



City of Lake Geneva, 626 Geneva St., Lake Geneva, WI 53147- 262.248.3673- www.cityoflakegeneva.com

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE
MONDAY, AUGUST 22, 2022 4:00 P.M.
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (LOWER LEVEL)

Members: Chairperson John Halverson, Mary Jo Fesenmaier, Rich Hedlund, Joan Yunker, and Tim Dunn

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AGENDA

1. Meeting called to order by Chairperson Halverson
2. Roll Call
3. Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda.
Comments will be limited to 5 minutes
4. Approval of the July 25, 2022 Public Works Committee meeting minutes as prepared and distributed [Page 3.- 5.]
5. Director of Public Works Report [Page 6.-11.]
 - a. Update Center Street Culverts (**Kapur**) [Page 12.]
 - b. Update on Traffic Signal on Edwards Blvd. & Bloomfield Rd. (**Kapur**) [Page 12.]
 - c. Update 2022 Streets Project (**MSA**) [Page 13.]
 - d. Update Disc Golf Bridge (**Ellena**) [Page 14.]
 - e. Update on WisDOT SH 120 [Page 15.-17.]
 - f. WIS DOT HWY 50 Project (**DPW**) [Page 18.-20.]
6. Parking Manager Report
 - a. July Revenue [Page 21.]
7. ADA Compliance Report

Amended Packet (addition of pages
for item #16. [pages 73-79] & item
#8. [pages 80-84]

8. Discussion / Recommendation of TAP grant and the impact on South St. (**Chairman Halverson**) [Page 22.]
9. Discussion / Recommendation Fairwyn request for four-way stop sign at Sonata Way & Cadence Circle (**DPW**) [Page 23.-24.]
10. Discussion / Recommendation City Engineering (**City Administrator**) [Page 25.-27]
11. Discussion / Recommendation month to month waived parking fees and increasing parking rates (**Parking**) [Page 28.-29.]
12. Discussion / Recommendation on possible updates to utility right of way in the 1000 block of Lake Geneva Blvd (**DPW**) [Page 30.-38.]
13. Discussion / Recommendation on special assessment for sidewalks including, but not limited to property on Lake Geneva Boulevard to connect Kwik Trip to the intersection on Wells Street (**Ald. Fesenmaier**) [Page 39.]
14. Discussion / Recommendation on Lake Shore Drive east side shoulder next to Big Foot Beach State Park (**Ald. Fesenmaier**) [Page 40.]
15. Discussion / Recommendation on Traffic signals: Townline, Center Street, Grant Street (**Ald. Fesenmaier**) [Page 41.-71.]
16. Discussion / Recommendation speed limit on Maytag Road (**Ald. Fesenmaier**) [Page 72.-79]
17. Future Agenda Items
18. Adjourn

This is a meeting of the Public Works Committee. No official Council action will be taken; however, a quorum of the Council may be present.

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE
MONDAY, JULY 25, 2022 4:00 P.M.
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (LOWER LEVEL)

Members: Chairperson John Halverson, Mary Jo Fesenmaier, Rich Hedlund, Joan Yunker, and Tim Dunn

Meeting called to order by Chairperson Halverson at 4:00 pm

Roll Call:

Chairman Halverson, Hedlund, Yunker, Dunn

Absent: Fesenmeir

Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda.
Comments will be limited to 5 minutes

Kate Meyer, 101 Broad St. Geneva Towers requesting committee to review parking spaces when pulling out of driveway blocking line of site. She asked if a change could be made for safety purposes and suggested the parking stalls be converted to stalls for motorcycles.

Ald. Halverson motioned to move item number 10 up from the agenda, second by Yunker. Motion carried 4-0.

Discussion / Recommendation site distance issues Center St. at Geneva Towers (Ald. Halverson)

Parking Manager, Elder referenced pages 16 & 17 GIS images supplied from stalls that are compact stalls. More visibility could be made by converting to motorcycle stalls. Director Earle suggested eliminating a spot and making stall parallel. Ald. Hedlund suggested converting stalls for motorcycles so there's no loss of revenue.

Ald. Halverson suspended the rules for Ms. Meyer to speak, second by Ald. Hedlund. Motion carried 4-0. Ms. Meyer asked about adding another handicapped stall by the Towers. Director Earle indicated that handicap stall are structurally at the end of streets and recommended the business, the Geneva Towers would need to fund adding a handicap stall in their existing parking garage. Ald. Hedlund agreed that Geneva Towers should create their own handicap stall in their facilities parking garage.

Handicapped parking needed on both sides of the tower and hoping to get a handicapped spot outside the tower. Director Earle stated that all businesses including the tower are responsible for handicapped parking not the city. Ald. Hedlund stated he was in agreement. Parking Manager, Elder noted that any driver with a handicapped plaque can park in any stall in Lake Geneva as long as the plaque is visible.

Ald. Yunker make first three stalls motorcycle stalls, second by Halverson. Got to FLR. Motion carried 4-0.

Approval of the June 27, 2022 Public Works Committee meeting minutes as prepared and distributed
Ald. Yunker motion to approve, second by Ald. Hedlund. Motion carried 4-0.

Director of Public Works Report

Update Traffic Signal on Edwards Blvd. & Bloomfield Rd. (Kapur)

Bloomfield and Edwards switch side road closures today and tomorrow and to go around Symphony Bay. Anticipate North bound lanes to remain open, South bound lane may close temporary. Goal for final end of August.

Update Center Street Culverts (Kapur)

Anticipate survey on the borings being completed soon so looking at capacity and design for this project.

Update Disc Golf Bridge (Ellena Engineering)

Director Earle referenced update in the packet. Ellena is very close to having the bid packets ready.

Update on 2022 Streets Project (MSA)

Director Earle stated project representative indicated everything is on schedule. Working with Wolff paving to do the cut ins to the alley entrances and landscaping was in last week.

Update on WisDOT ST50

Director Earle stated he hasn't heard anything except that we are moving forward with the crosswalk on HWY 50 and East Street (just west of the church) project 3-5 years' out.

Update on WisDOT SH 120

Director Earle stated this project is scheduled out even further than WisDOT 50.

Update CRP Grant Status

Director Earle, Carbon Reduction Program applied 3 applications and received letter stating pull grants until next year and continue to accept new grant applications until 2023.

Update on Signal Warrant Traffic Study Center St. & Interchange North

Declined based on the warrant traffic study stated town expressed interest in working on light together. Ald. Hedlund asked if he could obtain a copy of the report be sent to the council members.

Parking Manager Report - June Report

Parking Manager, Elder month of June revenue report was short of \$205K before tax and \$194K with tax which is behind in revenue from the last couple years. Park mobile is up a little, but still short \$12,000 or 4% decrease June to June. High water day for month of June Sunday, June 26th at \$12,600. Ald. Hedlund point out that the weather wasn't very good in the month of June, and brought up the waiving of parking fees even the bag fees for events. Elder will put together a report on waived parking month by month and Halverson stated place on future agenda.

ADA Compliance Report

Ald. Halverson worked on new streamlined process with City Administrator that will be online.

Discussion / Recommendation Stop Sign on South-end of Manning Way (walking / biking / skate boarding trail) (Ald. Dunn continued from June 22 PWC)

Ald. Dunn referenced concerns from neighbors not a lot regarding safety and believes a stop sign would help reduce the speed of drivers on south-end of Manning Way. Ald. Hedlund doesn't believe the city would have liability and doesn't think it warrants a stop sign, but he will go out and look before he votes. Director Earle stated it would be unprecedented to place stop sign referenced Curtis St. & Townline. Director Earle could check with attorney and obtain better pictures. Ald. Hedlund motion to continue, second by Halverson. Motion carried 4-0.

Discussion / Recommendation on a 50/50 cost sharing on sidewalk repair (Ald. Yunker continued from June 27, 2022 PWC)

Ald. Yunker would like to see a 50/50 program. Director Earle stated the city currently has a cost share of \$1.75 per square foot only for damaged sidewalk squares which based on the criteria the damaged sidewalks are the only ones the city would pay the \$1.75 per square foot. He also stated that the City hasn't had anyone participate in many years, and believes a 50/50 cost sharing policy would encourage more residents to take advantage and get their sidewalks fixed. Ald. Hedlund and Yunker agreed that a new cost share program would only apply to damaged, cracked sidewalks that meet the criteria and would need to get into the budget. Earle stated plan still with city attorney and would like to obtain an assessment to be included for the 2023.

Future Agenda Items

Month to Month Waived Parking Fees & Increasing Parking Rate
Building Manager

Adjourn

Ald. Hedlund motion to adjourn at 4:48 pm, second by Yunker. Motion carried 4-0.

This is a meeting of the Public Works Committee. No official Council action will be taken; however, a quorum of the Council may be present.



To: Public Works Committee
From: Tom Earle, Director, Public Works
RE: August 2022 Director's Report

OPERATIONS UPDATE

PUBLIC WORKS OPERATIONS

DPW crew pressure washed Brunk pavilion, Flat Iron Park gazebo, the Seminary shelter and they also painted the Seminary Park shelter, maintenance building and the shelter out at Veteran's Park. We're still waiting on the delivery of wood beams to be installed at the Lion's Den in Veteran's Park. The fencing project at Veteran's Park should be starting soon. Playgrounds were wood chipped, Library and Flat Iron Park have been mulched, and sand was added to the Rushwood Park sandbox. Bushes were trimmed in all parks, and we continue to work on pruning trees in parks and right of ways.

