



**Department of Public Works
Engineering Division**

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**PUBLIC WORKS COMMITTEE
MEETING NOTICE AND AGENDA**

Thursday, July 28, 2022

4:00 PM

City Hall Common Council Chambers
W240N3065 Pewaukee Road Pewaukee, WI 53072

-
1. Call to Order and Pledge of Allegiance
 2. Public Comment - Please limit your comments to 2 minutes. If further time for discussion is needed, please contact your local Alderperson prior to the meeting.
 3. Discussion and Action Regarding the Minutes of May 12, 2022
 - 3.1. 5-12-2022 Minutes
 4. Communications
 - 4.1. Discussion and possible action regarding entrance signs at the Pewaukee limits.
 5. Water and Sewer Division
 - 5.1. Discussion and possible action regarding the updated Lead and Copper Rule Revisions (LCRR).
 6. Highway Division
 - 6.1. Discussion and possible action regarding the request to install "No Engine Breaking" signs on Bluemound Road (CTH JJ) and Pewaukee Road (STH 164).
 7. Public Comment - Please limit your comments to 2 minutes. If further time for discussion is needed, please contact your local Alderperson prior to the meeting.
 8. Adjournment

Magdelene Wagner
Director of Public Works

NOTICE

It is possible that members of other governmental bodies of the municipality may be in attendance to gather information that may form a quorum. At the above stated meeting, no action will be taken by any governmental body other than the governmental body specifically referred to above in this notice.

Any person who has a qualifying disability under the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible format must contact the DPW Main Office, at (262) 691-0804 by 12:00 p.m. the Tuesday prior to the meeting so that

arrangements may be made to accommodate your request.

**CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 3.1.**

DATE: July 28, 2022

DEPARTMENT: PW - Water/Sewer

PROVIDED BY:

SUBJECT:

5-12-2022 Minutes

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

5-12-2022 Minutes

In Attendance

Mayor S. Bierce, Committee Members: M. Kreiter, J. Torme

Also in Attendance

DPW Director M. Wagner, Chief Engineer-Utilities R. Wirtz, Chief Engineer-Streets & Development M. Gabbey, Utility Manager J. Mueller, Utility Billing Specialist R. Reed, Administrative Assistant S. Smaxwill

Absent

Alderman J. Wamser, Committee Member D. Swan

1. Call to Order and Pledge of Allegiance

Mayor Bierce called the meeting to order at 4:07 p.m. and requested everyone stand for the Pledge of Allegiance.

2. Public Comment

Please limit your comments to 2 minutes. If further time for discussion is needed, please contact your local Alderperson prior to the meeting.

Ronald Rosseau, W235N1187 Busse Road. Mr. Rosseau commented that he would like to know what he has to do to get people to get rid of the junk cars in their yards. A suggestion was made to contact his alderperson.

3. Discussion and Action Regarding the Minutes of March 31, 2022

A motion was made and seconded, (J. Torme, M. Kreiter) to approve the March 31, 2022 minutes.

Motion Passed: 3-For, 0-Against

4. Old Business

4.1. Discussion and Possible Action regarding a stop sign request at the intersection of Nottingham Drive and Busse Road.

Ms. Wagner reported that she brought this issue back to committee after locating the correspondence with the petition to reduce the speed limit and the reasons behind the stop sign request. The 2016 ordinance indicates a 25mph speed limit is in effect, though 35mph road signs are still posted in the field; they were never changed. Ms. Wagner stated that staff feels traffic volume is low and stop signs are not the correct way to address speeding. She recommends against installing the stop signs.

Ms. Wagner received a request to change the official speed limit back to 25mph on Busse Road. She stated the sheriff performed a speed study on Busse Road and found a very low level of speeding during the 10 days the JAMAR was in place. The sheriff stated this speed study showed the lowest incidence of speed on any street for any speed study he has done.

Ms. Wagner also received a request for Busse Road to be renamed South Busse Road and North Busse Road, to provide a clear distinction that Busse Road is not a through street anymore.

Mayor Bierce acknowledged audience members wanting to provide public comments.

