CITY OF WISCONSIN DELLS MEETING AGENDA

Meeting Description PUBLIC WORKS COMMITTEE
Date: MONDAY, JANUARY 8, 2018 **Time:** 5:30 PM
Location: MUNICIPAL BUILDING 300 LA CROSSE STREET, WISCONSIN DELLS, WI

	Committee Members		
	Ald. Dar Mor-Chair	Ald. Ed Wojnicz	
	Mayor Brian Landers	Ald. Brian Holzem	

	AGENDA ITEMS:
1	CALL MEETING TO ORDER AND ATTENDANCE
2	APPROVAL OF THE MINUTES FROM THE DECEMBER 11, 2017 PUBLIC WORKS MEETING
3	DISCUSSION/DECISION ON EDDY STREET DESIGN DETAILS
4	ANY OTHER ITEMS FOR REFERRAL TO A FUTURE MEETING AND TO INCLUDE WOODSIDE WAY INTERSECTION
5	FUTURE PUBLIC WORKS MEETING (Monday, February 12, 2018)
6	ADJOURNMENT
	Open Meetings Notice: If this meeting is attended by one or more members of the Common Council who are not members of this committee, their attendance may create a quorum of another city commission, board or committee under the Wisconsin Open Meetings Law; However, no formal action will be taken by any governmental body at the above stated meeting other than the body, committee, commission, or board identified in this meeting notice. Please be advised that upon reasonable notice, the City of Wisconsin Dells will furnish appropriate auxiliary aids and services to afford individuals with disabilities an equal opportunity to participate in meeting activities.
	ALDERPERSON DAR MOR, CHAIRPERSON DISTRIBUTED JANUARY 5, 2018

ITEM 3a

Discussion items for PW 01/08:	PW's Recommendation
• Signal Equipment	
○ Poles and cross arms – standard galvanized steel or painted black finish	
○ Review cost difference for painted black equipment	
○ LED luminaire's, total of 4 mounted on signal poles at each intersection quadrant	
▪ Estimated cost of LED fixture is $450 to $700 each, based on output size	
▪ Fixture project estimate is $1,800 to $2,800	
○ Review renderings, minimal obstruction to private building signs	
• Riverwalk entrance aesthetic items	
○ Place inset medallion with this project, or at a later date	
• Outdoor dining on Eddy	
○ Recommended to place outdoor dining in bump out area street-side	
○ Install safety railing behind curb (similar to Oak St.)	
○ Identify dining space with colored concrete	
Esthetics related to retaining wall	

East

ITEM 3b

West

ITEM 3c

ITEM 3d

STH 100 (Ryan Rd) & CTH V (13th St) w/ trombone arms

STH 100 (Ryan Rd) & CTH V (13th St) w/ signal per lane

From: Sarah Carpenter
Sent: Thursday, January 4, 2018 12:03 PM
To: Tim Mikonowicz <Tmikonowicz@msa-ps.com>
Subject: Eddy Street - Questions/Answers - Monotubes

ITEM 3e

Let me know if you need more information or other details for the next meeting:

VISSIM Video

Attached are two still pictures from the viewing height of a vehicle with the monotubes at Eddy Street. If you'd like us to just draft on an image for better clarity we can do that too.

I spoke to Andy Winga yesterday. He said the DOT will maintain the painted black poles and will maintain LED street lighting with the traffic signal as well. We are all clear to direct order. I have sent over a request to Millerbrandt to get an official quote for the materials. I'll follow up with them today again.

In regards to monotubes vs the traditional trombone arms, the Wisconsin Traffic Signal Design Manual states that "*monotube arm assemblies shall be used on any approach with two or more through lanes for…all permit projects beginning design on January 2012 or later.*" The main difference between the monotube and the traditional configuration is monotube structures allow us to extend the arm a longer distance to comply with MUTCD standard in which a signal indication must align over each through lane. Trombone arms max out at 25' which won't allow us to get an indication over each lane. Head-per-lane has actually been shown to reduce crashes (right-angle and rear end specifically) by 20% in Wisconsin signalized intersections. Monotubes are non-breakaway structures and will not be in danger of knockdowns. One benefit perhaps is that trombone arms have two horizontal members which may block views more than a single arm member.