



# Public Works Committee Meeting

Cravath Lakefront Room, 2nd Floor

312 W. Whitewater St.

Whitewater, WI 53190

\*In Person and Virtual

**Tuesday, December 09, 2025 - 5:15 PM**

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## MINUTES

### CALL TO ORDER

The Public Works Committee meeting was called to order by Board President Hicks at 5:20 p.m.

### ROLL CALL

PRESENT: Board Member M. Smith, Board Member Hicks, Board Member Majkrzak

ABSENT: None

OTHERS: Marquardt

### APPROVAL OF AGENDA

Motion made by Board Member Majkrzak to approve the agenda for Tuesday, December 9, 2025, Seconded by Board Member M. Smith.

Voting Yea: all via voice (3)

Voting Nay: None

### APPROVAL OF MINUTES

1. Approval of minutes from November 11, 2025

Motion made by Board Member Majkrzak to approve the minutes from November 11, 2025, Seconded by Board Member M. Smith.

Voting Yea: all via voice (3)

Voting Nay: None

### HEARING OF CITIZEN COMMENTS

None

### NEW BUSINESS

2. **Discussion and Possible Action regarding the turning lane for southbound traffic on Prairie Street at W. Main Street.**

Marquardt stated in March of 2025, the Public Works Committee recommended moving forward with the installation of a right turn lane on southbound Prairie Street at W. Main Street. The right turn lane was striped in August. The Committee asked for this item to be brought back at the end of the year to see if there were any comments, complaints, or issues.

The Public Works Committee approved installing the right turn lane at the March 11, 2025, meeting.

Only a few comments were received, and they pertained to vehicles going straight from the right turn only lane. Comments included asking for words/arrows to be painted on the pavement.

Staff did not have any problems with the right turn lane.

**3. Discussion and Possible Action regarding adding stop lines or yield lines pavement markings for the pedestrian crossing on W. Main Street at Cottage Street.**

Marquardt stated staff received a request to investigate if a stop line or yield line pavement markings could be installed at the pedestrian crossing on W. Main Street at Cottage Street. The concern pertained with vehicles not stopping, stopping to close to the crosswalk, and/or not being able to see a crossing pedestrian with a car stopped in the adjoining lane too close to the crosswalk.

There would be a minimal cost in acquiring new pedestrian crossing signs that would need to be installed at the actual crossing and at the pavement markings. Installing new signs and moving existing signs would be performed by City staff. There would also be cost in painting the pavement markings. This painting work would be contracted out and completed with the Franklin Street/Main Street intersection work.

According to the Manual on Uniform Traffic Control Devices (MUTCD), stop lines or yield lines can be used at a crosswalk that crosses an uncontrolled multi-lane approach. If used, the lines should be placed 20 to 50 feet in advance of the nearest crosswalk line. Stop here or Yield here to pedestrian signs need to also be placed at the pavement marking location. See attached excerpt from the MUTCD.

In reviewing this request with Strand Associates, it was noted the same situation exists near Walmart, and if something is updated at Cottage Street, the same upgrade should be done at the other location as well.

There would be a minimal cost in acquiring new pedestrian crossing signs that would need to be installed at the actual crossing and at the pavement markings. Installing new signs and moving existing signs would be performed by City staff. There would also be cost in painting the pavement markings. This painting work would be contracted out and completed with the Franklin Street/Main Street intersection work.

Staff recommended a motion to direct staff to move forward with the painting of yield lines at both pedestrian crossings on W Main Street. Stop lines are not recommended as they could cause confusion, especially within the intersection of Cottage Street.

Motion made by Board Member M. Smith to approve addition lines or yield line pavement markings for pedestrian crossing on W. Main Street at Cottage Street, Seconded by Board Member Majkrzak.

Voting Yea: all via voice (3)

Voting Nay: None

**4. Discussion and Possible Action regarding proposed artwork on electrical boxes.**

Marquardt stated with the successful completion of eight painted traffic control boxes over the summer of 2025, staff decided to put out another call for artists for four remaining boxes. They are located at the corner of Franklin Street and Main Street, Prince Street and Main Street, Starin Road and Jefferson Street, and Starin Road and Newcomb Street.

Six applications were received and reviewed by the Public Arts Commission. They recommended moving forward with applications received from: Bill Miller, Justin Mane, Edith Wence and Aliya (Mou) Noh. Three of the four have words associated with the painting. It was also recommended by the Public Arts Commission that any writing be on the back side of the box.

At the May 13, 2025, Public Works Committee meeting and the May 20, 2025, Common Council meeting, it was approved to move forward with the painting of eight traffic control boxes. At the November 6, 2025, Public Arts Commission meeting, the Commission recommended four artists/paintings for approval to send to the Public Works Committee.

\$8,000 (\$2,000/each) has been included in the 2026 Street Department budget.

Staff recommended a motion to approve the four recommended paintings.

Board Member Hicks and M. Smith recommended that all paintings have no words or text on the paintings.

