



Public Works Committee Meeting

Cravath Lakefront Room, 2nd floor
312 W. Whitewater St.
Whitewater, WI 53190
*In Person and Virtual

Tuesday, September 08, 2026 - 5:00 PM

AGENDA

Citizens are welcome (and encouraged) to join our webinar via computer, smart phone, or telephone.
Citizen participation is welcome during topic discussion periods.

Please click the link below to join the meeting:

<https://teams.microsoft.com/meet/258923163043652?p=CiwMhQVeT6h0ArQoMY>

Telephone: +1 929-229-5663,,522079737#
Meeting ID: 258 923 163 043 652
Passcode: 2zn9zB9v
Phone conference ID: 522 079 737#

Please note that although every effort will be made to provide for virtual participation, unforeseen technical difficulties may prevent this, in which case the meeting may still proceed if there is a quorum. Should you wish to make a comment in this situation, you are welcome to call this number: (262) 473-0107.

CALL TO ORDER

ROLL CALL

APPROVAL OF AGENDA

A committee member can choose to remove an item from the agenda or rearrange its order; however, introducing new items to the agenda is not allowed. Any proposed changes require a motion, a second, and approval from the Committee to be implemented. The agenda shall be approved at each meeting even if no changes are being made at that meeting.

APPROVAL OF MINUTES

1. Approval of minutes from August 11, 2026

HEARING OF CITIZEN COMMENTS

No formal Committee action will be taken during this meeting although issues raised may become a part of a future agenda. Participants are allotted a three minute speaking period. Specific items listed on the agenda may not be discussed at this time; however, citizens are invited to speak to those specific issues at the time the Committee discusses that particular item.

To make a comment during this period, or during any agenda item: On a computer or handheld device, locate the controls on your computer to raise your hand. You may need to move your mouse to see these controls. On a traditional telephone, dial *6 to unmute your phone and dial *9 to raise your hand.

NEW BUSINESS

- [2.](#) Discussion and Possible Action regarding traffic and pedestrian safety on Ann Street.
- [3.](#) Discussion and Possible Action regarding changing the hours of operation for ATV/UTVs.
- [4.](#) Discussion and Possible Action regarding mailbox replacement policy due to snowplow damage.
- [5.](#) Discussion and Possible Action regarding Johns Disposal request for rate increase.

FUTURE AGENDA ITEMS**ADJOURNMENT**

A quorum of the Common Council may be present. This notice is given to inform the public that no formal action will be taken at this meeting.

Anyone requiring special arrangements is asked to call the Office of the City Manager / City Clerk (262-473-0102) at least 72 hours prior to the meeting.



Public Works Committee Meeting Item 1.

Cravath Lakefront Room, 2nd Floor

312 W. Whitewater St.

Whitewater, WI 53190

*In Person and Virtual

Tuesday, August 11, 2026 - 5:00 PM

MINUTES

CALL TO ORDER

The Public Works Committee meeting was called to order by Board President Hicks at 5:00 p.m.

ROLL CALL

PRESENT: Board Member Smith, Board Member Schanen, Board President Hicks

ABSENT: None

OTHERS: Marquardt

APPROVAL OF AGENDA

Motion made by Board Member Schanen to approve the agenda for Tuesday, August 11, 2026, Seconded by Board Member Smith.

Voting Yea: all via voice (3)

Voting Nay: None

APPROVAL OF MINUTES

1. Approval of minutes from July 14, 2026

Motion made by Board Member Smith to approve the minutes from July 14, 2026, Seconded by Board Member Schanen.

Voting Yea: all via voice (3)

Voting Nay: None

HEARING OF CITIZEN COMMENTS

None

NEW BUSINESS

2. **Discussion and Possible Action regarding mid-block pedestrian crossing on W. Main Street near Fairfield Inn and Suites.**

Marquardt stated this item was requested to be placed on a future Public Works agenda after a pedestrian death occurred on March 4, 2026, at the pedestrian crossing on W. Main Street near the Mulberry Campus and Fairfield Inn. The request asked for further discussion on traffic calming/safety measures at the crossing. Before bringing the item to the Public Works Committee, staff were waiting for the official police report, so it could be included for context to the accident. Per the attached report, the accident was caused due to a driver looking at his phone and not seeing the pedestrian. Additionally, the driver was subsequently charged with Homicide by Intoxicated Use of a Vehicle with detectable amount of a restricted controlled substance in their blood after blood test results revealed a positive test for cannabinoids.

The Public Works Committee has discussed this pedestrian crossing previously. One discussion revolved around the possibility of moving the crosswalk west to align more with ALDI. After reviewing possible locations, it was decided to leave it where it currently exists.

Past projects included upgrading the overhead lighting from High Pressure Sodium to LED along W. Main Street in 2019. The standard flashing pedestrian signs were updated to Rectangular Rapid Flashing Beacon signs in 2020.

Additional pavement markings and signage will be installed the week of August 10, 2026. Pavement markings will include a Pedestrian Yield Line 60 feet west and 20 east of the marked pedestrian crossing. Yield Here to Pedestrian signs will be installed in the terrace area at each Yield Line.

Chief Meyer commented on a terrace tree that is located on the north side of W. Main St. by Fairfield Inn. If a pedestrian is near that crosswalk on the north side of W. Main Street, a driver in a vehicle, going westbound, may not see that person entering the crosswalk. He indicated there was a pedestrian killed in the crosswalk about five to seven years ago. He wondered if that tree should be taken down at that location.

Board President Hicks asked if painted text could be placed on the road 50 ft. to 75 ft. before the crosswalk indicating pedestrian crosswalk ahead. Marquardt stated he could look at that option as well. However, at what point does a driver continue to be distracted by painted text or signage.

Based on the accident report, staff is not suggesting any changes to the pedestrian crossing at this time. Marquardt will forward this to Council as a staff report.