James Purtell, W235N1061 Busse Rd. Mr. Purtell was in attendance with his wife, Nicole and children. He has major concerns about speed and safety on Busse Road. He wants the speed limit reduced to 25mph, and the addition of two stop signs going north and south at the corner of Busse Road and Nottingham Drive. He feels the combination of the reduced speed limit and added stop signs will help drivers slow down. He has lived there for 10 years and feels his road should be treated no different than any other residential road. He provided pictures of children riding bikes in the road and a short video of a car speeding on the road. Mr. Purtell said he has a petition signed by 11 other neighbors who support the petition. He would like to see a Children Playing sign installed coming in on Busse Road. Ms. Wagner showed the pictures and video to the committee and audience. She stated the sheriff was able to determine, based on the time stamp, that the vehicle in the video was traveling 36-40 mph.

Ronald Rosseau, W235N1187 Busse Road. Mr. Rosseau supports the reduced speed limit, but does not support the stop signs; he feels they are an inconvenience. After living there 35 years, he feels we need to find a way to keep the tourists out. He is not in favor of changing the name of the street on the side of Busse Road where families live. He also suggested installing a No Thru Road sign.

Thomas Mueller, W235N1264 Busse Road. Mr. Mueller suggested instead of changing the street name, people should confront Google maps which sends people down that road using GPS. He feels there is no need to change the speed limit signs, and no need for stop signs.

Robert Johnson, W235N967 Busse Road. Mr. Johnson commented that he has lived there all but four years since 1967. He said when the bridge was in, there was a lot of traffic, but when the bridge came out the traffic is now almost zero. He confirmed by following cars in three instances that the auto dealerships were test driving cars down the road. He does not support lowering the speed limit or installing stop signs.

Alderman Brian Dziwulski, N24W22637 Meadowood Lane. Ald. Dziwulski commented that a stop sign will not slow people down. He does support the 25mph speed limit to conform with all other residential streets in the city.

Brent Redford, W235N991 Busse Road. Mr. Redford does not support changing the speed limit to 25mph. He stated it is a collector road, not a subdivision road.

Ms. Wagner read comments from three people who called in to express their opinion because they were unable to attend the meeting:

Barbara Randa, W236N1150 Archery Drive. Ms. Randa prefers the speed limit at 35mph and does not want any additional stop signs.

Garrett Maas, W237N1027 Kings Drive. Mr. Maas supports the 35mph speed limit because Busse Road is straight and mainly residential.

Don Mueller, W236N998 Archery Drive. Mr. Mueller called stating he prefers the speed limit at 25mph because that's what it is supposed to be anyway. He also addressed an unrelated topic, though relevant to the street, stating there are still semi-trucks coming through tearing up the grass because they can't make the turns. Mr. Mueller called back the following day to change his comment, stating that he now feels the speed limit should be 35mph.

Ms. Wagner stated a couple other comments could be found in the committee packets.

Mayor Bierce reported the city receives requests for stop signs fairly regularly. He stated the city has hired experts and performed studies that show stop signs do not slow traffic down, and often do just the opposite.

Mr. Kreiter asked Ms. Wagner if Busse Road was considered a collector road? Ms. Wagner stated that it was when it was a through street, but it is not considered a collector today.

Mayor Bierce said this is a unique situation regarding the speed limit. He asked the committee for their opinions on changing the currently posted signs to 25mph to match the ordinance, or changing the ordinance to allow for the 35mph speed limit and not change the signs.

Mr. Tormey stated there are conflicting opinions; one group wants to put in stop signs to slow the traffic down, and the other group wants to raise the speed limit to 35mph. He feels we should change the signs to agree with the current ordinance, and not install the stop signs.

Mr. Kreiter feels the city should be consistent with residential speed limits. Mr. Tormey agreed with Mr. Kreiter. Mayor Bierce said reducing the speed limit to 25mph would bring the road in line with the rest of the residential roads throughout the community.

Mayor Bierce asked Ms. Wagner if changing the street name and making one side South Busse and the other side North Busse would be effective in keeping people from inadvertently going down that road? Ms. Wagner responded that it would provide a distinction but wasn't sure if it will make them stop. She said that we would have to reach out to the post office to see what steps would need to be taken to change the street name.

Mr. Tormey stated that he isn't sure changing the names to North Busse and South Busse would accomplish the intended goal, as people may still think it's a through street.

Ald. Dziwulski confirmed that Google maps does not show it as a through street.

A discussion took place between audience members and the committee about placing signs in certain areas to provide trucks and traffic with an opportunity to turn around before they get to Busse Road.

Mary Johnson, W235N976 Busse Road. Ms. Johnson is the first house next to Kenrich. She commented that semi-trucks don't know where they are going. She said they end up going down Busse Road and then try to turn back down, or at Nottingham backing down to Kenrich, and they get stuck, and then we call wreckers to get them out of the ditch.

