needs to be done. They do a lot with social media, Facebook, Twitter, videos, go door to door, attend markets, and set up the clean sweep, which is cleaning up around the lakes and rivers. One of the programs they initiated this year was the storm drain protector. They used Whitewater as a pilot to get started in certain areas. They concentrated just east of the University. They went door to door where there was a storm inlet to see if the person (property owner) would take responsibility of making sure the storm inlet was clean. They did get a number of people to sign up. They did it in Waupun and one other community last year. It is their intention to connect with every city involved with the group. You will see these students at the first Council meeting in May to give a presentation on this information. We are asking the people who signed up to attend and be recognized. They will also be eligible for a drawing. We want to recognize property owners for being a storm water protector. We want to get the word out there for others to sign up as well.

Section 2 – Public Involvement and Participation – This is what we do for the storm sewer management ordinance and volunteer opportunities. Some of this is done through Rock River and some of it is through a public meeting where people can hear about storm water.

Section 3 – Illicit Discharge Detection and Elimination - We have 83 outfalls within the City. We are supposed to be evaluating a number of these during the dry season. We need to check and see if there is any illicit discharge; meaning someone is dumping something down a storm sewer drain that they are not supposed to be and it's coming out the outfall when the weather is dry. That is on Marquardt's agenda for this summer.

Section 4 – Construction Site Pollutant Control – This is taking a look at silt fencing at construction sites to make sure we don't have sediment coming off. We do have Marquardt and Freeman doing visual inspections. We also have resident inspectors, Troy and Greg who are going to houses when doing permit updates. As part of their contract, they are looking at erosion control measures that are in place.

Section 5 – Post-Construction Storm Water Management – This is dealing with wet ponds, retention ponds and infiltration ditches and such. We didn't put in any new ones last year. We are supposed to be inspecting those also throughout the year for maintenance purposes.

Section 6 – Pollution Prevention – This section deals with what we are doing to help prevent pollution. The big thing here is the street sweeping we do and catch basin sump cleaning we should be doing. Our TMDL report that we gave to the DNR says we are supposed to be doing a number of inlets each year. We didn't do that last year based on Marquardt not knowing what was in the report and Freeman not being up to speed on this requirement. So, that will be another item they will be looking at this year along

with collecting GIS information so they have accurate information as to which ones were cleaned. They are hoping to do rotation on a quarterly basis to make sure all inlets get cleaned. The street sweeper they are looking at purchasing also has a vac hose on it. So, besides street sweeping they can easily vac out each catch basin instead of trying to coordinate with Wastewater to use their vac truck, which they use quite frequently in the summer time. We are also getting phosphorus credit for our leaf collection program since we do not let residents rake their leaves into the street. Another item they asked for is our salt and brine usage. Our salt usage has gone down the last two years. We are taking a conscience effort at how much salt we are putting down and when we are putting it down. Putting out the brine ahead of time is really helping as well. Another part of this is how much education we have done with staff.

Section 7 – Storm Sewer System Map – We must submit a storm sewer map.

And the last part of the permit involved the final evaluation, which is the fiscal analysis. This is trying to determine how much money goes toward each of the elements, which were the sections 1 – 7, and that is off our storm water utility account.

We are required to run this past a government body before or right after we submit it by the March 31, due date. Even though it's a requirement, it's also good to let the committee know what we are doing out in the field.

A motion to approve the Storm Sewer System (MS4) Annual Report was made by McCormick and seconded by Schulgit.

- g. Update on Construction Projects – Milwaukee Street, Clay Street, Walworth Avenue storm sewer.** Marquardt stated we had two projects on Walworth Ave. One was a storm sewer upgrade by Douglas Ct., which included a storm sewer going south on Rod Dalee's property. This was supposed to have been done last year but we ran into a problem with Dalee trying to get an easement, so we postponed it until this year. Additionally, this year, we have improvements at Walworth Ave. by Pleasant to do more intersection improvements with adding catch basins to address flooding issues. Both estimates came in higher than our budget numbers. We are also running into problems again with Rod Dalee. He is down in FL and will not communicate in finalizing the easement of the storm sewer pipe or the ditch going across his property until he gets back in April or May. There could also be another issue with the existing drainage ditch further south where we are tying in. For those reasons, we are looking at postponing the Dalee project again this year. Therefore, we would like to utilize some of Douglas Ct. money for the intersection improvements further to the west so we can get that project completed and help with the flooding that is happening to the west, in front of the high school. Allen asked if Dalee thinks we are just going to keep putting this off. Marquardt stated Dalee has vacant land and he thinks it should be developed. He would like someone to develop it for him but he doesn't want to pay for anything. Therefore, Marquardt is trying to work with him. Strand did put together a possible layout of lots in a cul-de-sac to see visually how lots could still go in with the ditch. Dalee did call Marquardt in January and said that we were going to have to wait until he gets back because he doesn't want to do all of this over the phone. Marquardt said the issue is the pipe going across the field. It is in bad shape. It's been hit a number of times by plows. They temporarily fixed another hole over winter. This issue is with the pipe and whoever rents and plants in that area. If we would have to go in and fix the pipe to get it to flow, we may damage the crops. We do have the right to go in the field and fix the pipe because the storm sewer pipe has been there for a number of years. There is not an easement on paper and that's why we are trying to work with Dalee to formalize the easement so there is something there for the future.

Clay St. – Marquardt found out on March 11, 2020, that they are anticipating starting on April 6, 2020. There is a pre-construction meeting for the contractor, subs, utilities and Marquardt on March 23, 2020. The last he heard they are trying to set up a public information meeting for the residents on March 30, 2020. At this time, he does not have a schedule. Once he receives it, he will forward it to the committee. Just to clarify on Clay St., they will have to start at Dann St. and work east. They cannot go any further than Rice St. He doesn't see them getting that far because they have all sewer and water to replace

starting at Dann St. to the east. The intention is that Rice and Clay is a pseudo detour through the round-a-bout to Bluff Rd. for those residents east of Elkhorn Rd. to make that connection into town when everything else is shut down.

Milwaukee St. – They are supposed to start digging on March 12, 2020. It did close on March 9, 2020, to through traffic with staggered barricades so people can still get through. That is hopefully to be open to traffic by the end of May. It doesn't mean it will be completed but the section from Rice St. to the round-a-bout should be back open to traffic while they take care of the final restoration. The section from the round-a-bout- to Hwy 12, is supposed to start April 1, 2020. They have underground work to do, which is storm sewer, some ditches, then removal of the concrete pavement, curb and gutter, mill and asphalt and sidewalk to put in. That is supposed to be done by July 21, 2020. Just a little more information on Milwaukee St. If it stays warm when they come back with the concrete crew, which might be next week, they will be taking care of some color concrete sidewalks that need to go in. Those are the first things that will get done along with the sidewalks on the side where they didn't get them done last year. There will be work going on, just not underground work. They will be working on concrete pavement, sidewalks and drive approaches as well. Also, there will be work being done from just west of Taft to the round-a bout.

h. Discussion and Possible Action approving State Municipal Agreement for Local Roads Improvement Program – Wisconsin Street.

Marquardt stated this a program administered through Walworth County. Every two years the County gets money to distribute to cities, towns and villages. It is set up right now if you were one of the cities or towns that received this money the last time, you were not eligible this time. So, Whitewater did not receive it two years ago. Therefore, we can apply now with the intention it be a road improvement project. Therefore, we are looking at doing Wisconsin St. with an asphalt overlay this year. We needed to do the paperwork to submit. It's a State Municipal agreement and he was looking for approval. We must have the money available for this project as we are responsible for the other amount over the grant amount. We have to follow bidding requirements with certain language and advertisement. We can't advertise until this is signed and approved. When the project is completed, we will have to submit the final paperwork saying it was done, everyone has been paid and submit it to the County who submits it to the State so we can get reimbursed. Allen asked if there is any chance of re-engineering the curve on Wisconsin St. by Clay St. Marquardt stated, not at this time because they do not have curb and gutter budgeted. Marquardt stated it is just for paving with asphalt at this time. Schulgit moved to approve the Agreement for the Local Roads Improvement Program and seconded by McCormick.

Ayes: All via voice note (3)

Nays: None

6. Future Agenda Items

None at this time.

7. Adjournment

Allen entertained a motion at 7:25 p.m. to adjourn. It was moved by Schulgit and seconded by McCormick.

Ayes: All via voice note (3)

Nays: None

It is possible that members of, and possibly a quorum of members of, other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information over which they may have decision-making responsibility; no action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to above in this notice.

Anyone requiring special arrangements is asked to call the

**Office of the City Manager / City Clerk
at least 72 hours prior to the meeting.**