



11333 N. Cedarburg Road
Mequon, WI 53092
Phone: 262-236-8145
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www.ci.mequon.wi.us

Public Works Department

PUBLIC WORKS COMMITTEE
Tuesday, October 12, 2021
7:15 PM
South Conference Room

Agenda

- 1) Call to Order, Roll Call
- 2) Approval of Minutes
 - a. September 14, 2021 Minutes
- 3) Resolutions
Action requested: review and recommend approval
 - a. **RESOLUTION 3886** A Resolution in Support of an All-Way Stop at the Intersection of Wasaukee and Freistadt Roads
- 4) Discussion Items
 - a. 2021 Work Plan (10.12.21)
- 5) Adjourn

Dated: October 12, 2021

/s/ Dale Mayr, Chair

.....
Notice is hereby given that a quorum of other governmental bodies may be present at this meeting to present, discuss and/or gather information about a subject over which they have decision-making responsibility, although they will not take formal action thereto at this meeting.

Persons with disabilities requiring accommodations for attendance at this meeting should contact the City Clerk's Office at 262-236-2914, twenty-four (24) hours in advance of the meeting.

Any questions regarding this agenda may be directed to the Public Works Department at 262-236-2913, Monday through Friday, 7:00 AM – 3:30 PM.



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Public Works Department

PUBLIC WORKS COMMITTEE
Tuesday, September 14, 2021
6:00 PM
South Conference Room

Minutes

- 1) Call to Order, Roll Call
Chair Mayr called the meeting to order at 6:00 PM.

Present:

Chair Dale Mayr
Alderman Andrew Nerbun
Alderman Brian Parrish

Also present were Director of Public Works/City Engineer Lundeen, and Administrative Assistant Deuster.

- 2) Approval of Minutes

- a. August 10, 2021 Minutes

RESULT: **Approved [Unanimous]**

MOVED BY: Alderman Parrish

SECONDED BY: Alderman Nerbun

AYES: Mayr, Nerbun, Parrish

- 3) Resolutions

Action requested: review and recommend approval

- a. **RESOLUTION 3879** A Resolution Authorizing Staff to Exceed \$25,000 for the Purchase of Culverts from Western Culvert, Oconomowoc, Wisconsin, to Complete Projects as Needed During the Remainder of Fiscal Year 2021

Director of Public Works/City Engineer Lundeen stated the increase is due to the increase in cost of supplies.

RESULT: **Approved [Unanimous]**

MOVED BY: Alderman Parrish

SECONDED BY: Alderman Nerbun

AYES: Mayr, Nerbun, Parrish

4) Discussion Items

a. 2021 Work Plan (9.14.21)

Director of Public Works/City Engineer Lundeen updated the committee on the 2021 Work Plan.

5) Adjourn

a. Motion to Adjourn at 6:05 PM.

RESULT: **Approved by Voice Acclamation [Unanimous]**

MOVED BY: Alderman Nerbun

SECONDED BY: Alderman Parrish

AYES: Mayr, Nerbun, Parrish

Respectfully Submitted,

Casey Deuster
Administrative Assistant

Attachment: 09-14-2021 Mins_Public Works (6718 : September 14, 2021 Minutes)



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Office of Public Works

TO: Public Works Committee
FROM: Tim Weyker, Deputy Director of Public Works
DATE: October 4, 2021
SUBJECT: RESOLUTION 3886 A Resolution in Support of an All-Way Stop at the Intersection of Wasaukee and Freistadt Roads

Background

The intersection of Wasaukee Road (CTH M) and Freistadt Road (CTH F) is the functional jurisdiction of Washington County. The Washington County Highway Department has been contacted numerous times over the past several years about the back-up of traffic at this intersection causing a safety concern. The City of Mequon Department of Public Works has also received safety complaints about this intersection.

Washington County is planning to reconstruct Wasaukee Road (CTH M) north of this intersection in 2022. Both the Washington County 2019 Intersection Safety Analysis and a County-commissioned 2020 Traffic Analysis & Design, Inc. (TADI) Technical Memorandum recommend changing this intersection to an all-way stop intersection. During Washington County's Public Informational Meeting for the reconstruction project, the recommendation of changing this intersection from a two-way stop to an all-way stop was brought up and was well received by those in attendance. In March of 2021, the Washington County Traffic Safety Commission unanimously passed a motion to modify the traffic control at this intersection to an all-way stop. Washington County has asked the City of Mequon and the Village of Germantown to pass resolutions supporting the modification.

The Washington County Public Works Committee approved the intersection change at its meeting on September 22nd and it will take it to the Washington County Board for their approval in October.