The Street Department did a good job of restoring parks, bathrooms and city areas after four major events in the parks – Concerts in the Park, Art in the Park, Venetian Fest, six shelter/pavilion rentals, and weddings in the park and at the Riviera. Lighting issues in Brunk pavilion were taken care of, and we've been keeping park utilities located for the dam survey and all events. Most of the DPW crew was focused on the set-up & clean-up of the annual Venetian Fest which ran from August 17-21st. We will be losing half of the lakefront crew and mowing crew throughout the month of August as they head back to school.

The City Arborist reported almost \$7,000 in damaged and/or destroyed trees in three locations within the city. Crews also responded to several incidents of human feces in and near the beach house. Beach staff removed the feces by sweeping to the drain clogging the floor drain. DPW crews disassembled and cleared the drain, and crews also responded to two additional human feces at the west end restrooms. DPW worked with the contractor to install a new furnace for Library Park bathrooms, and we're currently waiting on a new gas meter. Workers responded to six incidences of vandalism and graffiti in Dunn Skate Park, and are now working with the Police Department. A DPW crew member witnessed one of the vandalism incidences, and reported it to the police department.

A willow tree - 48 inches in diameter fell into the river in Donian Wetland Preserve and crews worked on removing the large tree over the course of several days. Work in this area is challenging as there are many DNR restrictions while working in a wetland.

Director Earle denied two permit applications scheduled during Venetian Fest in the downtown area, and the applicants will reschedule to a later date.

DPW crews replaced eight historic signs for the Historic Preservation Committee throughout town. Left turn only signs were installed on Edwards Blvd, and six street signs were replaced due to vandalism. DPW also removed several non-compliant signs on HWY 50 that were illegally installed.



City of Lake Geneva

Department of Public Works

1065 Carey St.

Lake Geneva, WI 53147

262.248.6644

Superintendent Waswo and DPW continue to work on reducing mowing in the right of away areas throughout the city to encourage pollinator-friendly native growth.

DPW Electronic Recycling Day is on Saturday, August 27 at the Street Department located at 1065 Carey Street from 10:00 am to 2:00 pm. Residents must provide proof of residency (license/bill/bank statement). Only accepting residential / household electronics – NO large commercial items. Please see city's website for more information. [Click Here](#) for the link to all of the event information!

Brush pick-up will resume **October 3rd** until **November 23rd**. Please see city [webpage](#) for rules and details.

PUBLIC WORKS OFFICE & ADMINISTRATION

The BID opening for the replacement / addition of chiller at City Hall was approved at Council. DPW will hold another BID opening for the Four Seasons Nature Preserve on **August 24th**.

It has come to our attention that the City Hall Building Manager position may open up in late 2023/2024 due current employee expressing interest in retiring. Director Earle is beginning to work on a replacement plan for that position. DPW and Utility staff to undergo annual hearing tests at the end of August.

Dir. Earle attended the follow-up to the FEMA Disaster Response seminar in January and attended the two-day G205 Recover from Disaster training. He's also attending the evening Southeast WI COAD session at Walworth County.





HELP THE ENVIRONMENT GET BETTER

ELECTRONIC RECYCLING

10:00 AM to 2:00 PM

Saturday, August 27, 2022

Lake Geneva

Department of Public Works



1065 Carey Street
Lake Geneva, WI 53147

***MUST PROVIDE PROOF OF RESIDENCY
IN LAKE GENEVA, WI**

(LICENSE / BILL / BANK STATEMENT)

**** only accepting residential / household electronics
NO large commercial items**



Which Electronics Can I Recycle Under E-Cycle Wisconsin?



Wisconsin households, K-12 public schools and Parental Choice Program schools may recycle electronics through the E-Cycle Wisconsin program. The following electronics are accepted under E-Cycle Wisconsin. Many collection sites will also accept other items. To find a collection site near you, visit dnr.wi.gov and search "ecycle."



Computers: desktop, laptop, netbook, notebook, tablet



Fax machines and desktop printers, including 3-D printers and printers combined with fax machines, scanners and copiers



TVs, computer monitors and e-readers



Computer accessories, including keyboards, mice, hard drives, scanners, speakers, flash drives and other devices



DVD players, VCRs, DVRs and other video players

10.



dnr.wi.gov, search "ecycle"

E-CYCLE WISCONSIN

Which Electronics **Are Banned** From Wisconsin Landfills?



Wisconsin's electronics recycling law bans most electronics from landfills and incinerators. Electronics contain valuable materials and must be reused or recycled. To find a collection site near you, visit dnr.wi.gov and search "ecycle."



- ❌ Computers: desktop, laptop, netbook, notebook
- ❌ TVs and computer monitors
- ❌ Cell phones, tablets and e-readers
- ❌ Fax machines and desktop printers, including 3-D printers and printers combined with fax machines, scanners and copiers
- ❌ Computer accessories, including keyboards, mice, hard drives, scanners, speakers, flash drives and other devices
- ❌ DVD players, VCRs, DVRs and other video players



Wisconsin Department of Natural Resources
Bureau of Waste and Materials Management
P.O. Box 7921, Madison, WI 53707 (608) 266-2111
DNRWae-cycling@wisconsin.gov

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Memo to the City of Lake Geneva

To: Tom Earle, Director of Public Works **Date:** August 17, 2022

From: Naomi Rauch, P.E.
262-758-6032

CC:

Subject: Kapur Updates – August 22nd PWC meeting

Bloomfield and Edwards Signal

Signal arms were installed the week of August 15th. Grading work and road way paving to be completed on 8/18 including east side of Bloomfield Road. Shouldering is scheduled to be completed week of August 22nd. We anticipate that the signals will be turned on later in the week of August 22nd after WisDOT inspection. Generally, the lights will operate in a flash mode for a time before they operate to the timing sequence determined by WisDOT.

After the signals become active crews will focus on restoration of the vegetated areas. Project remains on schedule for completion prior to the first day of school on September 1.

Center Street Culvert Lining

Center Street culvert and downstream system has been surveyed. Survey is currently QA/QC-ing data to be used in analysis. We have started gathering stream gage and rainfall data to determine the capacity of the dam / Center Street Culvert / and downstream system.





2022 Capital Improvement Update

The paving has been completed. MSA is completing a punch list of items to be corrected or completed with regards to restoration and replacing concrete damaged during milling and paving. MSA is following up with the contractor on several items that will be addressed within the next month. For the design of Cook Street and Pine Tree Lane, progress is being made with the intention to award bids this December. Both projects are anticipated to start in the Spring 2023.



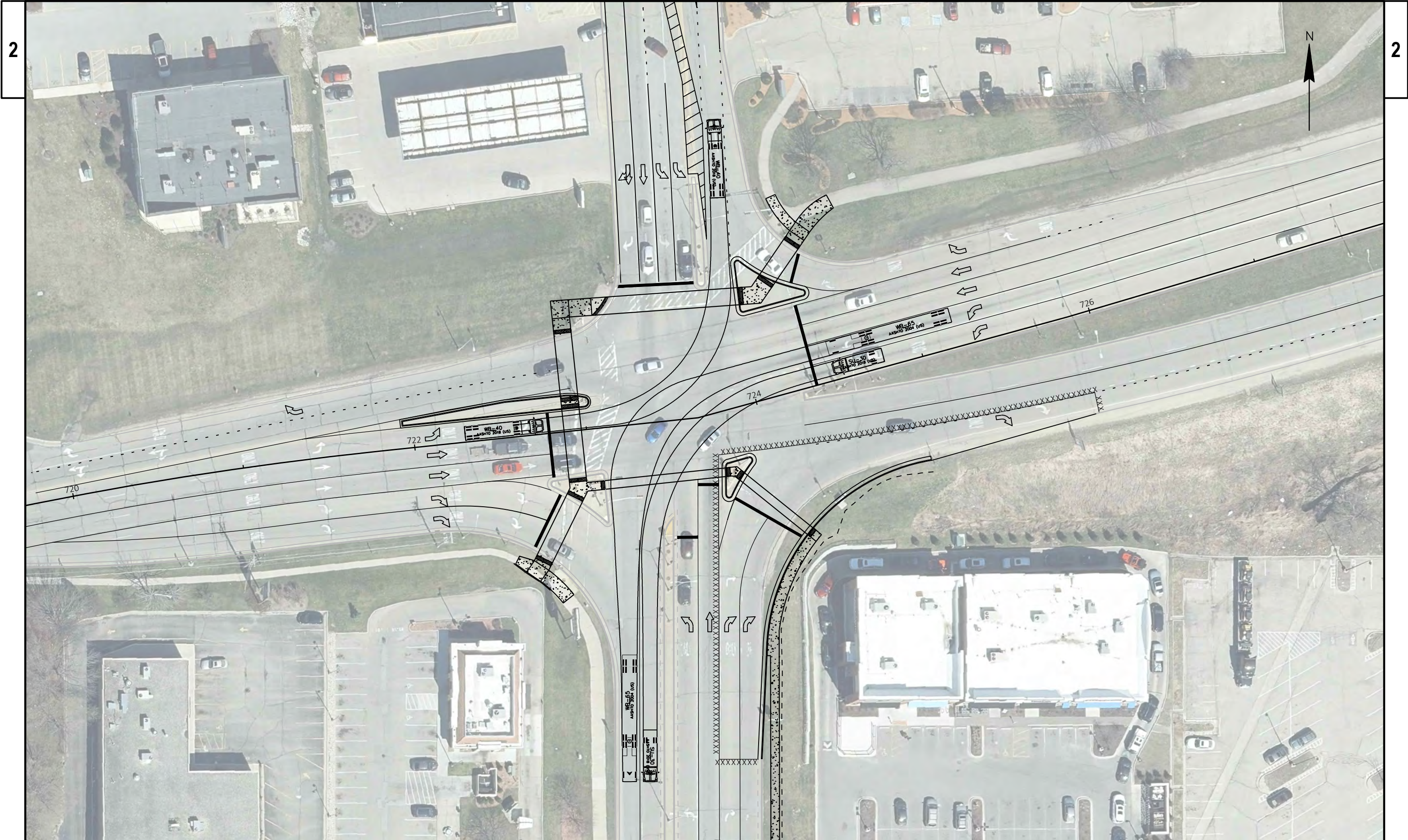
2022 Update Disc Golf Bridge

Currently working on the ad for BIDs.