3. Update on Police Department Outdoor Shooting Range.

Chief Meyer provided an update to the PD outdoor shooting located south of the Wastewater Treatment Facility. That location was optimal due to the proximity to the PD evidence/training garage currently under construction as well as the distance from homes and other structures. The outdoor range was planned with the goal of reducing costs associated with using the Walworth County outdoor range consisting of range reservations, fuel and personnel OT related to travel time. The need for the range has become more imminent due to the Walworth County outdoor range shutting down indefinitely.

City staff worked with Tanis Construction on a mutually beneficial arrangement in which Tanis provided filling material at low cost to the City due to an offload location, which was a cost savings for Tanis. Tanis also agreed to shape the berm with a bulldozer. The total cost of those services was \$5,000, which was approved by the City Manager using existing funds within the PD DAAT/Firearms budget.

PD command staff are currently working to establish a policy that will govern the use of the range as it is anticipated that staff could potentially begin using the range as early as late 2026.

4. Discussion and Possible Action regarding Truck Traffic on Indian Mound Parkway.

Marquardt stated at a recent Public Works Committee meeting, Alderperson Schanen requested the topic of truck traffic on Indian Mound Parkway be placed on a future agenda.

Here is the current city ordinance referencing Heavy Traffic Routes:
11.32.010 - Use by heavy traffic prohibited.

(a) Heavy traffic is prohibited on all streets in the city except Janesville Street, South Franklin Street, North Tratt Street, Business Highway 12, and state and federal highway routes through the city; provided that the ordinary use of the streets for the purpose of obtaining orders for and carrying of supplies and other necessary things to and from any one place or residence fronting on the streets is excepted from the provisions of this section.

(b) In this section, "heavy traffic" means all vehicles not operating completely on pneumatic tires and all vehicles or combination of vehicles, other than motor buses, designed or suited for transporting property of any nature and having a gross weight of more than six thousand pounds.

(c) Any person who violates the provisions of this chapter shall, upon conviction thereof, be subject to a penalty of not less than twenty-five dollars nor more than two hundred dollars for the first offense, together with the costs of prosecution; and on second and subsequent offenses within one year, not less than fifty dollars nor more than two hundred fifty dollars, together with the costs of prosecution.

Currently, there is a No Truck Traffic Allowed sign just south of W. Main Street for southbound traffic on Indian Mound Parkway and a No Truck Traffic Allowed sign on the southern tip of the median island on Indian Mound Parkway at Walworth Avenue for northbound traffic. There is also a No Truck Traffic Allowed sign just east of Highway 12 on Walworth Avenue for eastbound traffic.

Currently, there are no recommendations from staff.

5. **Update on timeline for issuing Request for Proposals and design for the Public Works Street Facility.**

Marquardt stated the Capital Improvement Plan (CIP) approved in November 2025 for the 2026-2027 Budget included money in 2027 for the hiring of a consultant to start the design for the new Public Works Street Facility. The following is the proposed timeline:

Issue Request for Proposal (RFP): December 2026/January 2027

Select Consultant: April 2027

Start Design (18 months): June 2027

Complete Plans/Specifications: November 2028

Bid: January 2029

Start Construction: May 2029

Complete Construction: Summer 2030.

With this timeline, staff intends to start developing the RFP in August and September for review and editing at future Public Works Committee meetings with the intention to post it in December 2026.

The design of the Street Facility was included in the 2026-2027 CIP approved as part of the 2026-2027 Budget in November 2025.

\$500,000 has been budgeted initially in the CIP.

As this is an update, no formal action is required.

6. **Discussion and Possible Action regarding the award of Contract 7-2026, 2026 Detention Basin Maintenance.**

Contract 7-2026, Detention Basin Maintenance Project, was advertised on July 16, and July 23, 2026, with a bid opening on August 11, 2026. The project consists of dredging and reshaping three detention ponds. The first one is located off Starin Road across from the Street Department garage.

The other two basins are located east of Waters Edge Drive, closer to the multi-use path near Trippe Lake.

As stated, bid opening was held on August 11. Five bids were received:

- CJP Excavating LLC \$159,161.75
- RR Walton & Company LTD \$179,029.85
- Integrated Lakes Management Inc \$222,819.60
- Fischer Excavating Inc \$240,343.00
- Interstate Clearing & Construction \$341,194.00

The Task Order to design and assemble plans for bidding was approved by the Public Works Committee and Council in February 2026. The basin dredging project was approved by Council as part of the 2026-2027 Budget and Capital Improvement Plan.

The City has budgeted \$345,000 for the Detention Basin Maintenance Project.

Staff recommended a motion to approve Resolution No 2026-R-041 and award Contract 7-2026 to CJP Excavating LLC in the amount of \$159,161.75.

Motion made by a Board Member Smith to recommend that Council approve the award of Contract 7-2026, Detention Basin Maintenance, seconded by a Board Member Schanen.

Voting Yea: Board Member Smith, Board Member Schanen, Board President Hicks

Voting Nay: None

7. Discussion and Possible Action regarding updating Municipal Code 12.44.020 – North-South and East-West Streets – Base line.

Dan Boldt, GIS Analyst, has been working with Walworth and Jefferson Counties and cleaning up addresses for the E911 Addressing Project. In doing so, he noticed some streets with E., W., N., and S. prefixes and some streets without. According to Chapter 12.44.020 of the City's Municipal Code, it appears all streets should have a directional prefix. Instead of going back and adding a directional prefix, staff would like to make a small change to the ordinance. It would reflect that any street that crosses, or has the chance to cross, the "base line" as defined in Chapter 12.44.020, would have to have a directional prefix. If the street does not cross or will not cross the "base line", the directional prefix is not needed. Examples:

Prince Street crosses Main Street (the east/west base line), thus it is known as North Prince Street and South Prince Street respectively.

Burr Oak Trail will never cross Main Street, thus it does not have a "North" associated with its name.

This change in Chapter 12.44.020 is more clerical in nature and updates the Chapter to be more in line with today's practices. Staff recommended a motion to approve the change and forward to council for final approval.