Mayor Bierce stated that no matter what the city does someone is not going to pay attention to signs or will go faster than posted speeds. Mayor Bierce stated we are not going to put up stop signs.

Tom Johnson suggested asking Kenrich to put up a sign on the road sooner than their driveway.

A discussion took place between the audience and the committee regarding collector roads, through traffic, and the bridge.

Mr. Kreiter suggested Ms. Wagner refer to the manual on uniform traffic control as a guide. Ms. Wagner said she would, and confirmed that there already is a No Thru Truck sign there.

Mayor Bierce asked Ms. Wager to check if the dead-end sign can be moved, and if so, then move it. He also directed her to have staff put up the Children Playing signs, and put up the speed limit signs when we get to them. He also asked Ms. Wagner to have someone reach out to the business (Kenrich) and ask if they would be willing to put out clearer signage to avoid some of the trucks going through on Busse Road.

Mr. Tormey commented that residents could place Please Slow Down signs in their yards along the road to slow down traffic and help watch for kids.

Mayor Bierce stated these are all recommendations, but we are leaving everything as is.

5. Water and Sewer Division

5.1. Bluemound Water Main Loop-Interim Financing

Ms. Mueller reported that as part of the construction authorization process with the PSC, we have to identify the funding sources we are going to use to pay for the \$4.2M water main loop along Bluemound Road between Busse Road and Saratoga Drive.

Ms. Mueller commented on issues with the timing of the approvals and applications for funding. She stated the Notice of Intent to apply for the Safe Drinking Water Loan (SDWL) is in October 2022, though the loans are not actually granted until the middle of 2023. The utility hoped to be under construction prior to the granting of the loan, so we would need to look for interim funding sources for this project. Our options would be to look outside for interim loans or borrow from the sewer utility which has \$5M in savings. She said considering the sewer utility funds are available now for interim financing until we receive the SDWL funds, and the fact that this would eliminate some of the service fees that would come with using other financing packages, she feels it would be reasonable to consider this option.

Mr. Tormey questioned if it would have a detrimental effect on getting the grant money if we go this route and start construction before the grant money is available? Ms. Wagner stated that it is fairly common to do interim financing. Also, she said that part of the reason we are trying to keep our bidding on track is because of our compliance schedule with the DNR for that well. The DNR and the PSC already understand the deadline we are up against and that we will probably have to apply for another extension in order to meet this construction schedule. The challenge we are having is the PSC wants a lot of information for the interim financing if we go outside for it; details which we don't have available to put into our application yet. We are trying to make it the most economical and smoothest way possible so we can get it into the queue.

Mr. Tormey asked if it would be an interdepartmental loan? Ms. Wagner said yes.

Mr. Kreiter asked if it was because of the urgency of the need of the water main? Ms. Wagner said correct.

Mayor Bierce stated, if approved, this would then be taken for recommendation to the Council. Ms. Wagner said correct.

A motion was made and seconded (J. Tormey, M. Kreiter) to approve the use of Sewer Utility funds for the interim financing for the construction of the Bluemound Water Main Loop until the SDLW funds become available. Motion Passed: 3-For, 0-Against

6. Engineering Division

6.1. Discussion and possible Action regarding possible Bipartisan Infrastructure Law (BIL) grant applications for road projects and bike/pedestrian projects.

Ms. Wagner reported on the department's plans to apply for road projects and bike and pedestrian projects to utilize the infrastructure dollars on the Bipartisan Infrastructure Law (BIL). Ms. Wagner stated Mr. Gabbey is working hard on our applications, which are due by June 3, 2022.

Ms. Wagner explained that because the roads are being federally funded they have to designed to WisDOT standards, which involves much more than what we would do on a locally funded roadway. The grant application process requires more steps and is typically more expensive to go through, so we chose our collector roads, mainly Glacier Road and Watertown Road. Both roadways are in our five-year program; Watertown Road comes up in 2023 construction, and Glacier Road is in 2025. This gives us an opportunity to potentially secure some federal funds to assist with the construction of those roads, because they will both be expensive projects. The roadways would have to updated to meet the minimum standards, which are 12' lanes and 6' shoulders based on traffic speeds and volume.