Analysis

In 2019, the Washington County Board approved an Intersection Safety Analysis on all county-controlled intersections. The subject intersection was included in that report and ranked 9th in total crashes from 2013-2017 with 16 crashes. The intersection has had 19 crashes from 2018-2020. The report recommends changing this intersection from a two-way stop to an all-way stop. The cover sheet, page 18 - Results, Table 7, and Appendix A (pages pertaining to this intersection) of this 81 page report are included as an attachment.

In 2020, Washington County hired TADI to perform an analysis of the intersection to determine the appropriate traffic control at the intersection. The TADI recommendation is for an all-way stop and, due to the vertical curve just west of the intersection, also includes the recommendation to install overhead signage to allow for a longer sight distance for this traffic control change.

Page 1 and Page 12, Part F - Recommendations, parts of a 95-page report, are also attached.

City staff agrees with the Washington County Intersection Safety Analysis and TADI recommendations.

Fiscal Impact

Since this intersection is the functional jurisdiction of Washington County, there is no fiscal impact to the City of Mequon.

Recommendation

A recommendation is forthcoming from the Public Works Committee on October 12, 2021.

Attachments:

Intersection Safety Analysis pages 1, 18, 20, & A1 (PDF)

TADI Recommendation pages 1 & 12 (PDF)

COMMON COUNCIL
OF THE
CITY OF MEQUON

RESOLUTION 3886

A Resolution in Support of an All-Way Stop at the Intersection of Wasaukee and Freistadt Roads

RECITALS

A. The Washington County Traffic Safety Commission has been monitoring the level of safety and efficiency of the intersection of County Trunk Highway M (Wasaukee Road) with County Trunk Highway F (Freistadt Road) and has recommended that all traffic entering said intersection be controlled by stop signs.

B. The Washington County Public Works Committee has evaluated its Intersection Safety Analysis Report prepared by Traffic Analysis and Design, Inc. (TADI) and has determined that installation of all-way stop controls is the most effective measure to enhance the level of safety and service at said intersection.

C. The Washington County Public Works Department has asked the City of Mequon to pass a resolution supporting the modification.

D. City staff agrees with the Washington County Public Works Committee and the recommendations made by TADI and recommends an all-way stop at the intersection of Wasaukee Road and Freistadt Road.

E. The Committee on Public Works at its meeting on October 12, 2021, approved staff's recommendation.

BASED UPON THE FOREGOING RECITALS, IT IS RESOLVED by the Common Council of the City of Mequon, Wisconsin that the City of Mequon is in support of an all-way stop at the intersection of Wasaukee Road and Freistadt Road and agrees with Washington County's installation of stop signs on County Trunk Highway F (Freistadt Road).

Approved by: John Wirth, Mayor

Date Approved: October 12, 2021

I certify that the foregoing Resolution was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on October 12, 2021.

Caroline Fochs, City Clerk

Intersection Safety

An Analysis of the Washington County Highway System



An initiative to study traffic safety at all major intersections throughout the county highway system



UNANIMOUSLY APPROVED BY THE WASHINGTON COUNTY BOARD OF SUPERVISORS ON MARCH 13, 2019

4.2 Results

Table 7 lists major (ADT of 7,500 or more) county-controlled intersections in Washington County. The intersections that are shaded gray in Table 7 are the intersections that have been reviewed for proper intersection control and have been previously improved to a signalized or roundabout intersection. The intersections that have the crash number highlighted in yellow have been reviewed in detail in other parts of this report due to their high number of total crashes. The low amount of total crashes at most of the remaining intersections that are not highlighted indicate that they are currently functioning properly.

The Highway Department has reviewed the following intersections with a total crash volume of four or more crashes that are currently controlled by a two way stop to determine if other controls are warranted:

CTH M and CTH F (16 crashes)

We have received two complaints in the past 3 years that the wait times at this intersection are long at peak times of days, causing people to take chances. We currently have a signed contract to have a firm review wait times at this intersection to see if further analysis is needed. This intersection is highlighted orange in Table 7.

CTH P and CTH NN / Rusco Drive (13 crashes)

The intersection of CTH P and CTH NN will continue to be monitored with the assumption that the City of West Bend may soon be in control of the intersection. The City recently installed a traffic signal north of this intersection which may allow more gaps in traffic for crossing and turning movements.

