



**Public Works Committee Meeting**  
**Monday, November 19, 2018 at 5:00 pm**  
**Village Hall Board Room**

**AGENDA**

1. Call to Order
2. Review and Approve minutes of October 8, 2018 Public Works Committee Meeting
3. STH 32- Lake Drive Pavement Condition and Rehabilitation Options
4. 2018 Project Update
5. Next scheduled meeting - Tuesday, December 4, 2018 @ 4:00pm
6. Adjournment

Posted: November 15, 2018

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Cc: Village Board; Village Manager, Department Heads; Village Attorney



## **Public Works Committee Minutes**

**Monday, October 8, 2018, at 6:00 pm**

**Whitefish Bay Library Program Room**

### **I. Call to Order and Roll Call:**

The meeting was called to order at 6:00 pm

Present: Trustee Miller (Chairman), Trustee Serebin, Trustee Davis, Tom Kindschi, John Dargle

Also Present: John Edlebeck – Public Works Director, Tim Blakeslee – Assistant Village Manager

### **II. Review and Approve minutes of September 10, 2018, Public Works Committee Meeting:**

John Dargle moved to approve the minutes of the September 10, 2018, Public Works Committee Meeting. Trustee Serebin seconded. Motion passed 5-0.

### **III. Bay Ridge Traffic Volume, Speed and Roadway Safety Review**

Public Works Director John Edlebeck introduced the topic and described what was discussed since the last Public Works Committee meeting. John Edlebeck went over the nine staff recommendations for the Public Works Committee. Edlebeck called this a measured response to the issue and that it can be investigated further after these recommendations have been put into place for a period of time.

Tom Kindschi noted that we don't want to have too many signs on the road. Trustee Miller noted a flag could help on the new signage. Trustee Serebin asked if data could be collected while the speed sign is on. Edlebeck confirmed that is possible. Trustee Miller asked about keeping the speed sign on. Edlebeck confirmed that this helps slow drivers down. Trustee Serebin asked about the cost of a speed sign. Edlebeck estimated between \$5,000 and \$10,000 dollars. Trustee Serebin suggested getting data from the sign and then using that to decide if it should be made permanent. John Dargle thinks the staff recommendations are good first steps and could think about more dramatic changes after a period of time.

Nate Collins (6049 N Bay Ridge Ave) agreed that these are good first steps, however still believes this a volume issue and that more should be done to address that.

Catherine Amato (6009 N Bay Ridge Ave) believes bay ridge should not be a collector street and volume is the major issue here. She would like to see a range of opens related to volume control. She would like to see data that can be tracked. She would like to know if there is an enforcement plan. Edlebeck noted that this street is an acting collector, even if the study in the 80's said it was Lydell. Edlebeck noted that he is open to suggestions from the residents about reducing volume.

Doug Johnson (5977 N Bay Ridge Ave) believes that volume is the major issue here, although he still sees people speeding and not stop at stop signs as well. He wants to be able to enjoy his front yard. He appreciates the measured response. But doesn't believe it should stop there. He asked about traffic cameras. It was noted that traffic cameras are not permitted in Wisconsin.

Mark Van Bell (6100 N Bay Ridge Ave) Believes it should be a 4 way stop and asked about warrants for a 4 way stop. Edlebeck noted it doesn't meet the warrants for a 4 way stop.

There was committee discussion on next steps.

Trustee Serebin moved to recommend the nine staff recommendations to the Village Board for discussion and possible action to adjourn at 6:57 pm. John Dargle seconded. Motion passed 5-0.

**IV. Project Updates:**

- No Updates

**V. Next scheduled meeting – Monday, November 5, 2018, at 6 pm**

**VI. Trustee Serebin moved to adjourn at 6:57 pm. Trustee Davis seconded. Motion passed 5-0.**

November 14, 2018

Memo to: Chairman Miller and members of the Village of Whitefish Bay Public Works Committee

From: John Edlebeck, P.E., Village of Whitefish Bay Director of Public Works

Re: **STH 32 - Lake Drive Pavement Condition and Improvement Options**

STH 32-Lake Drive (approximately 3.0 miles long) through the corporate limits of the Village of Whitefish Bay is classified as both a Principal Arterial (south of Silver Spring Drive) and Minor Arterial (north). It is also a DOT State Connecting Highway. This classification provides minimal annual funding to the Village to provide routine maintenance such as crack filling, pothole patching, striping, snow removal and street sweeping, and allows the Village to manage right-of-way access. By being designated a state connecting highway, major roadway improvement projects on STH 32-Lake Drive would require a joint agreement between the DOT and the Village with an associated project cost sharing based on numerous factors, including parking lane usage.

The current pavement condition includes very severe deterioration along the curb line, overall extensive pavement deterioration, pavement bumps, poor drainage in areas and numerous longitudinal and transverse cracking. Pavement pothole patching work is required to be completed by Public Works Department staff year round on Lake Drive. Along the curb line the Village for many years has performed pavement patching that has had limited success, causing that asphalt material to come back up and wash away. Presently there are large long pavement potholes along the curb line that are 2-4 inches deep, creating a substantial hazard.

I have identified 2 different pavement improvement options as described below:

**OPTION #1**

- Continue to perform manual pothole patching providing limited pavement improvement
- Grind and resurface a 3-5 foot wide section of asphalt pavement along both curb lines for most of the 3.0 mile long roadway section in 2019-2020
- Bump grind transverse pavement bumps along the entire length of Lake Drive in 2019-2020
- Provide pavement resurfacing in 2019 at the Henry Clay / Lake Drive curves and Silver Spring / Lake Drive curve in preparation of the Lake Drive DOT HSIP Safety Project in 2020.
- Do not perform any travel lane pavement surface paving until the DOT proceeds with a 3R Resurfacing Project that we have an approved DOT joint funding agreement on with an anticipated construction date of **2025 or later**. We have not been able to get a confirmation or commitment from the DOT as to the year we could expect this project to proceed.