Ms. Wagner stated in concert with that, there are a lot of federal funds in programs that would help fund bike and pedestrian trails throughout the corridor. Glacier Road and Watertown Road are both roadways that have paths proposed in our bike and pedestrian plan. We are looking to submit applications for trails on those two roadways. The Bike & Pedestrian Committee (B&PC) met on May 11, 2022. Glacier Road was their #3 project; Watertown Road was their #2 project; and their #1 project was the trail on Meadowbrook Road. This trail would connect the Lake Country trail to Pewaukee school. The Safe Routes to School and Congestion Mitigation & Air Quality (CMAQ) are a couple of grant applications that have a good opportunity to be funded because of the connections that could be made for that trail system. That would be an off-road trail system. It would be from the Lake Country trail to Pirate Pass, the entrance to the school, which is partially in the village. We would partner with the village and the school district for the 400 feet from where our limits end to where the school entrance begins.

Glacier Road would be from city limits to city limits, and would connect to the village sidewalk system and terminate at our property line. It has some advantages because there is some county-to-county interconnection. The B&PC is looking at an on-road trail system for Glacier Road. It is more residential, without the truck traffic found on the other two roads.

Watertown Road would be an off-road trail system. The B&PC split this project up. What is under the city's control would be our road project from Springdale Road to North Avenue, which is owned and maintained by the city. We would propose the trail for that section as well. But to get the connection for the bike and pedestrian application it would go from Springdale Road to Pewaukee Road as their first segment, and then put in a secondary application from Pewaukee Road to the city limits, which would then bring in the Creekside Preserve subdivision. They want to break it up into two corridors because they felt there is a strong case from Watertown Road to Springdale Road to Pewaukee Road because it is connecting to the existing trail system in Pewaukee Road. The county is currently installing a Brookfield trail connection to an abandoned railroad ROW just mid-point of the section

of Watertown Road that we own, which provides a nice interconnection to that trail. As long as this committee is on board with this proposal, the application will be submitted by June 3rd.

Mr. Tormey asked if we can get the Watertown Road bridge included with that application? Ms. Wagner said we are going to try. The sufficiency rating is pretty high on that. It is coming up this year for re-evaluation, but not in time to put the bridge application in.

We are in discussion with WisDOT about how they are going to rank and their review criteria for the bridges that are being replaced. We will notify them that the cross section is insufficient for what is going to be required for the road section since we will be required to put in a bike path as well. Same thing on Glacier Road, which was replaced in 1991. That bridge is only 26' wide and the new section is 12' lanes and 6' shoulders (or 36' wide), plus the trail. We are going to try and include those because of the inadequacy of the width of the bridge.

Mr. Kreiter asked how this comes into play with Waukesha County repaving CTH M from Springdale Road to Redford Drive? Ms. Wagner replied that it is a program for 2025. She just spoke with the Karen Braun from Waukesha County and was told they are trying to secure funding for that roadway. They have not been successful in any of the three applications submitted for that road so far. Ms. Wagner said we would prefer if the trails were coordinated with their construction projects, but if they are having trouble getting funding, and if we can secure a grant to get 80% of that trail, it would be cheaper than partnering with the county. If we were to get funding, the county will work with us to install the trail in the right-of-way.

Mr. Kreiter stated the project description is listed currently to be a 12' road and 3' bike path from Springdale Road to Watertown Road. He suggested that on Watertown Road maybe it would be better to have an off-road bike trail next to it to go in line with the city's portion. Ms. Wagner said the B&PC would be proposing an off-road bike path, and she agreed because the truck traffic volume is similar to Duplainville Road.

Mr. Kreiter stated with the Brookfield bike path going by the railroad, he hopes that doesn't reduce the cross section on this side of the reconstruction on North Avenue.

Ms. Wagner said she doesn't believe it would because when you have federal funding you have to design to their minimum standards. Traffic counts, speed limit, and trucking on roadways are considered when designing cross section for federally-funded projects.

Mr. Kreiter stated he would like to see the speed limit reduced to from 45mph to 35mph.

Mr. Gabby stated for the application for both Glacier Road and Watertown Road, they would be built with a pavement structure that would be thick enough that both roadways could be removed from the seasonal weight restrictions.

Mayor Bierce concurs with the proposed projects in the grant application.

Mr. Tormey stated he sounds like it is a good plan.

A motion was made and seconded (J. Tormey, S. Bierce) to concur with the proposed grant application projects. Motion Passed: 3-For, 0-Against

7. Public Comment

Please limit your comments to 2 minutes. If further time for discussion is needed, please contact your local Alderperson prior to the meeting.