Motion made by a Board President Hicks to recommend that Council approve North-South and East-West Streets – Base line, seconded by a Board Member Schanen.

Voting Yea: Board Member Schanen, Board President Hicks, Board Member Smith

Voting Nay: None

8. Discussion and Possible Action regarding the 2023 – 2026 Biosolids Hauling Contract and the Option to Extend for two additional years.

Marquardt stated the Wastewater Utility currently has a contract with HPC Industrial LLC for hauling and land applying biosolids onto farmer's fields. The current contract runs from January 1, 2023, through December 31, 2026. When the Request for Proposals (RFP) was issued, it was noted that the Terms of the Contract would include an Option to Extend for two additional years.

Staff received two responses to the RFP in October 2022. HPC Industrial's cost was estimated at \$63,000 and the other cost was estimated at \$120,000.

In October 2018, the City entered into an Agreement with Clean Harbors (now doing business as HPC Industrial) for the hauling of the biosolids. The contract was for 2018 – 2020 with an extension to the contract signed in March 2021 for the years 2021 and 2022. As mentioned above, the City issued a RFP in September 2022. The Public Works Committee and Council approved entering into an Agreement with HPC Industrial in October 2022.

The actual cost is based on the gallons of biosolids hauled away from the plant. Under the current contract the prices were:

• 2023	\$.042/gallon	Actual cost:	\$46,346
• 2024	\$.042/gallon	Actual cost:	\$65,916
• 2025	\$.045/gallon	Actual cost:	\$60,750
• 2026	\$.045/gallon	Budgeted:	\$80,000

It also included a fuel surcharge of 1% for every \$.10 fuel is over \$3.00

The proposed prices for the two-year extension are:

• 2027	\$.046/gallon	Estimated cost:	\$61,790
• 2028	\$.049/gallon	Estimated cost:	\$65,820

It also includes a fuel surcharge of 1% for every \$.10 fuel is over \$3.00

Not knowing how much prices might go up, the 2027 budget included \$125,000 for this line item.

Ben Mielke, Wastewater Superintendent, reached out to other Wastewater Facilities to see what they were paying. In all cases, the proposed rate being asked for by HPC Industrial is lower than those other Facilities. Wastewater staff have had no issues with HPC Industrial. The \$.001/gallon increase equates to about a 2% increase. Based on this, staff recommended a motion to move forward with the two-year extension and proposed pricing and forward to Council for final approval.

Motion made by a Board Member Schanen to recommend that Council approve the Biosolids Hauling Contract with HPC Industrial and extend it for two additional years, seconded by a Board Member Smith.

Voting Yea: Board President Hicks, Board Member Smith, Board Member Schanen

Voting Nay: None

9. Discussion and Possible Action regarding changing the hours of operation for ATV/UTVs.

The City enacted an Ordinance in November 2021 that allowed the operation of ATV/UTVs on City streets. Part of that Ordinance included a provision that ATV/UTVs could not be operated between the hours of 10:00 p.m. and 5:00 a.m. At the August 4, 2026, Common Council meeting, Alderperson Hicks asked for a review of these hours.

In November 2021, the Common Council adopted Chapter 11.45 – Operation of all-terrain vehicles and utility terrain vehicles allowed.

The Public Works Department and the Police Department have no issue with changing the hours of operation. Staff will create an Ordinance Amendment based on the direction of the Public Works Committee for the August 18, 2026, Council meeting.

Board President Hick stated he would like the hours of operation changed to be able to operate an ATV/UTV on City streets between the hours of 12:00 a.m. – 5:00 a.m.

Jill Gerber, 234 S. Pleasant St., stated if a person was pulled over while driving an ATV/UTV and was arrested for OWI, it is a DNR violation. Chief Meyer stated this violation is completely different from the State Statutes and would not be a criminal OWI but rather a DNR violation.

Board President Hicks asked if this could be taken back to the City attorney to get it more stringent than State Code. It could then be brought back to this committee for further discussion.

Under 11.45.030 – Limitations. Board President Hicks would like (3) ATVs/UTVs shall be operated on the paved surface on the extreme right side of the roadway eliminated from the list. He would also like this reviewed by the City attorney.

At a later date, Marquardt stated this item will be brought back to the Public Works Committee meeting for discussion.

10. Discussion and Possible Action regarding the safety of people fishing near the railings on the north side of Main Street along the Cravath Lake Dam spillway.

Marquardt stated at the August 4, 2026, Common Council meeting, Alderperson Smith requested this item be placed on a future Council agenda. It was recommended that it first be discussed at the Public Works Committee.

Board Member Smith stated he is happy to see kids fishing at this spot. However, he is concerned about the safety of that area and asked what can be done to make it safer.

Marquardt stated he doesn't know what can be done. One thought would be to build stairs that go down with a platform at the bottom where they could stand and fish.

At this time, no further action was taken on this matter.

FUTURE AGENDA ITEMS

11. Ann Street and Trippe Street stop sign

ADJOURNMENT

Motion made by Board Member Schanen to adjourn the Public Works Meeting at 5:59 p.m., seconded by Board Member Smith.

Voting Yea: all via voice (3)

Voting Nay: None

Respectfully submitted,

Alison Stoll

Alison Stoll, Administrative Assistant
Department of Public Works

*Minutes Approved on Tuesday, _____



Public Works Agenda Item

Meeting Date:	September 8, 2026
Agenda Item:	Ann Street Traffic
Staff Contact (name, email, phone):	Brad Marquardt, bmarguardt@whitewater-wi.gov , 262-473-0139

BACKGROUND

(Enter the who, what when, where, why)

At a recent Council meeting, a resident asked for speed bumps to be placed on Ann Street between Trippe Street and Fremont Street, or stop signs to be placed on Ann Street at Trippe Street due to the number of cars speeding. This item was previously reviewed at the July 11, 2023 Public Works Committee meeting to discuss the inclusion of speed bumps while the street was being designed for reconstruction. For that meeting the Police Department set up a speed board to collect data including the highest speed of each car. The speed board was out for 12 days, collecting data from 1,732 vehicles. The data showed 1,303 (75%) of the vehicles were at or below the posted speed of 25 mph. The 85th Percentile, the percentile which the speed limit should be set for, was 27 mph. Of the 429 vehicles over the limit, 416 were within 10 mph of the speed limit and 13 were recorded at more than 35 mph.

