



Michael P. May

Aldersperson
Third District

Vice Chairperson
Advisory Committee

Member
Administration and Finance Committee
Safety and Development Committee

414/460-6442

7525 West Greenfield Avenue
West Allis, WI 53214

mmay@westalliswi.gov
www.westalliswi.gov

January 29th, 2016

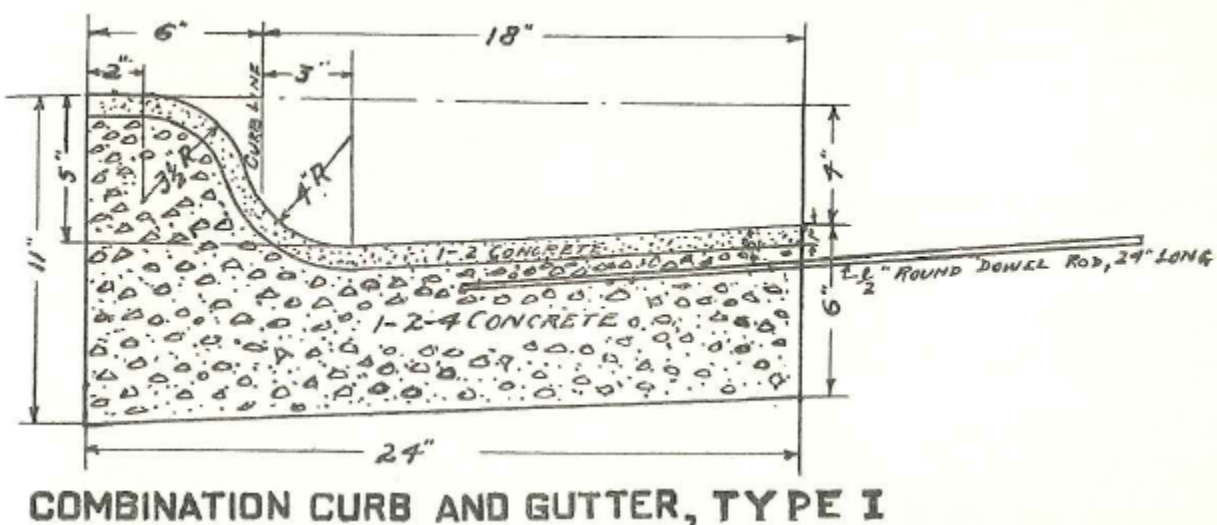
City of West Allis
Mayor Devine & Common Council
7525 W. Greenfield Avenue
West Allis, WI 53214

RE: Curb along 85th Street North of Greenfield

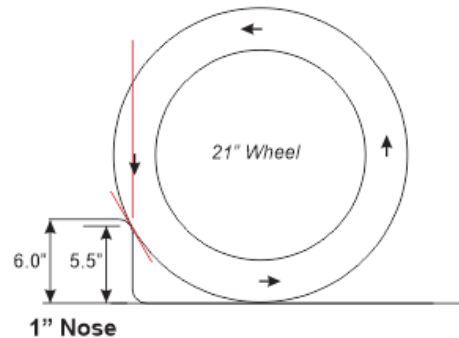
Mayor Devine & Honorable Fellow Council Members,

The Common Council approved in 2015 the future reconstruction of 85th Street north of Greenfield Avenue. During the public hearing, residents expressed an interest in a different curb design that would allow for easier parking during the Wisconsin State Fair so that boards and other traveling hazards would no longer need to be placed in the road. I am writing you to gain your concurrence on a curb type for low-speed residential streets in and around State Fair Park.

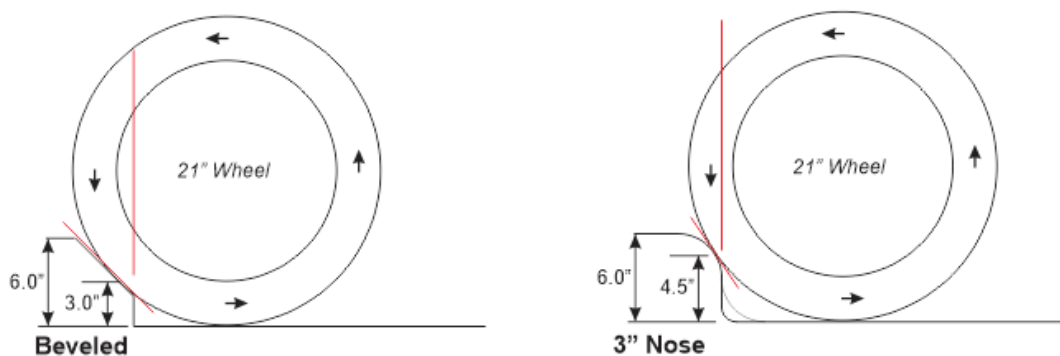
Below is a copy of the curb design that exists on 85th Street currently per the 1924 spec book that was likely used at the time 85th Street was constructed in 1926. Note the 3.5-inch "nose" on the curb.



The current curb design used in the City provides a 6-inch curb with a 1-inch nose, similar to the diagram sketched below.



The Wisconsin Department of Transportation Facilities Development Manual provides standard detail drawings of different curb types typically used on projects throughout the State. Please see the attached document, as I have circled two options that would fit well in the neighborhood. I have replicated these options in the following diagram.



Along with the original curb design from 1926, these two options would meet the needs of the City while providing a more context-sensitive solution than the typical 1" nose.