8. Adjournment

A motion was made and seconded (J. Tormey, M. Kreiter) to adjourn the meeting at 5:10 p.m.

Motion Passed: 3-For; 0-Against.

Respectfully Submitted,

Magdelene Wagner
Director of Public Works

DRAFT

**CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 4.1.**

DATE: July 28, 2022

DEPARTMENT: Public Works

PROVIDED BY: Magdelene Wagner

SUBJECT:

Discussion and possible action regarding entrance signs at the Pewaukee limits.

BACKGROUND:

Alderman Wamser has asked for discussion regarding installing entrance signs when entering the City of Pewaukee so the traveling public is aware of what community they are entering.

To aid in this discussion, we have created a map showing all the boundary entrances to the City. As you can see by this map, we have a large number of boundary entrances. A secondary issue is many of these entrances are located within State or County right-of-ways. Putting any signage within those right-of-ways will require a permit and approval.

The questions for the discussion are:

1. Does the City want to place entrance signs at the City limits?
2. If yes, do we want entrance signs at every entrance point?
3. If not every entrance point, what entrances do we want to focus on?
4. What type of signage do we want to pursue?

Once Staff has these answers, we can bring samples for further review and potential cost estimates.

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

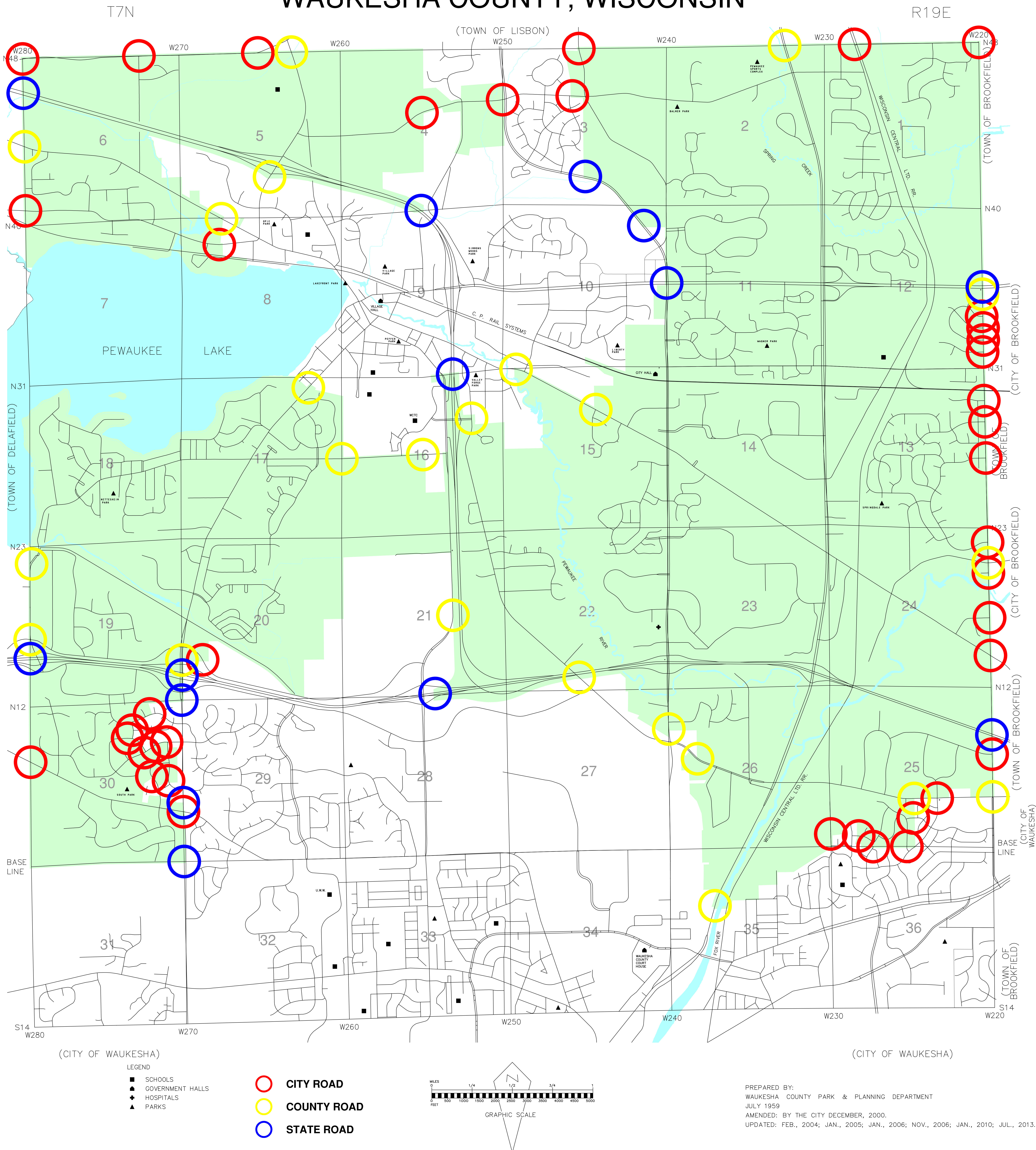
Description

City Entrance Locations

2022 ROAD ENTRANCES AT CITY LIMITS MAP

CITY OF PEWAUKEE

WAUKESHA COUNTY, WISCONSIN



CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 5.1.

DATE: July 28, 2022

DEPARTMENT: PW - Water/Sewer

PROVIDED BY: Jane Mueller

SUBJECT:

Discussion and possible action regarding the updated Lead and Copper Rule Revisions (LCRR).

BACKGROUND:

The US Environmental Protection Agency (EPA) has released a portion of the updated Lead and Copper Rule Revisions (LCRR) with the goal of reducing public exposure to lead and copper in drinking water (the final rule is pending). The Wisconsin Department of Natural Resources (WDNR) is required to establish statewide regulations that are no less stringent than the LCRR, and to develop and implement procedures to administer and enforce the new rule provisions.

To comply with the LCRR, all regulated water systems must complete a comprehensive materials inventory by the anticipated compliance date of October 16, 2024. The inventory must include all service lines connected to the public water distribution system regardless of ownership status (e.g., where the service line ownership is shared), the inventory would include both the portion of the service line owned by the water system and the customer-owned portion of the service line.

The LCCR materials inventory requirement was established to help water systems more effectively address the presence of lead in drinking water. It will also allow state regulatory agencies to better determine the best locations for annual drinking water testing.