Before Ann Street was reconstructed between Trippe Street and Fremont Street, no sidewalk existed on the north side, and on the south side, the sidewalk extended from Trippe Street to the east approximately 270 feet before it turned and emptied out into the street (about ¼ of the distance to Fremont Street). Due to right-of-way constraints near the Fremont Street and Ann Street intersection, topography, existing trees, and the proximity of houses to the proposed sidewalk to the east, the Public Works Committee decided to not install sidewalk on the south side of Ann Street as part of the reconstruction.

For stop sign installation, staff refers to the Manual of Uniform Traffic Control Devices (MUTCD) for guidance. Section 2B.04-Guidance (05) states “YIELD or STOP signs should not be used for speed control”. Section 2B.04 and Section 2B.07-Multi-Way Stop Applications are attached for reference.

PREVIOUS ACTIONS – COMMITTEE RECOMMENDATIONS

(Dates, committees, action taken)

At the July 11, 2023 Public Works meeting, the Committee decided to not take any formal action on the installation of speed bumps. The minutes from the meeting are attached.

FINANCIAL IMPACT

(If none, state N/A)

N/A

STAFF RECOMMENDATION

Staff's recommendation, consistent with past recommendations on similar requests, is not to install speed bumps or a stop sign at the Trippe St/Ann St intersection. This recommendation is based on guidance from the MUTCD for Stop Sign installations and Multi-Way Stop Applications and from the results of the

previous speed study. The Police Department has also indicated they have had additional patrols in the area in the last few months, but have not issued any speeding tickets.

ATTACHMENT(S) INCLUDED

(If none, state N/A)

1. MUTCD Stop Sign Guidance
 2. 2023-07-11 Memo Documents
 3. 2023-07-11 PWC Minutes
-

Section 2B.04 Right-of-Way at Intersections

Support:

01 State or local laws written in accordance with the "Uniform Vehicle Code" (see [Section 1A.11](#)) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see [Sections 2B.08](#) and [2B.09](#)) or STOP (R1-1) signs (see [Sections 2B.05](#) through [2B.07](#)) on one or more approaches.

Guidance:

02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*

- A. *Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. *Number and angle of approaches;*
- C. *Approach speeds;*
- D. *Sight distance available on each approach; and*
- E. *Reported crash experience.*

03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

- A. *An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. *A street entering a designated through highway or street; and/or*
- C. *An unsignalized intersection in a signalized area.*

04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

- A. *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

05 *YIELD or STOP signs should not be used for speed control.*

Support:

06 [Section 2B.07](#) contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

08 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Support:

09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

10 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**

- A. **If the signal indication for an approach is a flashing red at all times;**
- B. **If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
- C. **If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**

11 **Except as provided in [Section 2B.09](#), STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**

12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**

13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 [Section 9B.03](#) contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in [Section 2B.04](#) also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.



Public Works Agenda Item

Meeting Date:	July 11, 2023
Agenda Item:	4e. Ann Street Speed Bumps
Staff Contact (name, email, phone):	Brad Marquardt, bmarguardt@whitewater-wi.gov , 262-473-0139

BACKGROUND

(Enter the who, what when, where, why)

At a recent Council meeting, a resident on Ann Street complained about speeding on Ann Street and the possibility of adding speed bumps. The Police Department set up the traffic speed board for Eastbound traffic from June 9 to June 21. Data was collected from a total of 1,732 vehicles. The posted speed is 25 mph. From the data, 1,303 vehicles (75%) were at or below the speed limit. The 85% Percentile, the percentile which the speed limit should be set to, was 27 mph. Of the 429 vehicles over the limit, 416 were within 10 mph of the speed limit, and 13 vehicles were clocked at more than 35 mph.

PREVIOUS ACTIONS – COMMITTEE RECOMMENDATIONS

(Dates, committees, action taken)

N/A

FINANCIAL IMPACT

(If none, state N/A)

N/A

STAFF RECOMMENDATION

Based on the collected data, speed does not seem to be out of line with the posted speed limit. Staff would not recommend the installation of speed bumps.

ATTACHMENT(S) INCLUDED

(If none, state N/A)

1. W Ann Speed and Volume Graph
2. W Ann Survey Summary

Place Currently Not Set Traffic Survey Summary

Item 2.

Location: W Ann St
Start Date: 06/09/2023
End Date: 06/21/2023

Zone: Residential
Start Time: 13:27:49
End Time: 13:01:46
Travel Direction: E

Speed	1 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38 - 39	40 - 999
Volume	710	167	227	199	188	122	69	24	13	4	3	6
% of Total	40.99%	9.64%	13.1%	11.48%	10.85%	7.04%	3.98%	1.38%	0.75%	0.23%	0.17%	0.34%
									Total Vehicles: 1732			

Speed Statistics		10 MPH Pace		Number Exceeding Limit				
Posted	25	Pace Speed	19 to 28	Speed	25+	35+	45+	Total
#At/Under Limit	1303	# in Pace	933	Number	416	9	4	429
# Over Limit	429	% in Pace	53.86%	Percent	24.01%	0.51%	0.23%	24.76%
Average Speed	20.53	85% Percentile	27					

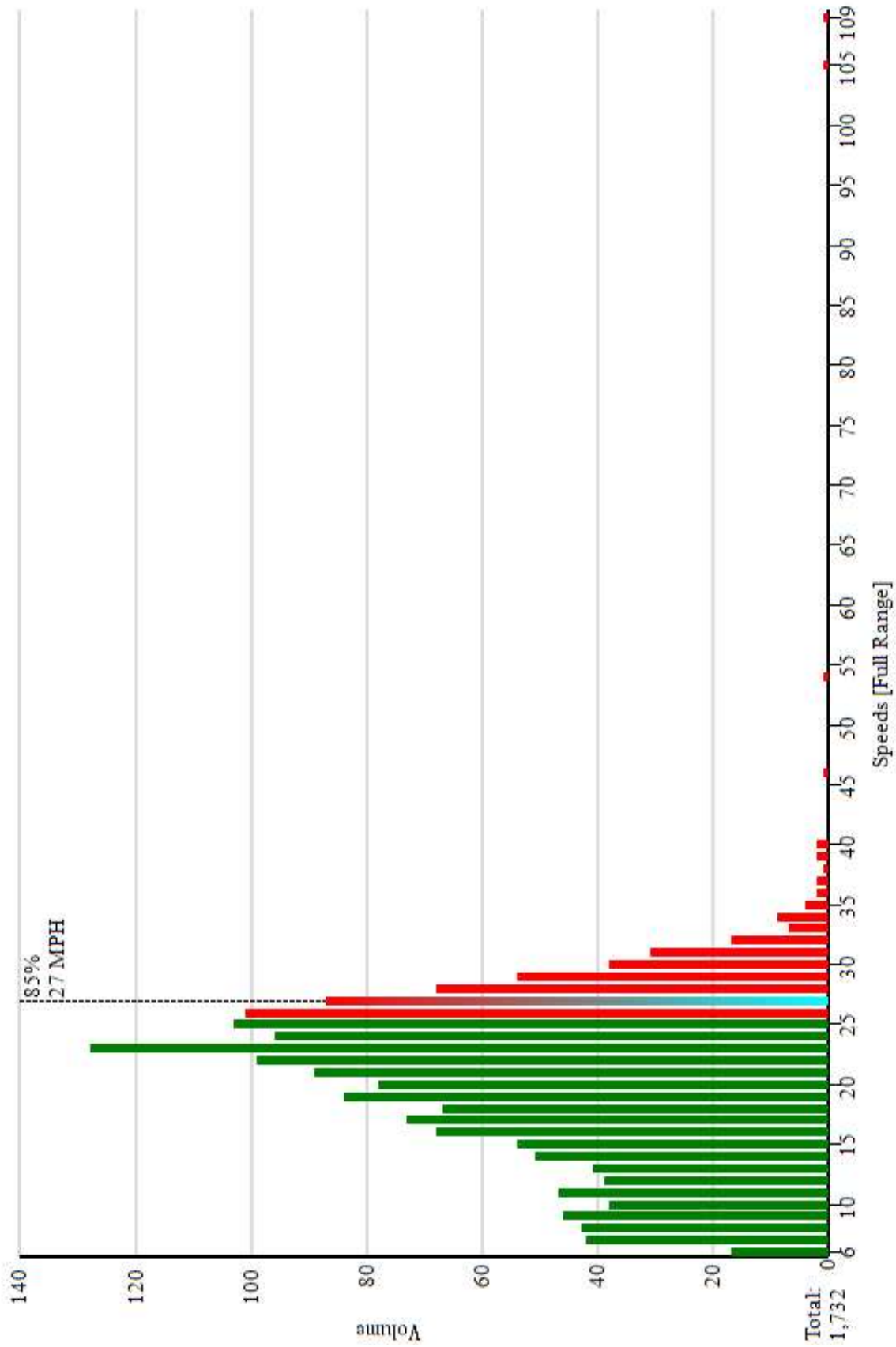
06/21/2023, 13:40:09

Place Currently Not Set
Speed/Volume Graph

Travel Direction: E

Zone: Residential
Speed Limit: 25 MPH

Location: W Ann St
Dates: 06/09/2023 to 06/21/2023
85th Percentile: 27 MPH



06/21/2023, 13:45:29

Excerpt from July 11, 2023 Public Works Minutes**Discussion and Possible Action regarding installing speed bumps on Ann Street.**

Allen stated no action will be taken on this item.

Marquardt stated at a recent Council meeting, a resident on Ann Street complained about speeding on Ann Street and the possibility of adding speed bumps. The Police Department set up the traffic speed board for eastbound traffic from June 9 to June 21. Data was collected from a total of 1,732 vehicles. The posted speed is 25 mph. From the data, 1,303 vehicles (75%) were at or below the speed limit. The 85% Percentile, the percentile which the speed limit should be set to, was 27 mph. Of the 429 vehicles over the limit, 416 were within 10 mph of the speed limit, and 13 vehicles were clocked at more than 35 mph.

Marquardt said based on the collected data, speed does not seem to be out of line with the posted speed limit. Staff would not recommend the installation of speed bumps.

Gerber said if they are not doing the speed bumps and the sidewalks were asked to be taken out, but we have the sidewalk policy which can't be done without a variance unless you are taking it out of the policy. Therefore, we have no sidewalks and no speed bumps. Marquardt stated that is where they are at right now. He stated there are many streets in the City that have no sidewalks and no speed bumps. Gerber asked if the sidewalk could be taken out now? The policy states they have to have a variance from the Council. Marquardt stated he should take it back to Council for final approval to take the sidewalk out. Stone said he thought it had to be a certain distance and it may not apply to this. It was noted it has to be 50% of the street or the block. He doesn't think we would need a variance. Marquardt stated the sidewalk was voted to be taken out (at a prior meeting) because it was emptying into the street and sending pedestrians into no man's land. It would be better to have pedestrians cross at Tripp Street, go up to James Street, where there are sidewalks to come across. He doesn't think that having a sidewalk that empties into the street is a good idea. Based on discussion, there was no action taken on the item.



Public Works Agenda Item

Meeting Date:	September 8, 2026
Agenda Item:	ATV/UTV Operating Hours
Staff Contact (name, email, phone):	Brad Marquardt, bmarguardt@whitewater-wi.gov , 262-473-0139

BACKGROUND

(Enter the who, what when, where, why)

The City enacted an Ordinance in November 2021 that allowed the operation of ATV/UTVs on City streets. Part of that Ordinance included a provision that ATV/UTVs could not be operated between the hours of 10:00 p.m. and 5:00 a.m. At the August 4, 2026, Common Council meeting, Alderperson Hicks asked for a review of these hours.

At the August 11, 2026, Public Works meeting a few questions were asked that needed input from the City Attorney. Included in the packet are the questions emailed from the Police Chief to the City Attorney along with the City Attorney's responses.

PREVIOUS ACTIONS – COMMITTEE RECOMMENDATIONS

(Dates, committees, action taken)

In November 2021, the Common Council adopted Chapter 11.45 – Operation of all-terrain vehicles and utility terrain vehicles allowed.

FINANCIAL IMPACT

(If none, state N/A)

N/A

STAFF RECOMMENDATION

Staff will create an Ordinance Amendment, if needed, based on the direction of the Public Works Committee.

ATTACHMENT(S) INCLUDED

(If none, state N/A)

1. Chapter 11.45.030 – Limitations.
2. City Attorney Responses

The following limitations apply to all areas of operation designated in this section:

- (1) Operators and passengers of ATVs/UTVs shall comply with all federal, state and local laws, orders, regulations, restrictions and rules, including, but not limited to, Wis. Stats. § 23.33 and Wis. Admin. Code NR 64.
- (2) This chapter incorporates by reference all definitions under Wis. Stats. § 23.33 Wis. Admin. Code NR 64 and any other applicable Wisconsin Law defining ATVs/UTVs and regulating ATV/UTV use unless this chapter states otherwise.
- (3) ATVs/UTVs shall be operated on the paved surface on the extreme right side of the roadway.
- (4) ATVs/UTVs may be operated on paved surfaces only, unless yielding the right of way.
- (5) ATVs/UTVs operators are required to have applicable liability insurance.
- (6) ATVs/UTVs shall not be operated at a speed greater than the posted speed limits.
- (7) ATVs/UTVs may not be operated on any city street without fully functional headlights, taillights and brake lights.
- (8) ATVs/UTVs may not be operated on any city street between the hours of 10:00 p.m. and 5:00 a.m.
- (9) No person may operate an ATV/UTV on any city street without a valid driver's license and shall display the license on demand from any law enforcement officer or official described in Wis. Stats. § 23.33 (12).
- (10) The operation of an ATV/UTV shall be limited to traveling on a direct route from the initial starting point of the vehicle to a specific destination in the City of Whitewater, Wisconsin. Operating ATV/UTV vehicles on city streets for other purposes is prohibited.

(Ord. No. 2031A, § 1, 11-2-2021; Ord. No. 2055, § 1, 3-7-2023)

From: Dan Meyer
Sent: Tuesday, August 11, 2026 7:08 PM
To: Steven Chesebro <schesebro@whitewater-wi.gov>
Cc: Brad Marquardt <bmarquardt@whitewater-wi.gov>
Subject: ATV/UTV questions

Steven,

A few items listed below to run by you after the ATV/UTV discussion at PWC tonight. PWC wants this brought back at their next meeting with some additional info, so if you have 15 minutes or so to discuss, let me know a time that works for you. I cc'd Brad as he'll be the one bringing it back.

- 1) The request to extend the ATV/UTV restricted hours from 10p-5a to midnight-5a received some pushback at the PWC meeting tonight due to the increased potential for intoxicated operation. The discussion then went to how the penalties for intoxicated operation of an ATV/UTV on a roadway amount to a DNR violation under statute 23.33 instead of an OWI under statute 346.63 and without the DL restrictions. The question that came up was whether it would be possible to add a restriction in our ordinance that increased the penalty and essentially would make the penalty for operating an ATV/UTV equivalent to an OWI...I deferred to you on that and let them know that we'd bring it back to PWC once we had a researched legal answer as to if/how that could be accomplished. I can't see how it could be done (other than possibly the financial penalty increasing). **State statute prohibits creating a municipal ordinance that is more restrictive or has higher penalties than that laid out in 23.33. Due to that, maintaining the current process of enforcing this as a DNR violation is the best course of action.**
- 2) Regarding ordinance 11.45.030, the consensus was to remove subsection 3 (requirement to operate on extreme right side of roadway), which I did not have an issue with. Please let me know if you see any unintended consequences. **No concerns with removing 11.45.030(3).**
- 3) The PWC also discussed potentially removing subsection 4 (restriction of operating on paved surfaces only), but I believe they removed that request. On this one I think it would be a mistake to remove that as we could then see people operating in public spaces like parks without recourse. Again, curious to get your thoughts. **Recommendation is to keep 11.45.030(4) as removal would technically allow ATV/UTV operators to drive in the right-of-way which in some cases includes lawns of homeowners.**



Public Works Agenda Item

Meeting Date:	September 8, 2026
Agenda Item:	Mailbox Replacement
Staff Contact (name, email, phone):	Brad Marquardt, bmarguardt@whitewater-wi.gov , 262-473-0139

BACKGROUND

(Enter the who, what when, where, why)

The Street Department currently does not have a written policy regarding replacement of mailboxes damaged during snowplowing events. This policy establishes guidelines, based on current practice, on when the city is responsible for repairing/replacing a mailbox related to snowplow damage.

PREVIOUS ACTIONS – COMMITTEE RECOMMENDATIONS

(Dates, committees, action taken)

N/A

FINANCIAL IMPACT

(If none, state N/A)

The maximum amount the City will pay for replacement of a mailbox is \$75.

STAFF RECOMMENDATION

Staff recommends a motion to approve the Mailbox Replacement Policy.