Mark R. Ellena, PE

President

Ellena Engineering Consultants

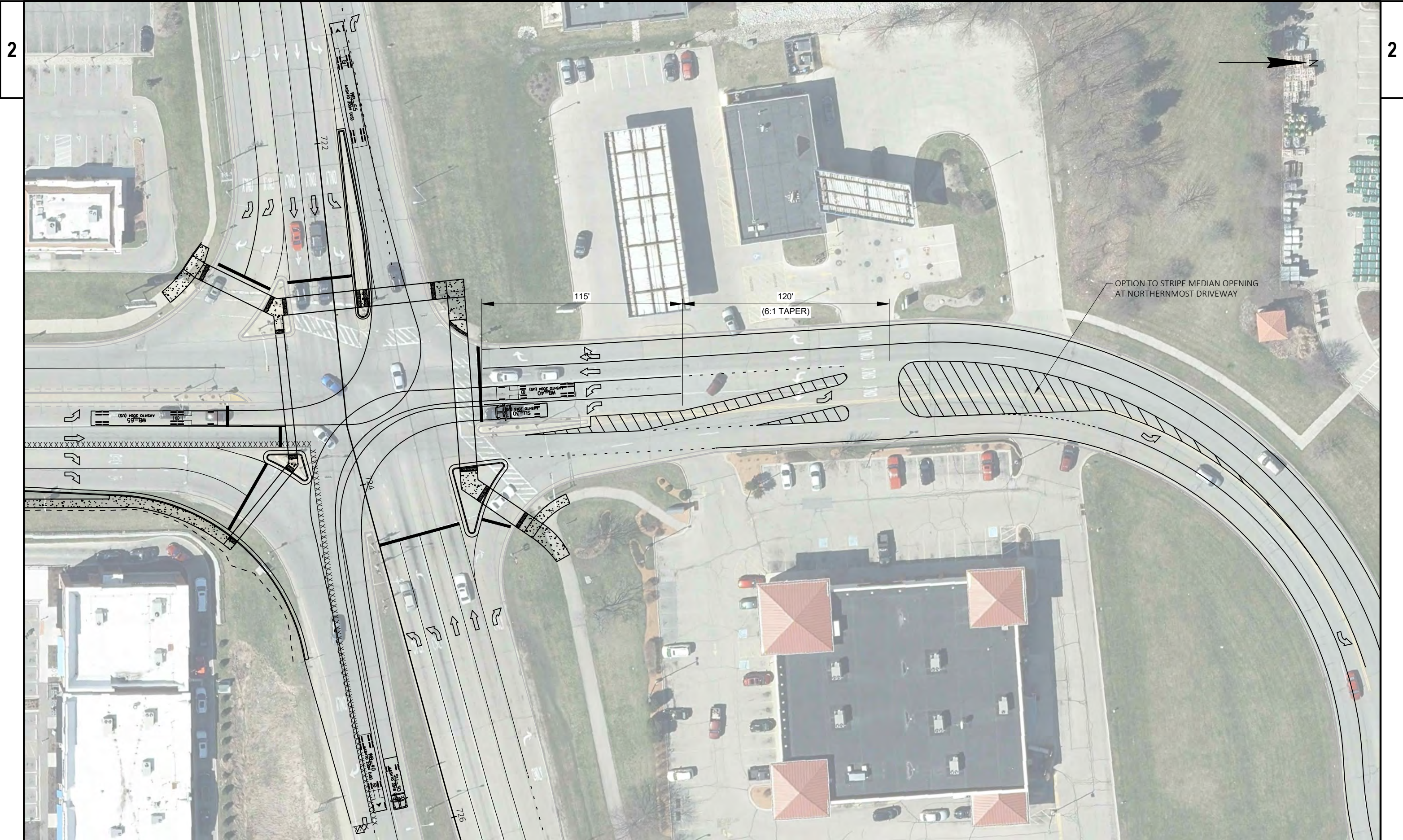


2

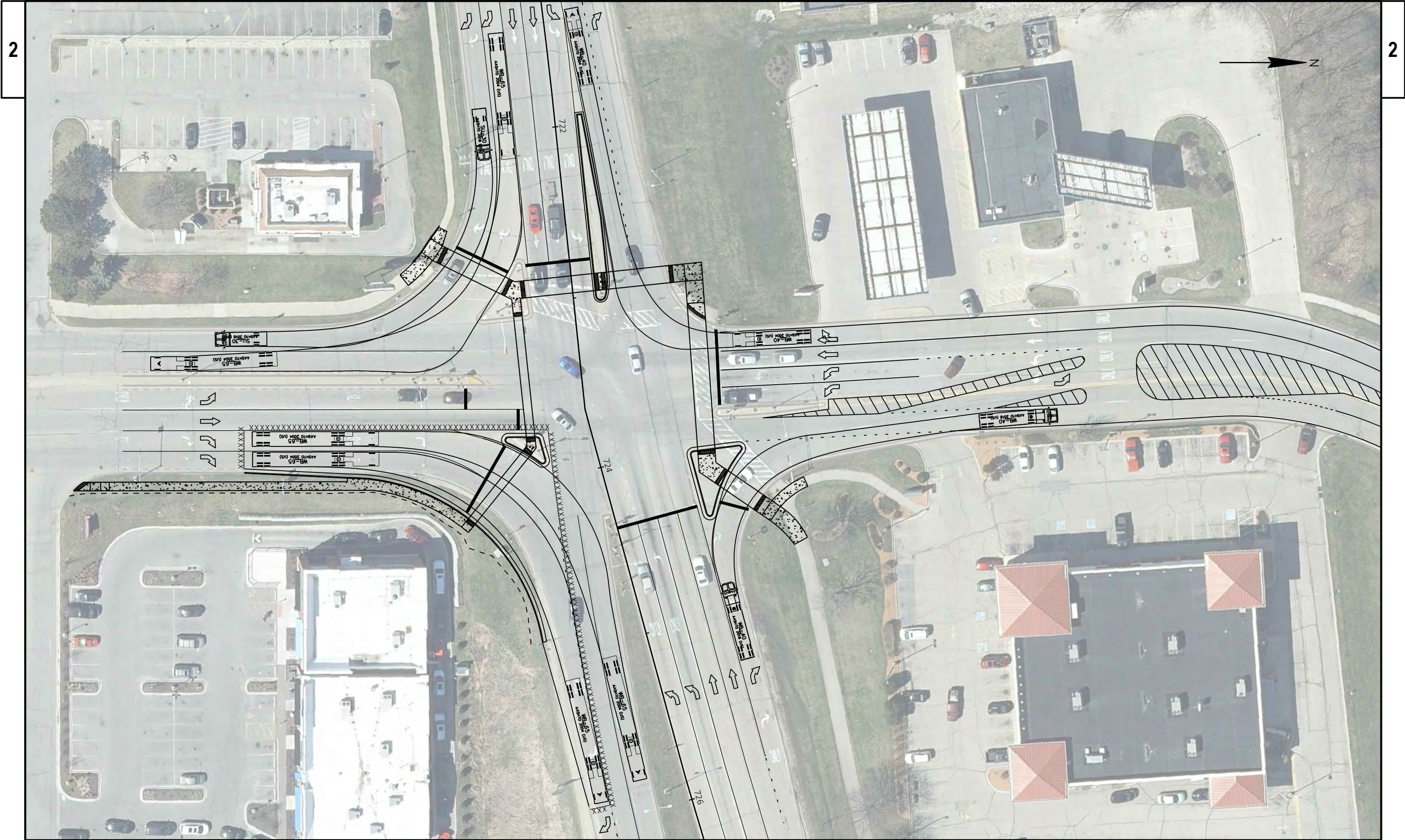
2

PROJECT NO: 3170-09-70	HWY: STH 50	COUNTY: WALWORTH	PROPOSED STH 120 INTERSECTION GEOMETRY	SHEET	E
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FILE NAME : N:\PDS\31700900\DESIGN\DESIGN CHECKS\STH 120 PROPOSED RESTRIPIING.DWG
LAYOUT NAME - EB & WB Left
PLOT DATE : 7/26/2022 12:09 PM
PLOT BY : REIMBOLD, CASANDRA J
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDs SHEET 42



PROJECT NO: 3170-09-70	HWY: STH 50	COUNTY: WALWORTH	PROPOSED STH 120 INTERSECTION GEOMETRY	SHEET	E
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PROJECT NO: 3170-09-70	HWY: STH 50	COUNTY: WALWORTH	PROPOSED STH 120 INTERSECTION GEOMETRY	SHEET	E
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August 2nd, 2022

Mr. Tom Earle:

This memo is in response to the letter submitted to the Wisconsin Department of Transportation (Department) on March 30th, 2022. The Department has reviewed Lake Geneva's requests and have documented our responses below.