- The "beveled" option is not typical in an urban setting, but it would lower the point where a tire hits the curb and allow for the easiest mount by a vehicle while still keeping errant vehicles on the road. The option would allow for a future 2-3-inch lift of asphalt 40+ years from now when the roadway is resurfaced and allows a plow driver to "feel" the curb with the plow.
- The "3" nose" option is can be mound in an urban setting and is very similar to what exists on 85th Street today. While the point where a tire hits the curb is higher than the beveled option, it still allows for an easier mount by a vehicle than the typical 1" nose while still keeping errant vehicles on the road. The option would allow for a future 2-3-inch lift of asphalt 40+ years from now when the roadway is resurfaced and allows a plow driver to "feel" the curb with the plow.
- Both options can be made to fit with existing sewer inlets. Contractors would place the typical city inlet and taper the concrete in a way to match the curb-type chosen with the inlets.

Thank you for your consideration. It is my understanding that the project will be put out to bid in mid-February and time is of the essence to avoid delaying the bid date. The 1924 curb design and both of the above curb options are acceptable to me. It would be best to pick a curb option that can be used on other low-speed residential streets in and around State Fair Park when reconstructed in the years to come.

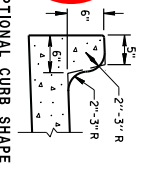
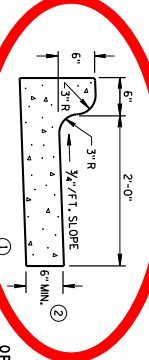
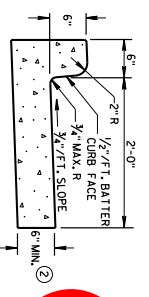
Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. May". The signature is stylized and written in a cursive-like font.

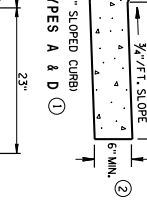
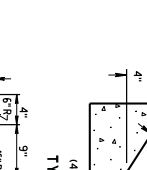
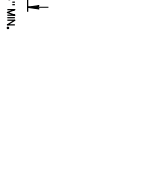
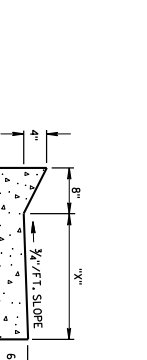
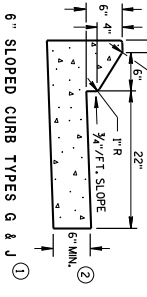
Michael P. May
Alderman, West Allis District 3



8D1: Concrete Curb, Concrete Curb & Gutter and Ties



CONCRETE CURB & GUTTER 30"

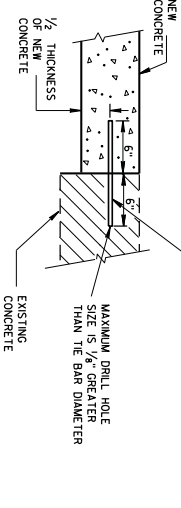
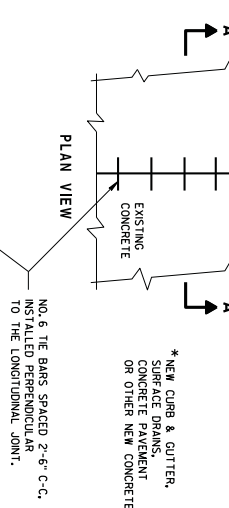
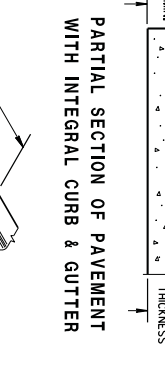
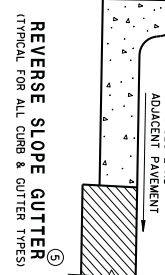
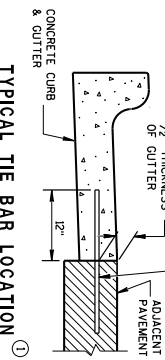


TBI & TBTT	"X"
30"	22"
36"	28"

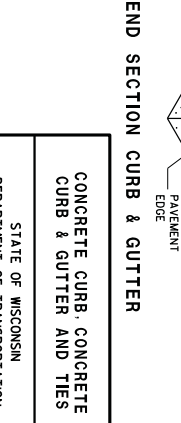
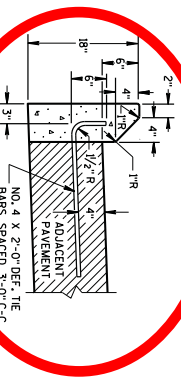
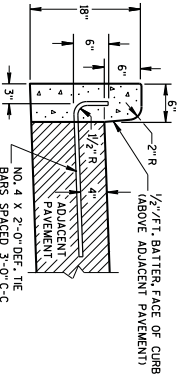
CONCRETE CURB & GUTTER

4" SLOPED CURB TYPES R & T

4" SLOPED CURB TYPES G & J



DRIVEWAY ENTRANCE CURB



GENERAL NOTES

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 502.26 OF THE STANDARD SPECIFICATIONS.
3. INTERIOR CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTERIOR CURB AND GUTTER.
4. WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTERIOR CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.
5. UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURB.
6. TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, C, K, R AND TBTT.
7. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
8. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
9. THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
10. WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE
	5/7 JERRY H. ZOGG
ROADWAY STRADDLES DEVELOPMENT DIVISION	