ATTACHMENT(S) INCLUDED

(If none, state N/A)

1. Mailbox Replacement Policy

 City of WHITewater		Mailbox Replacement Policy			
Owner:	Streets Department	Approving Position:	Public Works Director	Pages:	4
Issue Date:		Revision Date:		Review Date:	
Special Instructions:	Establishing mailbox placement, installation, maintenance, and replacement standards within the public right-of-way				

I. PURPOSE

The purpose of this policy is to establish standards for the placement, installation, maintenance, and replacement of mailboxes located within the public street right-of-way. These standards are intended to support efficient snow removal and right-of-way maintenance, enhance traffic safety, and define the conditions under which the City of Whitewater will reimburse property owners for mailbox damage caused by municipal operations.

II. THE POLICY

The Public Works Department will repair or replace a damaged standard mailbox, support post, and/or mailbox board when all the following conditions are met:

1. It is determined that the damage was caused by City snowplow operations; and
2. The mailbox was properly installed in accordance with United States Postal Service (USPS) installation guidelines (see below) and was in good condition prior to the damage.

When these criteria are met, the City of Whitewater will repair or replace the mailbox using the standard mailbox and/or support post provided by the City. Reasonable efforts will be made to replace the damaged mailbox with one of similar style.

If the mailbox was not a standard-style mailbox, or if the property owner chooses to repair or replace the mailbox independently, the City of Whitewater will reimburse the cost up to a maximum of \$75, upon submission of valid receipts.

Note: Damage caused by the weight or force of snow, rather than direct contact with a City snowplow, is not covered under this policy.

III. MAILBOX PLACEMENT, INSTALLATION, MAINTENANCE, AND REPLACEMENT STANDARDS

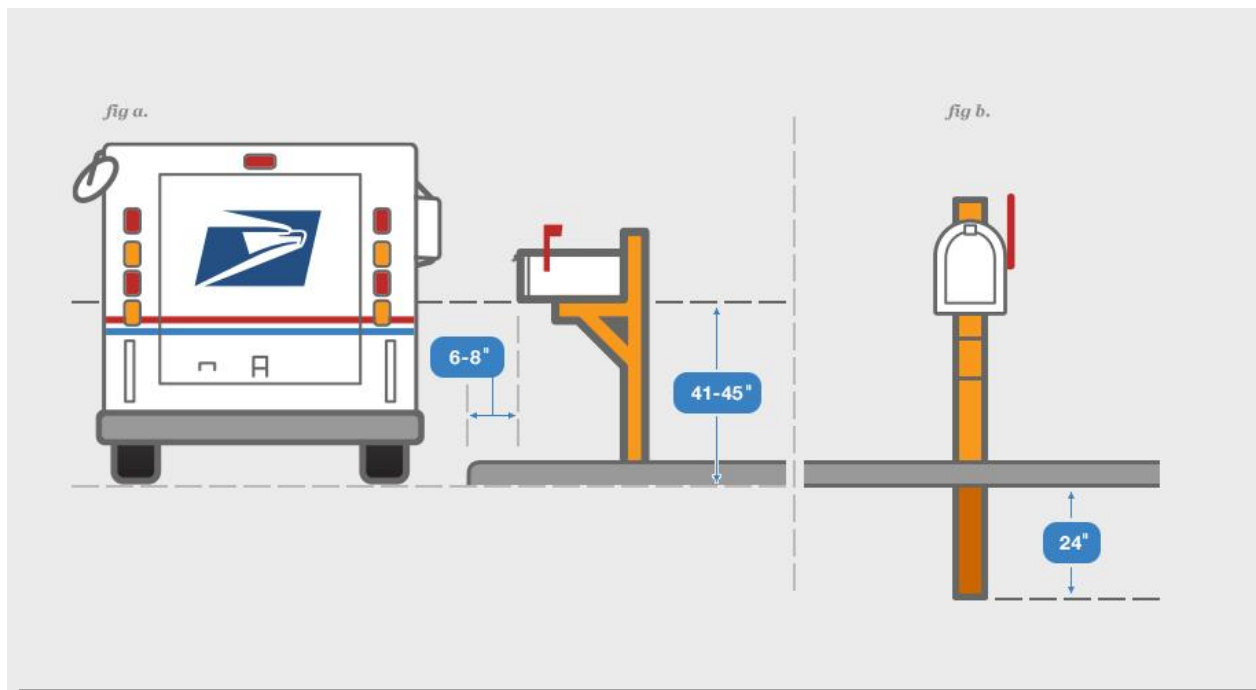
This policy serves as a guide for residents regarding proper mailbox installation and maintenance per the USPS regulations for mailbox placement. All mailboxes must be installed and maintained in accordance with United States Postal Service (USPS) guidelines, as outlined below. Residents can contact the USPS office with any questions regarding USPS mailbox installation guidelines.

A. Mailbox Placement (Refer to Exhibit A)

The USPS has standard regulations for residents to follow for mailbox placement. Residents can contact the USPS office with any questions regarding USPS mailbox installation guidelines. Residents should follow these guidelines when installing or relocating a mailbox.

- Position your mailbox 41” to 45” from the road surface to the bottom of the mailbox or point of mail entry.
- Place your mailbox 6 inches to 8 inches from the curb. If you do not have a raised curb, contact your local postmaster for guidance.
- The mailbox must display the house or apartment number.
- If the mailbox is located on a different street than the residence, the full street address must be clearly displayed on the mailbox.

Exhibit A: Mailbox Placement



B. Mailbox Post Installation

The best mailbox supports are stable but bend or break away if struck by a vehicle. The Federal Highway Administration recommends:

- A 4" x 4" wooden support or a 2" diameter standard steel or aluminum pipe.
 - Avoid unyielding and potentially dangerous supports, heavy metal pipes, concrete posts, or farm equipment (e.g., milk cans filled with concrete).
 - Bury your post no more than 24" deep.
-

C. Maintenance

Due to exposure to weather and snow removal operations, residents are encouraged to inspect and maintain their mailboxes annually. Recommended maintenance includes:

- Tightening loose door hinges
 - Repairing or replacing rusty or loose components
 - Replacing missing, faded, or illegible address numbers
 - Keeping the area around the mailbox clear and accessible
-

D. Mailbox Damage and Replacement

City snowplow operators take great care to avoid damaging property within the public right-of-way (ROW). Despite these efforts, damage to mailboxes may occasionally occur.