1. The city might be interested in upgrading the signal poles to a more decorative style. However, the funding hasn't been decided. Would it be possible for WisDOT to add approximately 35% to the standard pole budget as a place holder if the city decides to pursue the upgrade?

- **The Department will put a placeholder in the revised SMFA for 35% of the estimate cost of signals in anticipation of the City choosing more decorative style signal poles. Please send the Department an overview sheet of the locations in which you desire more decorative style signal poles.**

2. The city would like WisDOT to consider enhancing the crosswalk, and bike trail crossing at West Street. The crossing is in close proximity to a US government assisted housing complex, within one block of a grade school, and there are sight distance issues and width of the roadway safety concerns. An illuminated / warning beacon with push button applications may be appropriate.

- **The Department has determined that this location is eligible for Rectangular Rapid Flash Beacons (RRFB) and enhanced crosswalk markings. Because there are no historic crash concerns at this crossing however the cost of the RRFB will be the responsibility of Lake Geneva. The current estimate for 2 RRFBs comes out to \$12,000 (\$6000 per side). This would be included in the construction SMFA. Please confirm that you still wish for the RRFB at this location.**

3. The city would like WisDOT to consider adding a N-S crosswalk at the Curtis Street intersection. This would not only assist the US government housing, but the pedestrian traffic from the church and grade school on the S-W corner.

- **The Department has already included this work in the project due to this being a legal crosswalk.**

4. The city would like WisDOT to consider an analysis of adding sidewalk on the north-side between 135 W. Main Street and Edwards Blvd. and to consider upgrading the same sidewalk to a bike/pedestrian path.

- **The Department has reviewed this request for pedestrian accommodation on WIS 50 from Curtis to Edwards/WIS 120 and have come to the following determination:**
 - Through the Departments internal review process, it has been determined that the Department is willing to pay \$134,000 towards the installation of sidewalk or path in this segment. This amount would apply to sidewalk/path regardless of which side of STH 50 it is installed on.
- **When reviewing the option for sidewalk on the north side of WIS 50 from Curtis to Edwards/WIS 120 the total cost for sidewalk installation in this segment comes out to \$167,000.**
 - **This cost includes:**
 - 5' Concrete Sidewalk
 - Required curb & gutter installation
 - Storm Sewer
 - Real Estate Acquisition

- **When reviewing the option for path on the north side of WIS 50 from Curtis to Edwards/WIS 120 the total cost for path installation in this segment comes out to \$206,000.**
 - **This cost includes:**
 - **10' Asphalt Path**
 - **Required curb & gutter installation**
 - **Storm Sewer**
 - **Real Estate Acquisition**

5. The city would like WisDOT to consider a cost analysis of adding sidewalk on the south between Curtis Street and East Drive.

- **When reviewing the option for sidewalk on the south side of WIS 50 from Curtis to East Dr the total cost for sidewalk installation in this segment comes out to \$321,000.**
 - **This cost includes:**
 - **Sidewalk**
 - **Required curb & gutter installation**
 - **Storm Sewer**
 - **Retaining Wall**
 - **Real Estate Acquisition**

6. The city would like WisDOT to reconsider the connecting Hwy Agreement between the city and WisDOT dated 10-17-2002, Sec 1 (E) regarding expansion of the roadway between Curtis Street and Edwards Blvd. based on current ADT's and traffic analysis provided by the city. (see attached Lake Geneva Plaza Development, Traffic Impact Analysis)

- **The Department has reviewed the submitted development documents alongside written description of Lake Geneva's concerns in this area and have come to the same conclusions that was submitted previously: That an expansion of this segment of WIS 50 does not return substantial enough benefit for the Department to fund.**
 - **While the Department understands that queueing occurs along WIS 50 within the City of Lake Geneva, to address the level of service adequately would likely require a reconfiguration of WIS 50 from Curtis St to Cook St. This would likely require the removal of parking in the downtown area and sections adjacent to downtown, which the City may consider to be vital to its economic well-being.**
 - **The Department cannot guarantee the benefit from other configurations will meet the justification level for the Department to fund.**
 - **The process used to review this request is in line with the Department's adoption of Performance-Based Practical Design as documented in WisDOT's Facilities Design Manual - 11-1-5. The Department's goal is to maximize the number of yearly construction projects by analyzing the performance benefits for all proposed improvement to the roadway facility beyond the base pavement scope. Ensuring that improvements meet a minimum level of increased performance to justify the construction costs involved.**
- **When reviewing WIS 50 between STH 120/Edwards and Cook St the Department did determine that the on-street parking configuration between Center St & Cook St is likely contributing to overall congestion due to insufficient turn lane lengths. If parking was removed in this section, there would be an increase in LOS throughout the corridor and is a low-cost alternative.**
- **If Lake Geneva would like to pursue the expansion or other configuration changes, we can discuss the costs in greater detail. If the City wishes to proceed with the current expansion configuration the City will need to agree to pay the construction cost difference to increase the scope from the resurfacing to a roadway expansion. Please advise the Department on how you wish to proceed.**

7. The city would like WisDOT to consider the conversion of the southbound Edwards Blvd. eastern left turn lane onto eastbound STH 50, into a northbound left turn lane into the third entrance at 350 N. Edwards Blvd. along with appropriate median additions.

- **The Department has reviewed this request and determined that there is not proper safety or operational justification to pursue this modification as part of the Departments construction project. We have however designed a pavement marking change that will yield similar results without significant increase to construction costs or impacting the safety of the intersection. See attached draft pavement marking layout. Please advise the department on how you wish to proceed.**

8. The city would like WisDOT to consider adding a N-S bike/pedestrian crossing on the eastern leg of the Edwards Blvd. intersection to connect to the existing path by Walgreens. The city would provide the connection to the existing path to the south.

- **The Department has reviewed this crossing and determined that to install a crossing in that location would create an unsafe crossing. However, the Department has reviewed this intersection and has justified the inclusion of an E-W crossing on the south leg of WIS 120 and sidewalk running south to the first driveway. See attached plan details.**

Please review the above information and respond at your earliest convenience.

Sincerely,

Ryan Bernard, PE

Final Scoping Project Manager
WisDOT – SE Region Planning
(262) 548-6471
Ryan.Bernard@dot.wi.gov

CITY OF LAKE GENEVA
PARKING SALES BY DAY - JUL

	CASH	CREDIT CARD	TOTAL
1-Jul	160.20	7,140.87	7,301.07
2-Jul	176.50	12,895.64	13,072.14
3-Jul	136.25	15,421.85	15,558.10
4-Jul	144.50	11,380.74	11,525.24
5-Jul	153.05	6,001.34	6,154.39
6-Jul	182.10	6,167.18	6,349.28
7-Jul	181.20	7,278.36	7,459.56
8-Jul	157.40	7,070.03	7,227.43
9-Jul	125.10	12,808.28	12,933.38
10-Jul	138.95	12,564.92	12,703.87
11-Jul	126.20	5,165.04	5,291.24
12-Jul	155.10	6,876.02	7,031.12
13-Jul	169.05	6,850.55	7,019.60
14-Jul	178.15	8,153.60	8,331.75
15-Jul	135.90	5,084.76	5,220.66
16-Jul	171.05	11,363.50	11,534.55
17-Jul	115.80	10,580.04	10,695.84
18-Jul	149.80	7,773.91	7,923.71
19-Jul	152.90	7,135.64	7,288.54
20-Jul	142.50	6,997.60	7,140.10
21-Jul	185.80	7,713.08	7,898.88
22-Jul	158.10	9,870.88	10,028.98
23-Jul	154.45	12,634.16	12,788.61
24-Jul	164.35	11,322.98	11,487.33
25-Jul	195.70	7,989.03	8,184.73
26-Jul	169.80	7,887.80	8,057.60
27-Jul	189.75	6,338.40	6,528.15
28-Jul	201.50	8,323.61	8,525.11
29-Jul	127.90	10,275.70	10,403.60
30-Jul	136.70	13,519.85	13,656.55
31-Jul	158.90	13,078.71	13,237.61
	<u>4,894.65</u>	<u>283,664.07</u>	<u>288,558.72</u>

Coin	4,894.65	1.3%
CC	283,664.07	73.7%
Parkmobile	96,572.00	25.1%
	<u>385,130.72</u>	<u>100%</u>

Net of Tax 273,515.37

2021	284,132.38
2020	319,171.89
2019	270,581.99
2018	283,362.56

AVG 2018-2020 289,312.20
OVER (UNDER) (753.48)

PARKMOBILE		net of tax
2022	96,572.00	91,537.44
2021	96,284.00	91,264.45
2020	29,015.50	27,502.84
2019	15,030.50	14,246.92
2018	10,167.50	9,637.44
2017	5,109.00	4,842.65

South Street Trail and Houses Distance			
Property Address	Street	Distance between front of house and back of trail (feet)	Distance between front of house and City ROW (feet)
803	W. South Street	43	37.5
721	W. South Street	33	27.5
715	W. South Street	34	28.5
701	W. South Street	39.2	33.7
675	W. South Street	28.2	22.7
653	W. South Street	27.5	22
647	W. South Street	53	47.5
577	W. South Street	66	60.5