CTH Q and Riversbend and CTH Q and Shady Lane (13 and 8 crashes)

These intersections are on the county's busiest stretch of roadway. WisDOT and the Villages of Menomonee Falls and Germantown are currently linking all the traffic signals along CTH Q to provide for better traffic flow. We anticipate after completion of this report that more gaps in traffic may exist, and the public may take less chances if traffic flows more freely. The intersection of Shady Lane is 83rd for crash severity ranking and Riversbend is 93rd. It may be necessary at some point to increase the control to signals or limit access at these two points, thereby allowing right-in and right-out turning movements only. The low volume of traffic on the minor legs and low amount of crashes relative to other intersections in this area warrant no action at this time.

CTH Q and Scenic (9 crashes)

We will continue to monitor this intersection following the outcome of intersection improvements at CTH Q and Hillside. It may be possible that local traffic utilizes this intersection while avoiding the CTH Q and Hillside intersection one mile to the west. It is possible that if the CTH Q and Hillside Road intersection is improved, crashes at this intersection may be reduced if more traffic utilizes CTH Q and Hillside rather than this intersection. This intersection is ranked 48th for crash severity.

Table 7

**MAJOR COUNTY-CONTROLLED INTERSECTIONS IN WASHINGTON COUNTY
AND PROJECTED CHANGE IN AVERAGE DAILY TRAFFIC**

Control	Major Street	Minor Street	Current ADT	2050 ADT	Projected Difference in ADT	Projected Percent Change in ADT	Total Crashes
Signal	County Highway Q/County Line Rd	Falls Pkwy/Emmer Rd	30,600	33,500	2,900	9	53
Signal	County Highway Q/County Line Rd	River Crest Dr	25,700	29,250	3,550	14	73
Signal	County Highway Q/County Line Rd	Fleet Farm Access	20,800	25,000	4,200	20	3
Two Way Stop	County Highway Q/County Line Rd	Riversbend Ln	20,800	25,000	4,200	20	13
Two Way Stop	County Highway Q/County Line Rd	Shady Ln	20,800	25,000	4,200	20	8
Signal	County Highway Q/County Line Rd	Emmer Rd	20,800	25,000	4,200	20	33
Signal	County Highway Q/County Line Rd	County Highway Y/Lannon Rd	19,750	32,360	12,610	64	12
Signal	County Highway Q/County Line Rd	Division Rd/Cumberland Ave	16,850	21,530	4,680	28	26
Signal	County Highway Q/County Line Rd	Pilgrim Rd	16,450	23,400	6,950	42	17
Signal	County Highway I/Decorah Rd	River Rd	16,050	26,540	10,490	65	9
Signal	County Highway Q/County Line Rd	Amy Belle Rd	15,600	25,280	9,680	62	1
Two Way Stop	County Highway Q/County Line Rd	Retail Access	13,700	20,000	6,300	46	1
Two Way Stop	County Highway Q/County Line Rd	Retail Access	13,700	20,000	6,300	46	1
Two Way Stop	County Highway Q/County Line Rd	Club Cir	13,700	20,000	6,300	46	1
Two Way Stop	County Highway Q/County Line Rd	Grace Evangelical Lutheran Church	13,700	20,000	6,300	46	1
Two Way Stop	County Highway Q/County Line Rd	Retail Access	13,700	20,000	6,300	46	1
Two Way Stop	County Highway Q/County Line Rd	Retail Access	13,700	20,000	6,300	46	1
Two Way Stop	County Highway Q/County Line Rd	Woodside Ln	13,700	20,000	6,300	46	1
Two Way Stop	County Highway Q/County Line Rd	Wellington Dr	13,700	20,000	6,300	46	1
Two Way Stop	County Highway Q/County Line Rd	Walmart Access Road	13,700	20,000	6,300	46	1
Signal	County Highway Q/County Line Rd	Bancroft Dr	13,700	20,000	6,300	46	10
Signal	County Highway Q/County Line Rd	Maple Rd	13,700	20,000	6,300	46	13
Two Way Stop	County Highway Q/County Line Rd	Happy Hollow Ln	13,000	25,000	12,000	92	1
Two Way Stop	County Highway Q/County Line Rd	Colgate Rd	12,250	16,070	3,820	31	1
Two Way Stop	County Highway Y/Lannon Rd	Park and Ride Lot	11,400	18,000	6,600	58	1
Two Way Stop	County Highway Q/County Line Rd	Hillside Rd	11,200	16,020	4,820	43	30
Roundabout	County Highway P	County Highway PV/Pleasant Valley Rd	10,350	14,420	4,070	39	18
Two Way Stop	County Highway Q/County Line Rd	Colonial Dr/Chippewa Dr	10,300	14,000	3,700	36	1
Two Way Stop	County Highway Q/County Line Rd	Mayflower Dr	10,300	14,000	3,700	36	1
Two Way Stop	County Highway Q/County Line Rd	Water St	10,300	14,000	3,700	36	1
Two Way Stop	County Highway Q/County Line Rd	Lexington Dr	10,300	14,000	3,700	36	1
Two Way Stop	County Highway Q/County Line Rd	Scenic Rd	10,175	12,780	2,605	26	9
Two Way Stop	County Highway Q/County Line Rd	Short Rd	10,000	12,500	2,500	25	1
Two Way Stop	County Highway Q/County Line Rd	Mt Vernon Dr	10,000	12,500	2,500	25	1
Two Way Stop	County Highway Q/County Line Rd	North Rd	10,000	12,500	2,500	25	1
Two Way Stop	County Highway Q/County Line Rd	Jencris Ct	10,000	12,500	2,500	25	1
Two Way Stop	County Highway Q/County Line Rd	Linda Ln	10,000	12,500	2,500	25	1
Two Way Stop	County Highway Q/County Line Rd	Nob Hill E	10,000	12,500	2,500	25	2
Two Way Stop	County Highway Q/County Line Rd	Nob Hill W	10,000	12,500	2,500	25	1
Two Way Stop	County Highway P	County Highway NN/Rusco Rd	9,800	17,310	7,510	77	13
Two Way Stop	County Highway Q/County Line Rd	Neptune Dr	9,600	12,000	2,400	25	1
Signal	County Highway K	Monroe St	9,500	10,400	900	9	8
Roundabout	County Highway P	County Highway NN	9,350	17,500	8,150	87	4
Roundabout	County Highway NN	River Rd/Jackson Dr	9,050	15,330	6,280	69	17
Two Way Stop	County Highway K	Schauer Dr	8,400	10,000	1,600	19	4
Two Way Stop	County Highway K	Patton Dr	8,400	10,000	1,600	19	1
Two Way Stop	County Highway Q/County Line Rd	Briar Ridge Ln/River Ln	8,000	12,500	4,500	56	1
Two Way Stop	County Highway Q/County Line Rd	Debby Ln	8,000	12,500	4,500	56	1
Two Way Stop	County Highway D	Lighthouse Ln	7,550	13,180	5,630	75	5
Two Way Stop	County Highway F/Freistadt Rd	County Highway M/Wasauke Rd	7,500	9,950	2,450	33	16

"Major" intersections are those with a current average daily traffic volume of 7,500 vehicles or more.

The intersections that are shaded gray are the intersections that have been reviewed for proper intersection control and have been previously improved to a signalized or roundabout intersection.

The intersections that have the crash number highlighted in yellow have been reviewed in detail in other parts of this report due to their high number of total crashes.

Source: Washington County and SEWRPC.

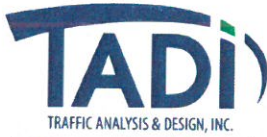
Appendix A

**A SAMPLE OF COUNTY-CONTROLLED INTERSECTIONS WITH THE HIGHEST NUMBER OF TOTAL CRASHES
IN WASHINGTON COUNTY: 2013-2017**

Major Street	Minor Street	Number of Total Crashes	Total Crash Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Rank	Average Daily Traffic	Current Control	Intersection Profile in Appendix D
CTH Q	Rivercrest Dr	73	1	1.619	6	1.30	37	25,700	Signal	1
CTH Q	Falis Pkwy/Emmer Rd	53	2	0.949	20	1.57	29	30,600	Signal	2
CTH Q	CTH Y	33	3	0.913	22	1.70	27	19,750	Signal	3
CTH Q	Hillside Rd	30	4	1.468	11	2.37	16	11,200	Two Way Stop	4
CTH Q	Pilgrim Rd	26	5	0.863	25	1.85	23	16,450	Signal	5
CTH P	CTH PV/Pleasant Valley Rd	18	6	0.958	19	1.28	38	10,350	Roundabout	
CTH NN	River Rd	17	7	1.029	17	1.47	32	9,050	Roundabout	
CTH I/Decorah Rd	River Rd	17	7	0.580	39	1.12	42	16,050	Signal	
CTH F	CTH M	16	8	1.169	15	2.00	21	7,500	Two Way Stop	
CTH Q/County Line Rd	Maple Rd	13	9	0.516	44	1.92	22	13,700	Signal	
CTH P	CTH NN/Rusco Rd	13	9	0.731	31	1.54	30	9,800	Two Way Stop	
CTH Q/County Line Rd	Riversbend Ln	13	9	0.342	65	1.15	41	20,800	Two Way Stop	
CTH M	Highland Rd	12	10	1.644	5	2.75	12	4,000	Two Way Stop	
CTH Q/County Line Rd	Division Rd/Cumberland Ave	12	10	0.389	59	1.08	43	16,850	Signal	
CTH E	CTH K	11	11	1.127	16	2.45	14	5,350	Two Way Stop	
CTH K	CTH Q	11	11	1.470	10	1.73	25	4,100	Two Way Stop	
CTH H	CTH HH	10	12	1.613	7	2.10	20	3,395	Two Way Stop	
CTH Q/County Line Rd	Bancroft Dr	10	12	0.397	57	1.20	40	13,700	Signal	
CTH E	CTH CC	9	13	1.294	13	3.33	8	3,810	Two Way Stop	
CTH Q/County Line Rd	Scenic Rd	9	13	0.485	46	2.00	21	10,175	Two Way Stop	
CTH Q/County Line Rd	Amy Belle Rd	9	13	0.332	67	1.67	28	15,600	Signal	
CTH G/Division Rd	CTH NN	9	13	0.913	22	1.44	33	5,400	Two Way Stop	
CTH G	Pleasant Valley Rd	8	14	3.372	2	3.00	10	1,300	Two Way Stop	7
CTH K	Monroe St	8	14	0.461	48	2.38	15	9,500	Signal	
CTH Q/County Line Rd	Shady Ln	8	14	0.211	80	1.38	35	20,800	Two Way Stop	
CTH Q/County Line Rd	Lake Five Rd	8	14	0.963	18	0.88	45	4,550	Two Way Stop	
CTH G	Sherman Rd	7	15	1.323	12	2.86	11	2,900	Two Way Stop	
CTH G/Division Rd	CTH T/Western Ave	7	15	0.947	21	2.14	19	4,050	Two Way Stop	
CTH K	Addison Rd	7	15	0.892	23	1.71	26	4,300	Two Way Stop	
CTH M	CTH T	7	15	1.490	9	1.43	34	2,575	Two Way Stop	
CTH C/Hillside Rd	American Eagle Dr/Cedar Bluffs Way	7	15	2.131	3	1.00	44	1,800	Roundabout	8
CTH P	Sherman Rd	6	16	0.664	36	3.33	8	4,900	Two Way Stop	
CTH Y/Goldendale Rd	Holy Hill Rd	6	16	0.802	28	2.17	18	4,100	Two Way Stop	
CTH P	Western Ave	6	16	0.411	54	2.17	18	4,000	Two Way Stop	
CTH K	Kettle Moraine Rd	6	16	0.783	29	1.67	28	4,200	Two Way Stop	
CTH G/Division Rd	Cedar Ln	6	16	0.678	35	1.00	44	4,850	Two Way Stop	
CTH D	Lighthouse Rd	5	17	0.363	62	1.20	40	7,550	Two Way Stop	
CTH K	Main St	5	17	3.424	1	1.00	44	800	Two Way Stop	6
CTH Q/County Line Rd	Hartley Rd	5	17	0.806	27	1.00	44	3,400	Two Way Stop	
CTH K	Schauer Dr	4	18	0.261	74	3.50	7	8,400	Two Way Stop	
CTH G/Division Rd	Pioneer Rd	4	18	0.322	68	3.25	9	3,400	Two Way Stop	
CTH D/Main St	Green Tree Rd	4	18	0.300	69	3.25	9	7,300	Two Way Stop	
CTH E/Waterford Rd	CTH K	4	18	0.708	32	3.00	10	3,095	Two Way Stop	
CTH C	CTH P	4	18	0.397	56	2.75	12	5,515	Two Way Stop	
CTH M	Trading Post Trl	4	18	1.533	8	2.50	13	1,430	Two Way Stop	
CTH P	CTH NN	4	18	0.236	77	2.25	17	9,350	Roundabout	
CTH H	Kettle Moraine Dr	4	18	0.843	26	2.00	21	2,600	Two Way Stop	
CTH K	Oil Spring Rd/Bay Rd	4	18	0.430	50	1.75	24	5,100	Two Way Stop	
CTH C	CTH Z	4	18	0.871	24	1.25	39	2,515	Two Way Stop	
CTH Y/Goldendale Rd	Freistadt Rd	4	18	0.450	49	1.25	39	4,875	Two Way Stop	
CTH Q/County Line Rd	Fleet Farm Access	3	19	0.079	107	5.00	4	20,800	Signal	
CTH A	Trading Post Trl	3	19	0.783	29	3.33	8	2,100	Two Way Stop	
CTH Z/Kettle View Dr	Paradise Dr	3	19	0.483	47	2.00	21	3,400	Two Way Stop	
CTH Z	CTH NN	3	19	0.427	51	2.00	21	3,850	Two Way Stop	
CTH M/Pioneer Rd	CTH M/Wasauke Rd	3	19	0.369	60	2.00	21	4,450	Two Way Stop	
CTH NN	Oak Rd	3	19	0.391	58	1.33	36	4,200	Two Way Stop	
CTH P	Northwest Passage	3	19	0.335	66	1.33	36	4,900	Two Way Stop	
CTH F/Freistadt Rd	Pilgrim Rd	3	19	0.332	67	1.00	44	4,950	Two Way Stop	
CTH H	Sandy Ridge	2	20	0.296	71	8.00	1	3,700	Two Way Stop	10
CTH XX	Jay Rd	2	20	1.826	4	6.00	2	600	Two Way Stop	9
CTH C/Hillside Rd	Stoney Ln	2	20	0.609	38	5.50	3	1,800	Two Way Stop	13
CTH WW	Beaver Dam Rd	2	20	0.783	29	4.50	5	1,400	Two Way Stop	
CTH WW	St Anthony Rd	2	20	0.705	33	4.50	5	1,555	Two Way Stop	
CTH Q/County Line Rd	Water St	2	20	0.105	102	4.50	5	10,300	Two Way Stop	
CTH MY	Shady Ln	2	20	0.783	29	2.50	13	1,400	Two Way Stop	
CTH A	Indian Lore Rd	2	20	0.548	42	2.50	13	2,000	Two Way Stop	
CTH H/Mohawk Rd	Townline Rd	2	20	0.522	43	2.50	13	2,100	Two Way Stop	
CTH D	CTH W/CTH WW	2	20	0.348	64	2.50	13	3,145	All Way Stop	
CTH I/Decorah Rd	CTH M	2	20	0.297	70	2.00	21	3,690	All Way Stop	
CTH FD	Mayfield Way	2	20	0.203	81	2.00	21	5,400	Two Way Stop	

Note: This table is sorted by number of total crashes and should not be construed as a ranked list of the most dangerous county-controlled intersections.

Source: Wisconsin Traffic Operations and Safety (TOPS) Laboratory and Washington County.



 PROVIDING TRAFFIC ENGINEERING SOLUTIONS

Date: October 30, 2020

Technical Memorandum

To: Scott Schmidt, P.E., PLS
 Highway Commissioner
 Washington County
 900 Lang Street
 West Bend, WI 53090

From: John Campbell, P.E., RSP₂
 Amy Pomeroy, P.E., RSP₁

Subject: Traffic and Safety Intersection Analysis
 CTH F/Freistadt Road at CTH M/Wasaukee Road
 Washington County, Wisconsin

PART A – INTRODUCTION

Washington County requested a safety and operational analysis of the County Trunk Highway (CTH) F (Freistadt Road) intersection with CTH M (Wasaukee Road) on the border between the Village of Germantown, in Washington County, Wisconsin and the City of Mequon, in Ozaukee County, Wisconsin. The traffic study was conducted to determine if modifications to the traffic control and potential modifications to the roadway geometry would improve the safety and operations of the intersection. The intersection experiences patterns of right-turn angle crashes and noticeable delays on the NB and SB stop-controlled approaches.

This technical memorandum has been prepared to analyze the intersection under Year 2020 existing traffic conditions, a Year 2023 construction year traffic scenario and future Year 2033 scenario. A location map and an aerial map showing the study area intersection is shown in [Exhibit 1A](#). A transportation detail showing existing lane configurations, traffic control, and posted speed limits is shown in [Exhibit 1B](#). Existing site photos can be found in [Exhibit 1C](#).

Recommendations Summary

Implementing all-way stop control is recommended at this intersection and no geometric changes are expected to be needed to accommodate traffic through year 2033 with all-way stop control. The full recommendations are discussed in more detail on page 12.

TADI

Phone: 800.605.3091

P.O. Box 128
 Cedarburg, WI 53012

www.tadi-us.com

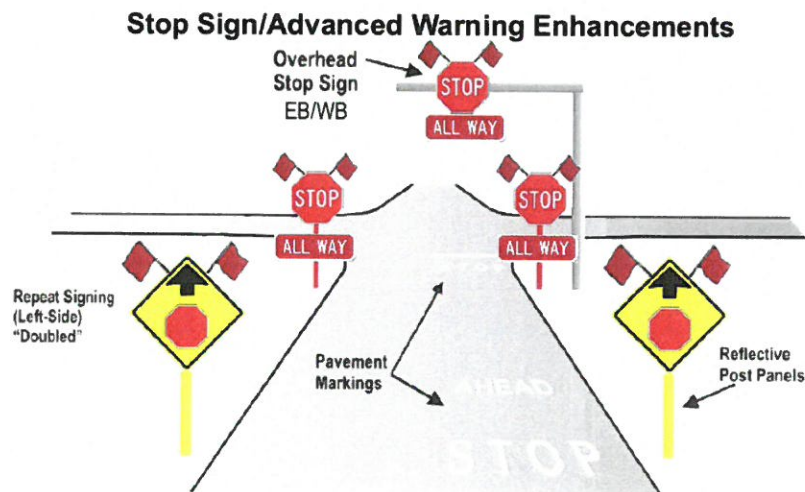
PART F – RECOMMENDATIONS

The recommendations of the study are to install all-way stop control at the intersection of CTH F/CTH M to help mitigate the existing right-angle crash patterns. The traffic analysis showed that all-way stop control warrants are met by a margin of about 15 percent with traffic volumes collected on September 8th, 2020. Volumes are expected to continue to increase at this intersection, but the operational analysis of forecasted volumes showed the existing geometry is expected to provide acceptable levels of service through Year 2033 with all-way stop control.

Traffic signal warrants were also evaluated but were not met in existing or forecasted years. Therefore, all-way stop control is the recommended traffic control option.

Stop control would be new to the EB and WB directions of travel. To help draw attention to the change in traffic control, several improvements are recommended for the EB and WB approaches, and consideration could be given to providing them on the NB and SB approaches as well. The recommendations include:

1. Overhead stop signs (EB/WB)
2. Double stop signs (extra sign on left-side of road) (all directions)
3. Double stop ahead signs (extra sign on left-side of road) (all directions)
4. Metal orange flags (increase conspicuity of new signs)
5. All-way stop control plaques (all directions)
6. Pavement marking:
 - a. Stop bars with STOP wording (all directions)
 - b. STOP AHEAD wording (all directions)
 - c. Right-turn arrows in the EB/WB right-turn lanes (EB/WB)



With the implementation of the recommended modifications as listed in this memorandum and illustrated shown in [Exhibit 5a/5b](#), safe and efficient operations are expected at the study area intersection through the year 2033 traffic volume conditions.



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Office of Engineering

TO: Public Works Committee
FROM: Kristen Lundeen, Director of Public Works/City Engineer
DATE: October 12, 2021
SUBJECT: 2021 Work Plan (10.12.21)

Attached for the Board's review is a copy of the proposed work plan for 2021.

Attachments:
2021 Work Plan (10.12.21) (PDF)

**Public Works Committee
2021 Work Plan (October 12, 2021)**

4.a.a

Month	Agenda Topics
September	•
November/December	• 2021 Road Program Summary

Future Agenda Topics

- Review of Standard Specifications for Land Development, for update and specifically as it relates to regulations of berms
- Sidewalks on Wauwatosa Road
- Prioritization of Drainage CIP
- Review/reprioritization of Shorecliff drain tile CIP project
- Hawthorne Road
- Prioritization of culvert replacement associated with the Prairie View Lane drainage study
- EAB Update
- WisDOT Update (quarterly)
- Sidewalk Snow Removal Policy
- Policy language for structures (i.e. Little Free Library) within the building setback
- Quarterly update on OIT Crossing/Mequon Road Corridor
- Discussion regarding path/sidewalk on Range Line Road south of Mequon Road

2021 Completed Items:

• Contract Award for the Demolition of the City Owned Residential Structures at 11236 and 11242 North Cedarburg Road • Approval of the Lion's Club Special Event Agreement for Lion's Fest at Rotary Park • Extension of the 2020 Policy for Mequon Community Pool and Parks Operations Due to COVID-19 • Establishment a Template Memorandum of Understanding for Private Water Trusts Operating in the Public Right-of-Way • Approval of a Special Event Agreement for Annual Gathering on the Green Festivities Held During the Third Week of July in Rotary Park • Approval of an Annual Special Event Agreement for the Jewish Food Festival in August at Rotary Park • Award of the Reuter Pavilion Roof and Gutter Replacement Contract to Larson's Building Services of Mequon, Wisconsin in the Amount of \$28,660 • Notification to the Wisconsin Department of Transportation (WisDOT) of the City's Intent to Install an Eastbound Turn Lane on Mequon Road at its Intersection with Weston Drive, in Connection with the Ozaukee Inter-Urban Trail Crossing Improvement Project in the Town Center Neighborhood • 2021 Road Program Contract Authorization • Repeal of the 2021 Policy for Mequon Community Pool and Parks Operations Due to COVID-19 and Establishment of the Mequon Community Pool and Parks Standard Operating Procedures Due to COVID-19 • Authorization of the Execution of an Amended State Municipal Agreement with the Wisconsin Department of Transportation for Design and Construction of the Highland Road Interchange and Subsequent Authorization for Execution of an Amendment to the	• Authorization of City Staff to Exceed the Public Works Equipment Replacement Capital Account Balance by \$225,000 During 2021 for the Purchase of a New Loader Vehicle with Snowplow and Wing Attachments • Approval of the Purchase of a 2016 Dynapac CP142 9-Wheel Rubber Tire Roller from Centex Equipment Sales of Early, Texas for a Total Cost of \$39,000 • Award of the 2021 Crack Sealing Contract to Thunder Road of Genesee, Wisconsin in an Amount Not-to-Exceed \$181,000 • Award of the 2021 GSB-88 Bituminous Seal Contract to Fahrner Asphalt Sealers, of Waunakee, Wisconsin, in an Amount Not-to-Exceed \$188,000 • Awarding of the 2021 Road Improvements Contract to Payne & Dolan of Jackson, Wisconsin, in the Amount of \$1,047,750 • Award of the Rotary Park Parking Lot Improvements Contract to Stark Pavement of Brookfield, Wisconsin in the Amount of \$487,000 • Authorization for the Execution of an Agreement with WE Energies for the Replacement of Street Lights in Phase I of the Mequon Business Park at a Cost of \$275,000 • Award of a Contract for HVAC Preventative Maintenance Services During the Period May 1, 2021 - April 30, 2022 to Dillett Mechanical Services, Waukesha, Wisconsin in the Amount of \$21,168 • Approval of the Purchase and Installation of a Replacement Plow Truck and Related Components from Lakeside International, LLC Milwaukee, Wisconsin, Universal Truck Equipment, Galesville, Wisconsin and Olson Trailer & Body, Green Bay, Wisconsin for a Total Cost of \$199,433 • Approval of the Contract for 2021 Cleaning Services at the Public Safety Building to Vanguard C
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Intergovernmental Agreement with Ozaukee County for the Same

- Approval of a Contract with SMB Landscape Contractors, Thiensville, Wisconsin for Baseball Field Management Services at Rennicke and Schmit Fields During the 2021 Season in the Amount of \$15,500
- Award of a Three-Year Contract for Median Maintenance to Northern Exposure Landscaping, Inc., of Mequon, Wisconsin at an Annual Cost of \$25,000
- Award of a Contract for Ash Tree Removal Services to Wallace Tree and Landscape Inc. of Glendale, Wisconsin in the Amount of \$13,750
- Authorization an agreement with the Wisconsin Department of Transportation to purchase for a temporary limited easement at Katherine Kearney Carpenter Park for the I-43 North South Freeway Project.
- Identification of Public Improvement Projects within Tax Increment District No. 3 for Design and Development Prior to April 15, 2023
- Authorization of the City of Mequon's Notice of Intent to We Energies for the Relocation of Overhead
- Policy Discussion Regarding the Regulation of Little Free Libraries
- Approval of the Acquisition of a Drainage Easement and the Award of a Contract to Replace a Failed Storm Sewer Culvert Across the Property at 9731 N. Courtland Drive for a Total Cost of \$34,625
- Approval of the Mequon Business Park Street Light Removal Contract to J Miller Electric of Port Washington, Wisconsin in the Amount of \$42,000
- Approval of the Rejection of All Bids for the City of Mequon's 2021 Road Improvements Irrigation Removal Contract

- Systems of SE Wisconsin, Greenfield, Wisconsin Estimated Monthly Cost of \$2,891 and a One-time Deep Clean cost of \$5,964 for a Total Cost not to Exceed \$23,310
- Approval of a Transfer of Funds in the Amount of \$228,715 for, and the Purchase of, a John Deere 624P Loader from Brooks Tractor, Milwaukee, Wisconsin for \$232,043 and Plow & Wing Attachments from Universal Truck Equipment, Inc., Galesville, Wisconsin for \$35,947 for a Total Cost of \$267,990
- Granting an Easement to WE Energies to Install New Electrical Cables at the City's Combined Department of Public Works Facility at 10800 North Industrial Drive
- Approval of a State/Municipal Maintenance Agreement (SMMA) and Three State/Municipal Financial Agreements (SMFA) for a State-Let Highway Project with the Wisconsin Department of Transportation for the County Line Road and Mequon Road Interchanges
- 2021 Drainage Capital Improvement Program - Administrative Update and Upcoming Prioritization Meeting
- No Engine Braking Signs on Mequon Rd
- WisDOT Response to Request for Enhanced Railings on Mequon Road Bridge
- Approval to exceed \$25,000 to vendor Western Culverts