Board Member M. Smith wished the City could have found sponsors for the \$8,000. Marquardt stated it would not happen because of our current zoning ordinance.

Board Member Hicks asked if we approve the applications, will we have the applicants submit their painting again?

Motion made by Board Member Hicks to approve the proposed artwork on electrical boxes with modifications including no text be allowed on the signs and the artists will resubmit their work back to the Public Works Committee, Seconded by Board Member M. Smith.

Voting Yea: all via voice (3)

Voting Nay: None

**5. Discussion and Possible Action regarding timeframes for dredging City owned detention basins.**

Marquardt stated in 2025 the City dredged/cleaned up three detention basin areas. These included: Clay Street detention pond; Walton's East Gate Park detention pond; and a biofiltration basin at the south end of Stonefield Lane.

In 2026, the plan is to dredge/clean up three more detention ponds. These include: Two ponds on the east side of Waters Edge Drive, roughly across from Amber Drive and Lake View

Drive; and, the detention pond located at 151 E. Starin Road, located across from the Street Department garage.

In 2027, the plan is to dredge and clean up the detention pond and dry basin in Meadowsweet Park located between Tratt Street, Foxglove Lane and Bloomingfield Drive; the detention pond east of E. Main Court; and the detention pond at 1201 Innovation Drive, located just west of the Innovation Center by the soccer fields.

In 2028, the plan is to dredge and clean up the detention pond located northwest of Pearson Court.

Marquardt stated \$300,000 has been budgeted for 2026 and 2027 in the Stormwater Utility CIP for these projects.

No recommendation was needed.

**6. Discussion and Possible Action regarding renewal service agreement with HydroCorp to continue with non-residential cross-connection inspections.**

Marquardt stated this is a DNR requirement and the City entered into an Agreement with HydroCorp in January 2022. HydroCorp performed initial cross connection inspections on non-residential facilities during the years of 2022 and 2023. It was estimated that up to 688 initial inspections needed to be completed. In January 2024, the City entered into another Agreement with HydroCorp to do follow up inspections as required and any additional initial inspections. HydroCorp performed 386 inspections during the years of 2024 and 2025. The City is again looking into entering an Agreement with HydroCorp for the years of 2026 and 2027 to do the necessary inspections. It is estimated that up to 326 inspections will be carried out. Reinspection of non-residential facilities depends on the use of the facility and can range from 2 years to 10 years.

This Agreement was not previously taken through Committee or Council.

For 2026, the cost is \$26,518.47. For 2027, the cost is \$27,579.60. Money is included in the Water Department budget to cover these costs.

Staff recommends a motion to approve the Agreement and forward to Council for final action.

Motion made by Board Member Hicks to approve the renewal service agreement with HydroCorp to continue with non-residential cross-connection inspections, Seconded by M. Smith.

Voting Yea: all via voice (3)

Voting Nay: None

**7. Discussion and Possible Action regarding the addition of left turn arrows on W. Main Street at Franklin Street.**

Marquardt stated the City received a request to investigate left turn arrows on Main Street at Franklin Street. A traffic study could be carried out to see if left arrows are warranted. The traffic study would involve 2-hour AM and PM peak traffic counts. A traffic model would then be built to run simulated traffic to determine Level of Service and backups for left turning vehicles. This model is based upon a snapshot in time of traffic.

Another option is to proceed with the installation of the left turn arrows and set them up to function with "3<sup>rd</sup> vehicle detection". The detection would be set approximately 60 to 70 feet from the stop bar, and the left turn arrow would only be triggered if there were three vehicles or one semi-truck waiting to turn. This setup is like the left turn arrow for west bound Main Street at Elizabeth Street and east bound Main Street at Tratt Street.

The signals have operated in their current condition since W. Main Street was reconstructed in 1997.

The estimated cost of a traffic study is around \$3,500. The estimated cost to incorporate left turn arrows into the Main Street/Franklin Street intersection project is \$5,300. The construction cost to install the necessary equipment for the left turn arrows is being computed and will be provided at the meeting.

With the south leg of the intersection being reconfigured, now would be the time to include left turn arrows, if they are ever going to go in. With the "3<sup>rd</sup> vehicle detection" they would only be activated when needed. Staff's recommendation would be to forego the traffic study and install the left turn arrows as part of the Franklin Street and Main Street intersection project.

Motion made by Board Member Majkrzak to recommend foregoing the traffic study and install the left turn arrows (going west bound only) during the Franklin Street and Main Street intersection project, Seconded by Board Member Hicks.

Marquardt said this item will be brought back to the Public Works Committee after bid opening, which will then have a cost associated with the project.

Voting Yea: all via voice (2) Hicks, Majkrzak

Voting Nay: None

Abstain: (1) M. Smith – indicated a tough call

## **FUTURE AGENDA ITEMS**

### 8. Elizabeth Street parking restrictions – May/June 2026

## **ADJOURNMENT**

Motion made by Board Member Majkrzak to adjourn the Public Works Meeting at 5:57 p.m., Seconded by Board Member M. 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 January 13, 2026