Fairwyn SB, Inc.
875 Townline Road, Unit 103
Lake Geneva, WI 53147

August 1, 2022

Mr. Tom Earle
Director of Public Works
1065 Carey Street
Lake Geneva, WI 53147

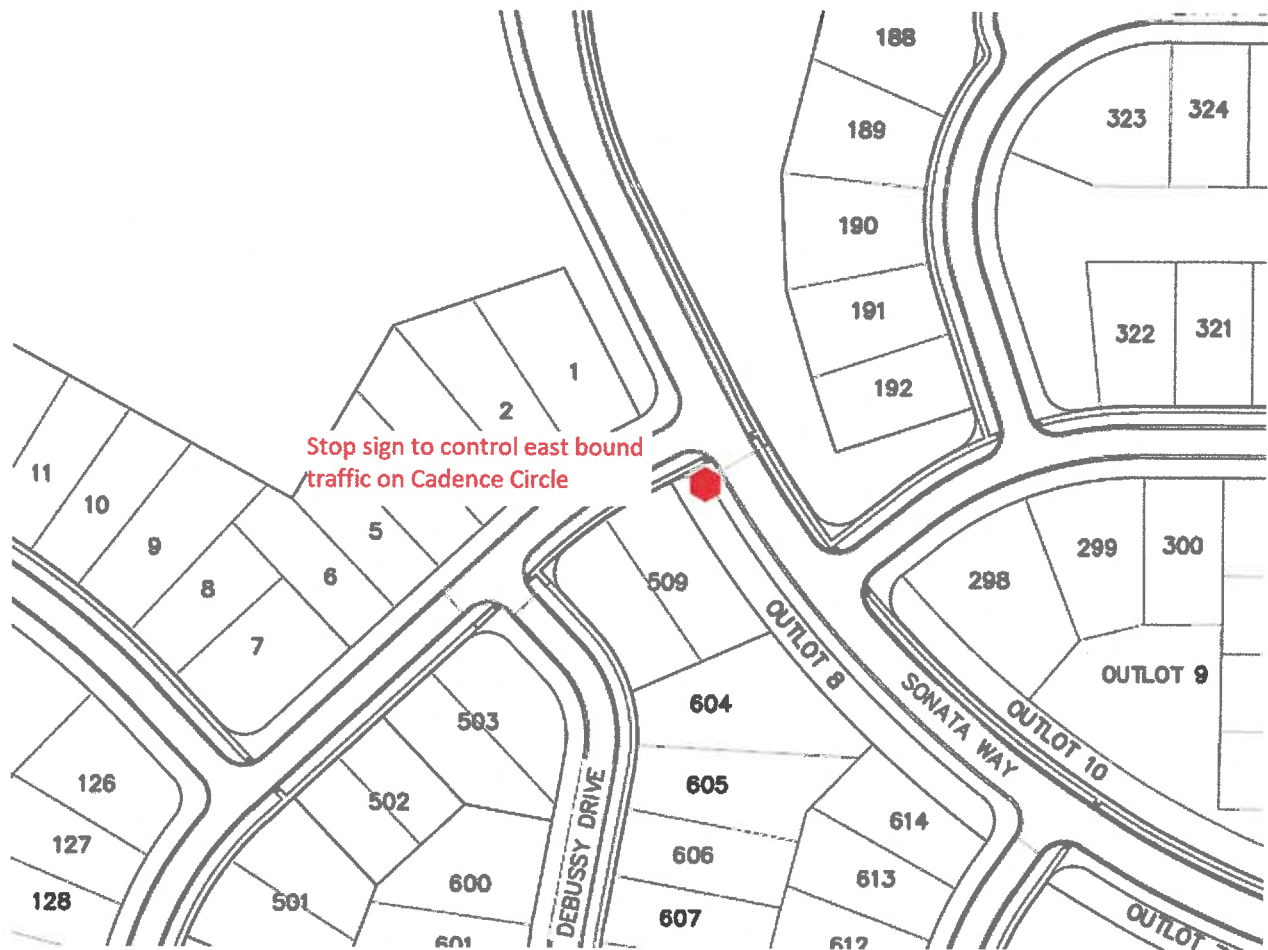
RE: Stop Sign Request Symphony Bay

Mr. Earle:

As we discussed briefly on the phone, we request that a stop sign be installed at the intersection of Sonata Way and Cadence Circle in Symphony Bay. I have included a map locating that intersection within the community below.



Our request is to control east bound movement on Cadence Circle. As reflected below.



While it is customary for traffic entering a T intersection from this direction to stop without the need for a sign, in this instance traffic has made the left turn from Cadence onto northbound Sonata unimpeded since our community first opened four years ago. The recent extension of Sonata way south of the intersection has resulted in near misses due to vehicles entering the intersection from eastbound Cadence not stopping or looking for vehicles entering the intersection from the new south leg of the intersection.

We believe the installation of the sign is appropriate considering the above circumstances. We acknowledge there will be a cost incurred by the City for this installation and are prepared to reimburse the City for those costs.

If you have any question regarding this request, feel free to contact me at any time.

Sincerely

Rick Zirk
Fairwyn SB, Inc



Lake Geneva Utility Commission

MUNICIPAL WATER AND WASTEWATER SERVICES

361 W Main Street
P.O. Box 187
Lake Geneva, WI 53147
262-248-2311
www.lgutilitycommission.com

Dennis Lyon – President
Josh Gajewski – Utility Director
Jeff Ecklund – Water Superintendent
Ken Bauman – Wastewater Superintendent

TO: Public Works Committee Members
FROM: Josh Gajewski, Utility Director
SUBJECT: Engineering RFQ-P
Utility Commission Action
DATE: August 15, 2022

At the direction of the Public Works Committee and Utility Commission members, the Public Works Director and Utility Director met to further review the three candidate firms that were interviewed to provide municipal engineering services to Lake Geneva.

Subsequent to that review, the Utility Commission met on July 18, 2022, to discuss the engineering needs specific to the Utility. After discussion, the Utility Commission unanimously voted to retain Kapur as the primary engineer of the Utility, with the latitude to contract with other firms as may be necessary, without conducting additional RFPs.

CITY OF LAKE GENEVA

626 GENEVA STREET
LAKE GENEVA, WISCONSIN 53147
(262) 248-3673 • Fax (262) 248-4715
www.cityoflakegeneva.com



Date: August 16, 2022

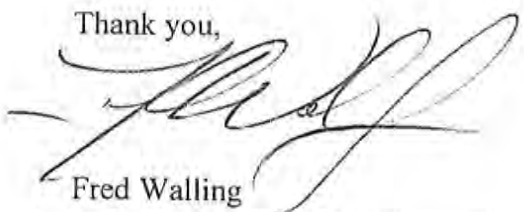
To: LG PWC

Re: Lake Geneva Building and Zoning Administrator

Subject: Lake Geneva City Engineering

The City of Lake Geneva Zoning and Building Inspections Department would like to recommend the continuance with the contract for City Engineering with Kapur and Associates.

Thank you,



Fred Walling

Lake Geneva Building and Zoning Administrator



City of Lake Geneva

Department of Public Works

1065 Carey St.

Lake Geneva, WI 53147

262.248.6644

To: Public Works Committee
From: Tom Earle, Director of Public Works
Date: 8/22/22
RE: City Engineer Selection

The Department of Public Works (DPW) has extensively reviewed the three applicants for City Engineer. At this time, with thoughtful consideration of the pros and cons of each applicant, this department recommends retaining Kapur and Associates.

Kapur has earned the trust of DPW, produced positive outcomes on various projects and continues to consistently build and develop to meet our needs. The culmination of these facts coupled with their knowledge and expertise greatly weigh on this recommendation.
Thank you.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tom Earle", is written over a horizontal line.

Tom Earle

Donated Event Parking 2022

Winterfest	\$ 3,250.00
YMCA 5K	\$ 320.00
Farmer's Market	\$ 14,040.00
Beachside Authorfest	\$ 80.00
Art in the Park	\$ 3,840.00
Venetian Fest	\$ 17,482.00
Walk to End Alzheimers	\$ 160.00
Out of the Darkness Walk	\$ 200.00
Oktoberfest	\$ 1,250.00
TOTAL	\$ 40,622.00

Church Placard Program	\$ 12,480.00
TOTAL	\$ 53,102.00

Parking Rate Discussion

Raising parking rates to \$3.00/hour city-wide would generate an additional \$990,000 annually

Raising parking rates to \$3.50/hour city-wide would generate an additional \$1,485,000 annually

Raising parking rates to \$3.00/hour city-wide on weekends would generate an additional \$635,000 annually

Raising parking rates to \$3.50/hour city-wide on weekends would generate an additional \$953,000 annually

*estimates based on 2021 occupancy data

*Village of Fontana charges \$2/hour on weekdays and \$3.50/hour on weekends

*If the parking fee is increased, we should also discuss increasing ticket fine \$ amounts

New Asphalt Installation

Residential Proposal

Jon Higgins

Project:

Alley Drive

1121 Lake Geneva Blvd
Lake Geneva, Wisconsin 53147



Carrie Johnson
Business Development

Service Provider Information

Company Info



Pavement Solutions LLC
7617 IL Route 31
Richmond, IL 60071

P: 815-675-0696

F: 815-675-6106

<http://www.pavementsolutions.org>

Contact Person

Carrie Johnson
Business Development
carriejohnson@pavementsolutions.org
Cell: 608-772-1052
Office 815-675-0696 Ext 3097

About Us

We Solve Problems & Make Pavement Maintenance Simple

For more than 30 years, **Pavement Solutions** has provided pavement design, maintenance, & construction services to the residential, commercial, recreational, and industrial markets. We provide innovative solutions for concrete and asphalt surfaces on commercial and residential properties nationwide.

Our quality workmanship and service proves how detailed orientated and focused we are on solving our clients needs. As you will see by the enclosed proposal, we are very interested in earning your business.

We truly appreciate the opportunity to quote you on this project and look forward to your favorable consideration on our behalf.

For more information, please [see our website.](http://www.pavementsolutions.org)

Proposal: Alley Drive



New Asphalt Installation - Surface Mix, 2.5" Finished, 11' Wide, RED & BLUE

1. The area under consideration for a new asphalt surface comprises approx. 3,095 square feet.

2. **RED AREA**

Excavate to a depth of 9"; haul waste material off site.
Install 6" of new base aggregate, in lifts.

BLUE AREA

Inspect and re-work existing base aggregate; enhance, as needed (minimal).

Grade, shape and compact both areas for new asphalt installation. Crew to grade with slight pitch to help with positive water shed.

NOTE: If there is additional work required on existing subbase due to soft areas, there will be an additional charge. This will be discussed and approved by Manager prior to doing.

3. **Asphalt Surface:** Install 2.5 inches compacted thickness of Modified Surface N50 asphalt and roll with a vibratory steel drum roller. Approx 3-3.25" will be installed prior to compaction.

4. Finish Roll & Barricade Lot

Total Price: \$13,866.00

New Asphalt Installation - Binder Mix, 2.5" Finished, 11' Wide, Optional Service UE

1. The area under consideration for a new asphalt surface comprises approx. 3,095 square feet.

2. Same process as above except installing Modified Binder N50 Mix.

3. **If group opts for 10' wide alley:**

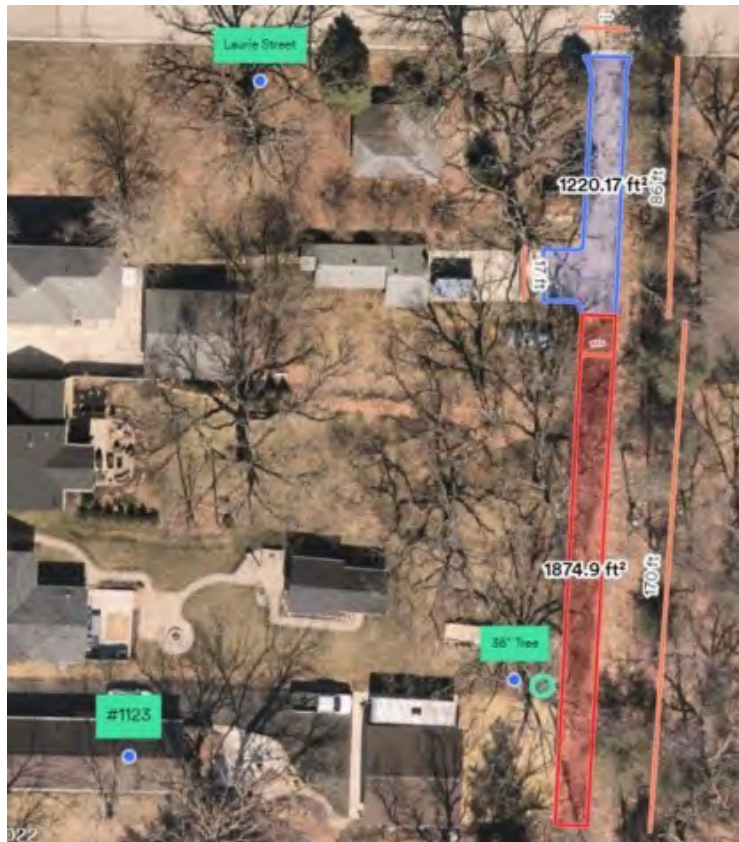
Surface \$12,844.00

Binder \$12,194.00

Total Price: \$13,161.00

Proposal: Alley Drive

Image



Notes:

Price Breakdown: Alley Drive



Please find the following breakdown of all services we have provided in this proposal.

This proposal originated on May 19, 2022. **Job Number:** PS-22-0564

Item	Description	Cost
1.	New Asphalt Installation - Surface Mix, 2.5" Finished, 11' Wide, RED & BLUE	\$13,866.00
Total:		\$13,866.00

Optional Services:

Item	Description	Cost
1.	New Asphalt Installation - Binder Mix, 2.5" Finished, 11' Wide, RED & BLUE	\$13,161.00

Authorization to Proceed & Contract

You are hereby authorized to proceed with the work as identified in this contract. By signing and returning this contract, you are authorized to proceed with the work as stated.

We understand that if any additional work is required different than stated in the proposal/contract, the changes must be addressed with an amended contract and or change order.

Please see all attachments for special conditions that may pertain to aspects of this project.

This proposal is good for up to 30 days from the date of the proposal.

Proposal: Alley Drive



Acceptance

We agree to pay the total sum or balance in full upon completion of this project.

I am authorized to approve and sign this project as described in this proposal as well as identified below with our payment terms and options.

Residential: We agree to pay the total sum or balance in full upon completion of this project.

Commercial: We agree to pay the total sum or balance in full 30 days after the completion of work.

Date: _____

Jon Higgins | Manager
Residential
1121 Lake Geneva Blvd
Lake Geneva, Wisconsin 53147
jonhiggins@kw.com
C: 815-351-2348
O: 815-351-2348

Carrie Johnson | Business Development
Pavement Solutions LLC
7617 IL Route 31
Richmond, IL 60071
E: carriejohnson@pavementsolutions.org
C: 608-772-1052
P: 815-675-0696 Ext 3097
F: 815-675-6106
<http://www.pavementsolutions.org>

Sealcoating Commercial | Owners Resp & Conditions

1. **Lawn Fertilization:** should not be installed seven days before or after service.
2. **Rain:** If it's raining the day of scheduled service, assume we aren't coming and we will contact you to reschedule as soon as possible. If it rains after our installation, please contact your representative. We monitor the weather closely and can generally predict this very well. In the event that an unexpected storm happens, we will touch up any areas where sealer has not bonded.
3. **Sprinklers:** should be off 24 hours prior until 48 hours after service. Avoid lawn cutting during this same period of time. The surface must be dry for our arrival. Areas where the newly sealed pavement is wet may wear prematurely.
4. **Site Services:** The property is responsible to notify all landscapers and garbage companies to not show on the area of work the day we are performing work. In the event of a reschedule due to unforeseen conditions, you are required to let all service providers know about the change.
5. **Barricaded Parking Lot:** It is vital that all vehicles are removed from our area of work no later than 7:15 am, unless otherwise agreed. As you can imagine, our project costs are based on the property having all cars, people and objects off the area of work. Tow Trucks need to be arranged 5 days prior to the start of any work and must be on call to remove cars from the scheduled work zone. If any cars are left on the area of work, we cannot be held responsible for any damage to the vehicles.
6. **Pavement Sealer:** will take a minimum of 30 days to fully cure and is sensitive to **animal droppings, tree droppings; water stains from irrigation systems, ponding water & tire markings** during this time. This is normal and no reason to be concerned, it will fade over time. Areas of shade will take longer to dry and cure than areas in the direct sunlight.
7. **Driving on Surface:** Once you start driving on sealed surface, avoid turning your wheels unless your car is moving. We understand this may be difficult to do, but understand that when wheels are turned on a freshly sealed parking lot, scuffing and turn marks will be evident, no worries in time they will blend in with surrounding surface.
8. **White Chalk Residue in Crack Areas:** When sealcoating parking lot with significant underwater issues a white residue that looks like salt may appear in the areas of cracks throughout the parking lot. This is a condition where the base material of limestone or other surface is drawn to the top of the surface. Since the surface is a dark black, this will be far more evident for a period of time. No worries, it will fade and eventually disappear.
9. **Overspray on Grass:** where grass meets your pavement, you may expect a small "drift spray" of pavement sealer. This is normal and will disappear generally after the next mowing.
10. **Weeds:** It is important to note that we have proposed all work at the time of the assessment. If you decide to do work 3 months after we look at the project, if your parking area has developed excessive weeds in the cracked areas as well as the edge lines for any reason, there may be additional costs for treatment & removal.

Paving Residential | Owner Responsibility & Conditions

1. **Rain:** If it's raining the day of scheduled service, assume we aren't coming and we will contact you to reschedule as soon as possible. If it rains after our installation, please contact your representative. We monitor the weather closely and can generally predict this very well. In the event that an unexpected storm happens, we will touch up any areas where sealer has not bonded.
2. **Sprinklers:** should be off 24 hours prior until 48 hours after service. Avoid lawn cutting during this same period of time. The surface must be dry for our arrival. Areas where the newly sealed pavement is wet may wear prematurely.
3. **Residential Preparation:** The property is responsible to notify all landscapers and garbage companies to not show on the area of work the day we are performing work. If we need to re-schedule due to unforeseen conditions, you are required to let all service providers know about the change.
4. **Barricaded Driveway:** It is vital that all vehicles are removed from our area of work no later than 7:15 am, unless otherwise agreed. As you can imagine, our project costs are based on the property having all cars, people and objects off the area of work.
5. **Driving on Surface:** Once you start driving on paved/sealed surface, avoid turning your wheels unless your car is moving. We understand this may be difficult to do, but understand that when wheels are turned on a freshly paved/sealed asphalt surface, scuffing and turn marks will be evident, **no worries in time they will blend in with surrounding surface.**

Warranty & Conditions

1. All work will be warranted for a period of (1) one year from date of installation on materials and workmanship, **except cracks.**
2. All material guaranteed to be installed exactly as specified.
3. Due to unforeseeable conditions during excavation, depths may go deeper than anticipated. A change order may be necessary should this occur.
4. Any necessary permits or permit fees are owners' responsibility.
5. The cost of and obtaining of all permits, bonds, stakeouts, cut sheets, layout engineering, testing, etc. are excluded.
6. If, after being made aware of undesirable sub-base or base coarse conditions, the owner or owner agent insists on the installation of any part of the pavement without authorizing corrective action, our firm will not be responsible for any subsequent pavement failures, and will be paid as stated in the contract. Our firm shall not be liable for any failure to undertake or complete the work for causes beyond our control.
7. Unless weekend work is clearly identified in the proposal, price is for work to be completed during the week (Monday-Friday). Night or weekend work available at additional cost.
8. **Existing Surface:** The existing surface will be expected to support the weight of all required construction equipment. In the event that due to poor sub-grade conditions sinking may occur when we drive onto your site, Our firm will not be held responsible for damages to any concrete or asphalt due to the weight of our trucks & equipment.
9. Our firm assumes no liability for damage to any utilities such as but not limited to gas, electric, plumbing, phone, cable, dog fencing, sprinklers, culvert pipes, etc.

Attachments



Please click any of the links below to view and print all documents.

Company Attachments

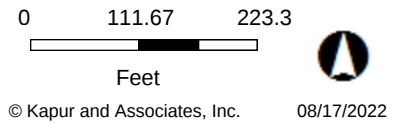
[1 Yr Terms and Conditions 2022](#)



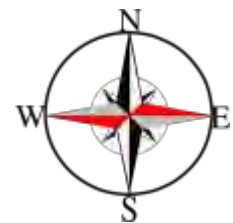
- Legend
- Street Names
 - Private Roads
 - Addresses
 - County Municipalities
 - Tax Parcels (Air Photo)
 - Alley
 - Right-Of-Way
 - Hydrology
 - ETZ
 - City Limits

Data on this map may or may not be accurate, current, or otherwise reliable. For reference only.

Note



Lake Shore Drive (next to Big Foot Beach State Park)



TECHNICAL MEMORANDUM

DATE: July 18, 2022

TO: Mr. Richard A. Hough, Director, Walworth County Public Works

FROM: David S. Hemmerich, PE, Baxter & Woodman, Inc.

SUBJECT: CTH H at Center Street Traffic Signal Warrant Analysis

The purpose of this memorandum is to present the results of a traffic signal warrant analysis to determine if the intersection of County Trunk Highway (CTH) H (Sheridan Springs Road) and Center Street in the City of Lake Geneva would benefit from the installation of a traffic signal.

Reason for Study

A large residential housing development, known as Stone Ridge, in the City of Lake Geneva began buildout in the mid-2000's off the north leg of Center Street, north of CTH H and is approximately 50% complete as of 2022. A traffic impact analysis (TIA) conducted by HNTB for the developer in 2003 determined at the time that "regardless of the development" a traffic signal was warranted at the intersection of Center Street and, at the time, STH 120, a state route; however, the TIA acknowledged that STH 120 and its associated through traffic would be shifted to a new bypass in the near future and traffic volumes at the intersection would drop significantly as a result. Consequently, a traffic signal was never installed at this intersection and remains two-way stop controlled. A location map is included as Attachment 1.

After STH 120 was rerouted to the new bypass shortly after the 2003 study, this portion of highway became CTH H under the jurisdiction of Walworth County. The 2003 study predicted that after opening the bypass, traffic levels would return to 2003 levels at this intersection in about 10 years, or by 2014/2015; however, we are not aware of any follow-up studies to confirm this.

In 2022, the City of Lake Geneva requested a new traffic study be conducted at the intersection to determine the current need for a traffic signal from Walworth County.

Existing Geometric Conditions and Controls

The intersection of CTH H (Sheridan Springs Road) and Center Street is a 90° four-leg urban intersection, with the major route, CTH H, running east-west and Center Street, the minor route, running north-south. CTH H is a three lane section, with left turn lanes in the painted median and one through lane in each direction. CTH H is posted for 25 mph through the intersection. The south leg of Center Street is painted for three lanes, with a southbound through lane exiting the intersection, and a northbound combined thru/left lane and a 70' long dedicated right turn lane approaching the

intersection. The north leg of Center Street is a two-lane, two way approach. Both legs are posted for 25 mph. Center Street is two-way stop-controlled at the intersection.

Sidewalk runs along the south side of CTH H, with a crosswalk across the south leg of Center Street. Sidewalk runs along the east side of the south leg of Center Street, terminating at the CTH H sidewalk. There are no marked crosswalks across CTH H nor the north leg of Center Street. There are no other pedestrian or bicycle accommodations at the intersection.

There are no schools or railroad crossings within $\frac{1}{4}$ mile of this intersection. There is an existing traffic signal only 700 feet to the east at the intersection of Interchange North (CTH H) and Sheridan Springs Road. CTH H is mostly a commercial/industrial corridor east of this signalized intersection. CTH H is primarily residential at the intersection of Center Street.

Traffic Conditions

We conducted a 24-hour turning movement count at the intersection utilizing Miovision automated traffic counting technology. The count collected turning movements, traffic volumes, vehicle classification, and bike and pedestrian counts at 15-minute intervals. Both the City and County preferred conducting the traffic count mid-week during the height of the Lake Geneva region's summer tourist season, but avoiding the spikes in traffic volumes experienced during weekends and holidays to better represent "typical" traffic at the intersection, so we conducted the traffic count on Wednesday, June 22 from midnight to midnight. See traffic count data as Attachment 2

The count showed CTH H with 24-hour traffic two-way volume of 13,600 vehicles per day (vpd) and peak hour of 1,152 vehicles per hour (vph). Center Street had a 24-hour two-way traffic volume of 2,000 vpd and peak hour of 184 vph. The intersection had a total entering volume of 15,677 vpd, with a peak of 1,336 vph. The peak hour was from 3:15 to 4:15 pm with a peak hour factor (PHF) of 0.97. Trucks represented 2.6% of all entering traffic, with the highest percentage (7.7%) coming from southbound Center Street, likely due to ongoing construction related to the Stone Ridge development. A total of 45 pedestrians and 21 bicycles entered the intersection during the 24-hour count, however, no more than 9 total pedestrians and bikes entered the intersection in any given hour, with only 4 total during the peak hour.

For turning movements, 87% of traffic on CTH H was through traffic, with 9% turning left onto the south leg of Center Street as the highest volume turn movement on the major route. Northbound Center Street had a traffic volume three times larger than the southbound approach, with 91% of northbound traffic turning right.

Crash History

Only a total of seven crashes were reported at this intersection in the last five years and none the previous five years. No more than 3 crashes were reported in a 12 month period. Three of the seven

crashes involved non-serious injuries; the other four were property damage only, and there were no fatalities nor serious injuries. See crash analysis as Attachment 3.

Traffic Signal Warrant Analysis

We conducted a traffic signal warrant analysis on the data collected in accordance with the nine traffic signal warrants in Chapter 4 of the Manual on Uniform Traffic Control Devices (MUTCD) and Chapter 2 of the Wisconsin Department of Transportation (WisDOT) Traffic Signal Design Manual. For the analysis, based on the physical layout of the intersection, we considered all approaches single lane approaches. The intersection does not involve high speeds (45+ mph) and is not located in an isolated community, so we used the 100% volume requirements of the warrants for the analysis. The northbound Center Street approach was selected as the highest-volume minor street approach for the analysis. The warrant analysis is on Attachment 4.

Right Turn Inclusions

The lane configuration of the approaches determines the volume of right turns to be included in the analysis in accordance with Section 4C.01 of the MUTCD and 2-3-2 of the WisDOT Traffic Signal Design Manual. Figure 1 shows what percentage of right turning vehicles to include in the analysis that is acceptable in Wisconsin (from the WisDOT Traffic Signal Design Manual). Based on this, 100% of right turns were included in the westbound, eastbound, and southbound approaches. The northbound approach has an exclusive right turn lane, so 0% of right turns are normally included; however, as noted on Figure 1, 50% of right turns may be included under special circumstances. With right turns (and even with only 50% of right turns), the southbound approach remains the highest volume minor street approach and 91% of traffic from this approach turn right, so an argument can be made to include at least 50% right turns in the analysis, so we adjusted the right turn volume to 50% of the counted volume.