All permitted systems in the state of Wisconsin are required to comply with the new LCCR, including the completion of a materials inventory. Per the WDNR, the material inventory must include information on the utility side and customer side of the lateral, as well as the building plumbing.

The City of Pewaukee Water Utility (Utility) is considered “relatively” new. The water system started in 1976-1977, initially serving areas along Pewaukee Road south of City Hall and west on Watertown Road to terminus at Boomers, with water main down Green Road to Springdale Road to what is now the 600+ home subdivision known as Springdale Estates. Lead pipe has never been installed in our water distribution system, however, there are homes in the Springdale Estates subdivision that were constructed using copper pipe with lead solder. Lead solder was commonly used until it was banned in 1986.

The Utility is required to sample for a variety of contaminants and testing frequencies determined by the EPA with enforcement by the WDNR. Since the early 1990’s, the City of Pewaukee has been required to monitor (test) for lead and copper in homes that meet specific criteria. Originally, the Utility had to identify a designated number of homes (20) that fit the criteria. We obtained samples from the same 20 homes every 3 years in order to consistently monitor the sites that are susceptible to the leaching of lead or copper. The WDNR wanted no variability in the sampling sites.

Tier 1: Single family homes with lead service lines or homes constructed between January 1983 and

September 1984 with copper pipe and lead solder.

Tier 2: Multi-family buildings constructed between January 1983 and September 1984 with copper pipe and lead solder.

Tier 3: Single family homes with copper pipes and lead solder constructed before 1983.

Exception: Sites constructed after 1984 or sites with water softeners.

Over the years, the Utility would experience elevated results for lead, but it was never consistently at the same location. We were never considered in violation of any lead or copper contaminant level.

Then came the lead fiasco in Flint Michigan. In 2020, the WDNR/EPA required Public Water Systems to collect additional information. The Utility collected this information at our sampling locations and tracked materials installed for each monitoring site, including interior private plumbing. It was a difficult task to gain entry into residences during COVID.

In the latter half of 2021, the Utility was notified of the new changes to the Lead and Copper Rule. The LCRR will require municipal water systems to collect/inventory piping data from every water customer connection in the City; approximately 4,100 properties. We are required to develop and maintain a database that will include the types of pipes material/plumbing connected to the water supply system. Public access to the database will also be required.