**OPTION #2**

1. Grind and resurface the entire pavement width with Village only funds in 2019-2020, similar to the recent work performed in the Village of Shorewood on Lake Drive.

There are several elements of this issue that are in play at this time.

1. DOT Highway Safety Improvement Project (HSIP) grant  
STH 32 – Lake Dr Safety Improvements

The Village applied for and was successful in being awarded a \$1,200,000 Highway Safety Improvement Project (HSIP) 90% federal-state/10% locally funded grant from the DOT. This project includes pavement, signage, pavement marking and crosswalk improvements along STH 32- Lake Drive at several spot locations. We have committed to mill and overlay the Henry Clay and Silver Spring pavement curves in 2019-2020 in preparation of that project. The DOT will include the mill and overlay of the Fairmount curve pavement as part of the HSIP project.

2. Interstate 43 Pavement Widening Project (north of Silver Spring Drive)

While this project is currently on hold, it can be anticipated that sometime in the future this project will be reactivated. To provide for traffic rerouting during that construction period, the Village could expect STH 32 – Lake Drive to be used as a marked state highway detour route. We may be able to negotiate traffic signal improvements by the DOT at the Lake / Marlborough / Silver Spring intersection prior to their use of Lake Drive to accommodate the additional detour traffic.

### **SUMMARY - RECOMMENDATION**

I have summarized above 2 possible scenarios or options regarding needed Lake Drive pavement rehabilitation. There could also be iterations of these two options that could be created as well, especially regarding timing and project scope.

Note that these 2 options provide different levels of response to the pavement rehabilitation needs of Lake Drive. I would strongly encourage the Public Works Committee to review these options to decide if they want to pursue Option #2 at this time.

**Village of Whitefish Bay, Wisconsin**  
**Lake Drive (3.0 mile length)**  
**Pavement Rehabilitation Options**  
**November 14, 2018**

**A. DESCRIPTION**

**Option #1**

- a. Mill/Overlay pavement at Henry Clay and Silver Spring curves and miscellaneous crosswalks in 2019 in preparation for 2020 HSIP Project
  - a. 0.22 miles = \$100,000
- b. DOT mill / overlay pavement at Fairmount curve in 2020 as a part of 2020 HSIP Project
  - a. 0.13 miles = \$0
- c. Mill/Overlay 3-5 foot wide pavement section near gutter in 2019-2020
  - a. 4.0 miles = \$200,000
- d. Bump grind pavement 2019-2020
  - a. 2.65 miles = \$50,000
- e. DOT 3R Lake Drive major pavement rehabilitation project in 2025 or +?
  - a. 3.0 mile = \$750,000 (Village share)

**Option #2**

- a. Mill /Overlay pavement full width and length in 2019-2020
  - a. 3.0 miles = \$1,025,000
- b. DOT 3R Lake Drive major pavement rehabilitation project delayed until needed
  - a. 3.0 miles = \$0

**B. ESTIMATED COST AND SCHEDULE**

	2019	2020	2021	2022	2023	2024	2025
A.a.	\$100,000						
A.b.							
A.c.		\$200,000					
A.d.		\$ 50,000					
A.e.							\$750,000
	\$100,000	\$250,000					\$750,000
	<b><u>Option # estimated total = \$1,100,000</u></b>						

	2019	2020	2021	2022	2023	2024	2025
B.a.	\$1,025,000						
B.b.							\$0
	\$1,025,000						
	<b><u>Option #2 estimated total = \$1,025,000</u></b>						

C. **PROS AND CONS**

**Option #1**

**PROS**

- Minimizes cost incurred over the next several years while providing gutter pavement repairs, bump grinding and curve improvements in 2019 or 2020.
- DOT 3R Project will provide traffic signal replacement in **2025 or later** at no cost to the Village
- DOT 3R Project will provide a 6-8" pavement thickness replacement compared to Option #2 thickness of 2.5-3" mill and overlay

**CONS**

- Does not include traveled lane pavement work outside of the roadway curves until **2025 or later**
- Will require ongoing travel lane pavement maintenance outside of curves until DOT 3R Project is completed in **2025+**
- There is no guaranteed or programmed date that the DOT 3R Project will proceed in **2025**
- There is no guarantee that the actual funds expected by the Village as a part of the 3R Project will not exceed \$750,000

**Option #2**

**PROS**

- Provides a timely pavement mill /overlay over the entire length of Lake Drive improving vehicle and cyclist ride quality. This level of pavement maintenance matches the pavement needs at this time.
- Eliminates any needed pavement maintenance over the entire width and length of Lake Drive for the near future
- Future traffic signal replacement work at Silver Spring / Lake as needed could be funded from the TID Account
- DOT grant monies could be applied for the Silver Spring / Lake / Marlborough intersection traffic signal work
- This Lake Drive paving project can be included in the annual 2019 or 2020 Village Paving Program without additional funding in the budget
- Overall funds expended for Lake Drive pavement maintenance over the life of this analysis (7+ years) is expected to be less than Option #1.

**CONS**

- Traffic signal replacement work at Silver Spring / Lake / Marlborough as needed in the future may be at the expense of the Village
- Requires larger cost outlay within next 1-2 years than Option #1

Prepared by:  
John Edlebeck  
Village of Whitefish Bay, WI  
Director of Public Works  
11-14-18