If a mailbox is directly struck by City snow removal equipment and the mailbox meets USPS specifications outlined in this policy, the City of Whitewater will reimburse the property owner for replacement costs up to a maximum of \$75, upon submission of valid receipts. If City staff can repair the mailbox with minimal effort, the repair will be completed by the City.

Mailboxes that are tipped, knocked down, or damaged by the weight or force of snow are not eligible for reimbursement. Mailboxes that lean toward the roadway, contain decorative elements extending into the street, or otherwise fail to meet USPS standards are considered noncompliant. The City is not responsible for damage to mailboxes constructed of inadequate or deteriorated materials, including cracked or rotted wooden posts, which are more likely to fail under snow and ice loads. Property owners are responsible for routine inspections and maintenance to ensure mailbox stability.

E. Reporting Damage

Mailbox damage believed to be caused by municipal operations must be reported to the Department of Public Works at (262) 473-0560 within seven (7) days of the incident. A representative from the City of Whitewater will investigate all reported claims.

If the investigation determines that damage was caused solely by snow or ice discharged from the plow blade, reimbursement will not be provided, as a properly installed mailbox should withstand such forces.

F. Temporary Mailboxes

When mailbox damage occurs, due to a snowplow incident, the City will first evaluate whether temporary or permanent repairs can be made. If repairs are not feasible, the City may install a temporary mailbox until permanent repair or replacement can be completed after snow and frost conditions have ended.



Public Works Agenda Item

Meeting Date:	September 8, 2026
Agenda Item:	Johns Disposal Rate Increase
Staff Contact (name, email, phone):	Brad Marquardt, bmquardt@whitewater-wi.gov , 262-473-0139

BACKGROUND

(Enter the who, what when, where, why)

Staff received a request from Johns Disposal asking for a 3.8 % increase (\$0.62) per unit, monthly increase as outlined below. According to the contract, Johns may request an annual adjustment up to the Consumer Price Index (CPI). The CPI is 3.8%.

	<u>2026</u>	<u>2027 (3.8%)</u>	<u>Increase</u>
Garbage	\$9.75	\$10.12	\$0.37
Recycle	\$4.50	\$4.67	\$0.17
Bulk	<u>\$2.17</u>	<u>\$2.25</u>	<u>\$0.08</u>
	\$15.95	\$16.42	\$0.62

PREVIOUS ACTIONS – COMMITTEE RECOMMENDATIONS

(Dates, committees, action taken)

In September of 2019, Johns Disposal was approved for a recycling rate increase from \$2.59 to \$3.59 for 2020. In October 2020, Johns Disposal was approved for a recycling rate increase from \$3.59 to \$3.84 for 2021. In September 2021, Johns Disposal was approved for rate increases for garbage from \$8.29 to \$8.70, recycling from \$3.84 to \$3.85, and bulk from \$1.66 to \$1.85 for 2022. In October 2022, Johns Disposal was approved for rate increases for garbage from \$8.70 to \$9.00, recycling from \$3.85 to \$4.15, and bulk from \$1.85 to \$2.00 for calendar year 2023. In September 2023, Johns Disposal was approved for rate increases for garbage from \$9.00 to \$9.25, recycling from \$4.15 to \$4.27, and bulk from \$2.00 to \$2.06 for calendar year 2024. In September 2024, approval was granted for rate increases in garbage from \$9.25 to \$9.47, recycling from \$4.27 to \$4.37 and bulk from \$2.06 to \$2.11. In September 2025, approval was granted for rate increases in garbage from \$9.47 to \$9.75, recycling from \$4.37 to \$4.50 and bulk from \$2.11 to \$2.17.

FINANCIAL IMPACT

(If none, state N/A)

City Staff estimated a \$0.53 increase for 2027 in the 2026-2027 budget. With an estimated 2800 toters for 2027, the \$0.62 rate increase is an additional \$3,024 for the 2027 budget. The total increase over the 2026 budget is \$20,832.

STAFF RECOMMENDATION

Since the requested increase is in line with the CPI, staff's recommendation is for the Committee to recommend approval of the rate increase for 2027 to the full Council.

ATTACHMENT(S) INCLUDED

(If none, state N/A)

1. 2027 Johns Rate Increase Request



P.O. BOX 5
WHITEWATER, WI 53190
262-473-4700 • Fax: 262-473-6775
www.johnsdisposal.com
email: office@johnsdisposal.com

DISPOSAL SERVICE, INC.

August 26, 2026

The City of Whitewater
Attn: Brad Marquardt – Public Works Director
312 W. Whitewater St.
Whitewater, WI 53190

Re: 2027 Rates

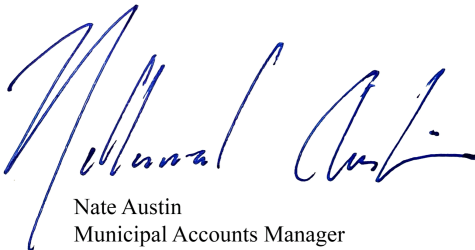
Dear Brad & City Council Members,

As a family-owned company, Johns Disposal is truly grateful for the trust and continued partnership of the communities we serve. We remain committed to providing reliable, responsive service and the level of care and professionalism residents and municipal leaders deserve.

SERVICE	2026	2027	INCREASE
GARBAGE	\$9.75	\$10.12	\$0.37
RECYCLE	\$4.50	\$4.67	\$0.17
BULK	\$2.17	\$2.25	\$0.08
TOTAL	\$16.42	\$17.04	\$0.62

Please do not hesitate to reach out to me directly at 262-473-4700 ext. 224 if you have any questions about this proposal or would like to schedule a meeting.

Sincerely,



Nate Austin
Municipal Accounts Manager