The Utility is in the process of developing the materials inventory database and has started collecting piping material information from its customers as new meters are installed.

To be clear, **the water distributed by City of Pewaukee to its utility customers does not contain lead or copper.** Any lead and/or copper found in municipal water in the City of Pewaukee is leached from the piping and fixtures (likely private side) due to corrosion.

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Pipe Materials Inventory Log

[illegible]

GOOSENECK PRESENT?		SERVICE LINE MATERIAL		WAS STREET SIDE SERVICE LINE MATERIAL EVER PREVIOUSLY LEAD?		SERVICE LINE SIZE (DIAMETER)		BUILDING PLUMBING MATERIAL		BLD TYPE		POINT-OF-ENTRY OR POINT-OF-USE TREATMENT PRESENT?		SERVICE LINE & BUILDING PLUMBING INSTALL DATE
Y	YES - KNOWN WITH CERTAINTY	L	CONFIRMED LEAD	Y	YES - KNOWN WITH CERTAINTY	3/8"	0.375 INCHES	L	LEAD	SF	SINGLE-FAMILY	Y	YES - KNOWN WITH CERTAINTY	YYYY
		C	CONFIRMED COPPER			1/2"	0.5 INCHES	C	COPPER	MF	MULTI-FAMILY			
N	NO - KNOWN WITH CERTAINTY	G	CONFIRMED GALVANIZED	N	NO - KNOWN WITH CERTAINTY	5/8"	0.625 INCHES	CLS	COPPER W/LEAD SOLDER	SCH/CC	SCHOOL/CHILD CARE	N	NO - KNOWN WITH CERTAINTY	
		P	PLASTIC			3/4"	0.75 INCHES	O	OTHER - DOES NOT CONTAIN LEAD OR LEAD SOLDER	RES/CC	RESIDENTIAL & IN-HOME CHILD CARE			
UNK	NOT KNOWN WITH CERTAINTY	DI	DUCTILE IRON	UNK	NOT KNOWN WITH CERTAINTY	1"	1 INCH	UNK	UNKNOWN	NONRES	NONRESIDENTIAL, NON-SCHOOL, NO SCHOOL OR CHILD CARE	UNK	NOT KNOWN WITH CERTAINTY	
		CI-L	LINED CAST IRON			1 1/4"	1.25 INCHES							
		CI-U	UNLINED CAST IRON			1 1/2"	1.5 INCHES							
						1 3/4"	1.75 INCHES							
		UNK-LG	UNKNOWN - MAY CONTAIN LEAD AND/OR GALVANIZED			2"	2 INCHES							
		UNK-NOLG	UNKNOWN - DEFINITELY DOES NOT CONTAIN LEAD OR GALVANIZED			3"	3 INCHES							
						4"	4 INCHES							
						6"	6 INCHES							
						8"	8 INCHES							
						10"	10 INCHES							
						12"	12 INCHES							
						14"	14 INCHES							
						16"	16 INCHES							
						O	OTHER							
										MIX	MIXED RESIDENTIAL & NONRESIDENTIAL, NO SCHOOL OR CHILD CARE			
										O	OTHER			

CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 6.1.

DATE: July 28, 2022

DEPARTMENT: PW - Streets

PROVIDED BY: Magdelene Wagner

SUBJECT:

Discussion and possible action regarding the request to install "No Engine Breaking" signs on Bluemound Road (CTH JJ) and Pewaukee Road (STH 164).

BACKGROUND:

Staff has received two requests to install "No Engine Braking" signs in two locations in the City of Pewaukee.

The first is located on Bluemound Road (CTH JJ). This would be located on a County road near the Pewaukee South Industrial Development. In discussion with the County, the City can apply for a permit to install the sign within the County's right-of-way, however, the County does not have jurisdiction over the enforcement.

The second is located at Pewaukee Road (STH 164), specifically between Green Road and Capitol Drive. This would require a permit from the State to install the sign within the State's right-of-way. The State would also not have jurisdiction over the enforcement.

The City currently has "No Engine Breaking" signs at the entrances to the City.

In discussion with the Sheriff, these signs are difficult to enforce unless an officer just happens to be at those locations when the incident occurs.

Since the signs are located at the entrances to the City and it is in our ordinances, Staff feels the notice is appropriately covered.

FINANCIAL IMPACT:

RECOMMENDED MOTION: