

PUBLIC WORKS COMMITTEE

Minutes – March 3, 2021

The regular monthly meeting of the Public Works Committee for the City of Monona, via Zoom, was called to order at 6:30 pm by Committee Chair, Jennifer Kuhr.

Members Present: Alder Kuhr, Alder Thomas, Ms. Piliouras, Mr. Stolper, Mr. Speight, Mr. Besch, Mr. Turino, Mr. Podell

Members Absent: Ms. Gundlach

Also Present: Dan Perry and Gary Blazek – Project Engineers, Vierbicher
Public Works Director Dan Stephany

APPROVAL OF MINUTES

A motion was made by Alder Thomas and seconded by Mr. Turino to approve the Minutes of the February 3, 2021 Public Works Committee meeting was carried.

APPEARANCES

Mayor O'Connor – Monona Mayor O'Connor appeared before the committee to offer her comments in support of the proposed 3-way stop sign at the Nichols Road and Winnequah Road intersection.

UNFINISHED BUSINESS

NEW BUSINESS

Discussion and consideration of Winnequah Road speed humps at Schluter Park and Outlook Street.

Director Stephany introduced Dan Perry and Gary Blazek from Vierbicher who were attending to provide engineering details on the speed hump design. Director Stephany informed the committee that this item was included in the 2021 Capital Budget by City Council last fall when they approved the capital budget. City Council approved the design and installation of two standard design speed humps on Winnequah Road at Waterman Way Park and near the intersection with Outlook Street. The information in the packet that was discussed included traffic speed data and average daily traffic counts just north of Outlook Street, an updated engineering estimate of project costs, and the design for the speed humps.

Director Stephany summarized the traffic data; the average daily traffic on Winnequah near Outlook is 900 vehicles per day. 85% of the traffic is traveling at 31mph, approximately 765 vehicles. Approximately 135 vehicles per day are traveling greater than 31mph through this area. The max speed through the area was 48mph. Questions and comments from PWC members are:

- Mr. Turino – asked what the difference is between the speed hump installed on McKenna Road in 2020 and the two proposed for Winnequah Road. The difference is in the approach. The McKenna approach is a tapered approach, which allows for a little higher speeds. The Winnequah Road proposed speed humps have the standard design parabolic approach, a more rounded approach which requires a slower speed to travel over. Mr. Turino also suggested that the Speed Hump Ahead sign should indicate the number of speed humps ahead.
- Alder Kuhr – asked what the proposed distance is between the two speed humps. Mr. Perry stated the distance is just over 500' apart. Alder Kuhr also asked if paths were going to be installed at the Waterman Way speed hump. There will be a sidewalk installed at Schluter Park that meets the new crosswalk speed hump, and in Waterman Way park there will be a sidewalk ramp and panel installed for future pathway into the park.
- Mr. Besch – asked if the ranges of slope on the design provided fall within the standard design for a speed hump or raised crosswalk. Mr. Perry confirmed that the slopes for the design of the proposed speed humps meet standards.

- Mr. Stolper - asked why City Council chose the area of Outlook for a speed hump. Council chose this area because of the curve in the road and speeding in the area. The speed hump will control the speed through the intersection and park areas, and the intersection has blind spots for side traffic entering Winnequah Road. Mr. Stolper suggested the City should adopt a lower speed limit City wide in place of installing speed humps to help control speed, and that more speed limit signs be added.

A motion was made by Mr. Speight and seconded by Alder Thomas to approve the speed hump design as proposed by Vierbicher engineers was carried. Mr. Stolper voted no.

Discussion and consideration of 3-way stop sign at Nichols Road and Winnequah Road.

Director Stephany introduced the information for this topic, and stated it is on the agenda for discussion and consideration at the request of the Mayor. Mayor O'Connor attended the meeting to provide a summary of the concerns for the proposed stop sign change. Winnequah Road has a slight bend in the road traveling southbound towards Nichols Road. The bend in the road makes it hard for motorists waiting at the stop sign on Nichols Road to see north as they enter the road. Often times it seems motorists are speeding as they approach the intersection, creating an unsafe situation for all types of traffic at the intersection. Several complaints have also been received from pedestrians asking for a safer intersection. Mayor O'Connor stated that on a few occasions there were cars that ended up on private property off the roadway as a result of the unsafe intersection. Emails in support of the stop sign change were received and forwarded on to committee members.

Director Stephany summarized the traffic data; the average daily traffic on Winnequah just north of Nichols is 800 vehicles per day. 85% of the traffic is traveling at 30mph, approximately 680 vehicles. Approximately 120 vehicles per day are traveling greater than 30mph through this area. The max speed through the area was 44mph. It was noted that the times of the day where speeds were the highest were at commute times, and mid-day. Questions and comments from PWC members are:

- Alder Thomas – not opposed, but the City needs consistency, a uniformed approach to how the City and the PWC handles stop sign and speed hump requests. Alder Thomas stated there are a lot of pedestrians at this intersection in general and with children attending schools in the area. The speed and curve in the road is a safety concern.
- Ms. Piliouras – asked how wide Winnequah Road is at this intersection, and commented that in addition to the vehicle traffic there is a lot of pedestrian and bicycle traffic using the streets in the area too, and it seems like the space for all traffic is restricted. The traveling portion width of Winnequah is 28’.
- Mr. Besch – commented with Alder Thomas about the temporary stop sign that was installed on Winnequah Road at Graham (2010), which was removed. Discussion focused on the stop sign, which was thought to be installed to control speeding in the area and it was often ineffective. Mr. Besch added that stop signs should not be considered to control speed. Other options should be considered.
- Mr. Speight – agrees that the City should be consistent and we should not be using stop signs purely to control speed. This location is a candidate for the 3-way stops sign just because the configuration is so bad. It’s hard to see approaching traffic. This justifies the City doing something.

A motion was made by Mr. Speight and seconded by Mr. Turino to recommend approval of the stop sign installation as proposed was carried. Mr. Stolper abstained.

Discussion and consideration of Bid Award for the Water Tower Painting Project.

Director Stephany explained the bid award information provided in the packet. Bids were received on February 18, 2021 from nine bidders. The recognized low bidder was V&T Painting for the amount of \$68,500. V&T submitted a price of \$5,000 for Alternate 1, a cost for working around antenna cables that remain on the tower. This cost is forwarded to the cell carriers with equipment on the tower. A price of \$2,500 for Alternate 2 was also submitted for the option of painting Monona lettering in the tower.

The project manual calls for the tower to be painted a two-tone color similar to the larger water tower. The project also includes replacing the fall protection system used when climbing the internal ladder. The tower will be power washed,

receive surface preparations, and various applications of paint, which will be applied by roller. The contractor is required to account for dust and overspray from painting operations.

Mr. Stolper wanted clarification that fall protection systems are being replaced for both water towers. Both towers will receive new systems.

Mr. Podell advised that painting should not be completed during times of low temperatures.

A motion was made by Alder Thomas and seconded by Mr. Turino to recommend approval of the bid provided by V&T Painting for \$68,500 and Bid Alternate 1 for \$5,000 was carried.

Discussion and consideration of Bid Award for the Gateway Green Storm Water Project.

Director Stephany explained the bid award information in the packet, and provided a project summary for construction. The bid opening for this project was held on February 18, 2021, with three contractors providing bids. Homburg Contractors provided the low bid amount of \$799,008.50. Construction work for this project consists of replacing the storm sewer at Bartels Street which flows to the Pirate Island Channel. The project also includes replacing the sanitary sewer main and storm sewer main within the utility easement on Gateway Green and Sylvan Lane. The storm sewer main is undersized to handle the runoff in this area. The 24" storm sewer main will be replaced with a 4' x 8' storm box at Gateway Green, and the 36" storm sewer main at Bartels Street will be replaced with a 43" x 68" elliptical storm sewer main. The storm sewer main at Bartels Street is also undersized and is in poor shape.

The project is scheduled to be completed in two phases, with the first phase starting at Bartels Street. The project is expected to be completed by August 15, 2021.

A motion was made by Mr. Turino and seconded by Mr. Speight to recommend approval of the bid provided by Homburg Contractors in the amount of \$799,008.50 was carried.

Discussion and consideration of Bid Award for the Stonebridge Park Improvements Project.

Director Stephany explained the bid award information and provided a project summary for this project. The Stonebridge Park Improvements Project is a joint project with the parks department and is led by public works. The bid opening for this project was also on February 18, 2021. Joe Daniels Construction provided the low bid amount of \$731,543.75. The public works portion of the project per the bid items is \$425,070.45.

The public works portion of this project includes the installation of a large underground storm water sediment treatment basin that is 68' x 55', and a cost share for site improvements and restoration. The improvements will eliminate the overland storm water route with a new storm sewer main installed from the street to the treatment basin, and from the basin to Lake Monona. Storm water is treated in the basin prior to it flowing into the lake.

The project is scheduled to be completed by the end of August. The City will be receiving approximately \$356,000 in grant funding for the storm water improvements.

A motion was made by Mr. Besch and seconded by Mr. Turino to recommend approval of the bid provided by Joe Daniels Construction in the amount of \$731,543.75 was carried.

ADJOURNMENT

A motion made by Mr. Turino and seconded by Mr. Speight to adjourn was carried (7:50pm).

Daniel Stephany
Director of Public Works