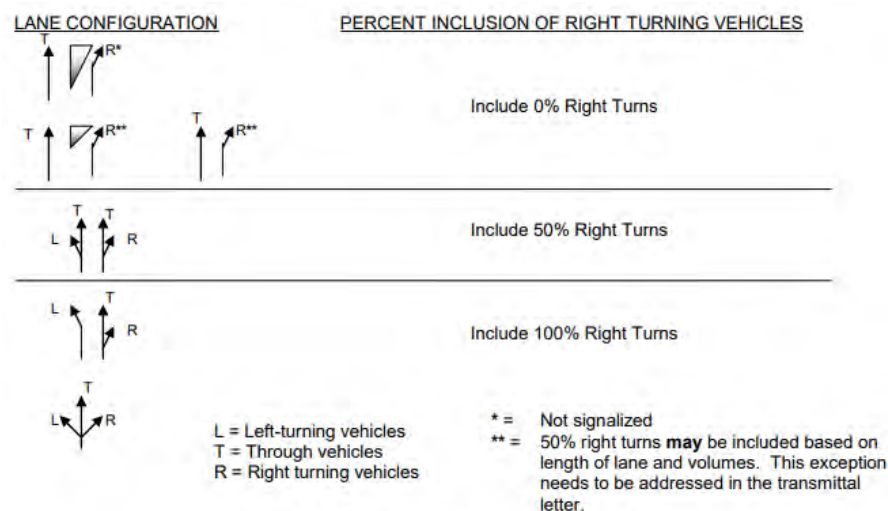


Figure 1. Right Turn Inclusion Percentages

Traffic Signal Warrant Results

Warrant 1 – Eight Hour Volume. Condition A is intended for locations where a large volume of intersecting traffic is principle reason for a signal. **Not a single hour met Condition A.** Condition B is intended for locations where traffic volume on the major street is so heavy that minor street traffic suffers excessive delay or conflict entering or crossing the major street. **Only one of the required eight hours met Condition B.** The combination of Conditions A and B at 80% volumes can be considered only if the volumes are met for both conditions. The 80% Condition B is met for 7 of 8 hours, but none meet 80% of Condition A, therefore both are not met so the Combination of A and B is also not met. **Warrant 1 not met.**

Warrant 2 – Four Hour Volume. This warrant is intended to apply where volume of intersecting traffic is the principle reason to consider a signal. Only one of the four hours required met this warrant, therefore **Warrant 2 not met.**

Warrant 3 – Peak Hour Volume. This warrant is intended to apply only in unique situations where during 1 hour of an average day the minor street approach volume is so high it suffers undue delay entering or crossing the major street. It typically only applies where a large number of vehicles discharge over a short time, such as an office complex, manufacturing plant, industrial complex, or large institutions. That condition does not exist at the subject intersection, so Warrant 3 does not apply, but we checked it to determine if a short-term issue may exist. The minor street volume is too low during the peak hour, so **Warrant 3 not met.**

Warrant 4 – Pedestrian Volume. This warrant is intended to apply at locations where major street volume is so heavy, pedestrians experience excessive delay or take unnecessary risk crossing the major street. The pedestrian volume is not high enough, therefore **Warrant 4 not met.**

Warrant 5 – School Crossing. There is no school within $\frac{1}{4}$ mile of the intersection, therefore **Warrant 5 not evaluated.**

Warrant 6 – Coordinated signal system. This warrant is intended to apply when adding a signal to a major street will provide proper platooning of vehicles to create adequate gaps in traffic. It should be analyzed only if the next closest signal is 1000 feet or more away. There is an existing signal less than 1000 feet away from this intersection, therefore **Warrant 6 does not apply.**

Warrant 7 – Crash experience. This warrant is intended to apply when frequency and severity of crashes is the principle reason to consider a signal. It must meet all three criteria listed; this intersection has less than 5 reported crashes in a 12-month period and we are not aware of any additional countermeasures utilized at this intersection, therefore **Warrant 7 not met.**

Warrant 8 – Roadway network. This warrant is for considering a traffic signal to better organize traffic flow on a major roadway network. It is typically applied at intersections of two or more major routes. Two major routes do not intersect at this intersection, therefore **Warrant 8 not evaluated.**

Warrant 9 – Intersection Near Grade Crossing. This warrant is intended to apply to locations where the proximity of an at-grade railroad crossing is the principle reason to consider a signal AND no other signal warrants have been met. There is no at-grade railroad crossing within a mile of this intersection, therefore **Warrant 9 not evaluated**.

Conclusions

The existing traffic volumes and conditions at the intersection of CTH H and Center Street fail to meet any of the Traffic Signal Warrants, therefore **a traffic signal is not warranted** at this intersection at this time. Even if this count was conducted on a summer weekend day, traffic on the major route would increase significantly, but the minor approach traffic would likely not increase enough to meet warrants.

If operations of this intersection continue to be a concern, other remedial measures, such as geometric improvements, better lighting, traffic calming, etc. should be considered before considering a traffic signal.

Another analysis could be conducted in the future after full build-out of the Stone Ridge development to see if the southbound volumes can overcome the northbound volumes on Center Street to become the higher-volume minor approach and whether that increase will be enough to meet warrants.

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ATTACHMENT 1: LOCATION MAP AND EXISTING GEOMETRY



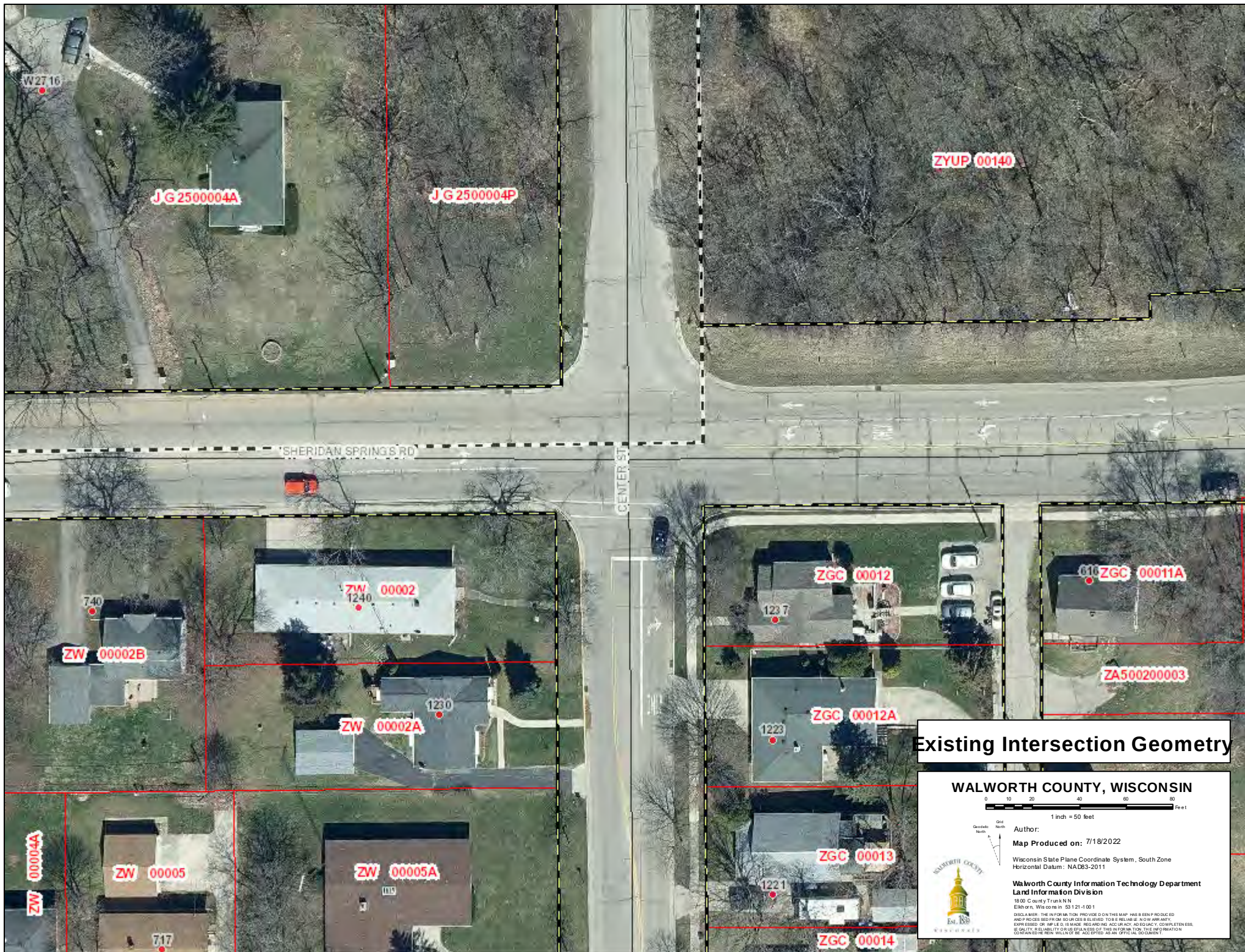
STUDY LOCATION

Location Map

WALWORTH COUNTY, WISCONSIN

0 50 100 150 Feet
1 inch = 1,000 feet

Author:
Map Produced on: 7/15/2022
Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011
Walworth County Information Technology Department
Land Information Division
1800 County Trunk N N
Elkhorn, Wisconsin 53121-4001
DISCLAIMER: THE INFORMATION PROVIDED ON THIS MAP HAS BEEN PRODUCED
AND PROVIDED FOR YOUR INFORMATION AND IS BELIEVED TO BE RELIABLE. NO WARRANTY,
EXPRESSED OR IMPLIED, IS MADE REGARDING THE ACCURACY, COMPLETENESS,
QUALITY, RELIABILITY OR USEFULNESS OF THIS INFORMATION. THE INFORMATION
ON THIS MAP SHALL NOT BE ACCREDITED AS AN OFFICIAL DOCUMENT.



Existing Intersection Geometry

WALWORTH COUNTY, WISCONSIN

0 10 20 40 60 80 Feet
1 inch = 50 feet

Author:

Map Produced on: 7/18/2022

Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011

Walworth County Information Technology Department
Land Information Division
1800 County Trunk N N
Elkhorn, Wisconsin 53121-1001

DISCLAIMER: THE INFORMATION PROVIDED ON THIS MAP HAS BEEN PRODUCED AND PROCESSED FROM SOURCES BELIEVED TO BE RELIABLE. HOWEWEVER, ANY EXPRESS OR IMPLIED WARRANTY IS MADE REGARDING ACCURACY, COMPLETENESS, RELIABILITY, OR USE OF THE INFORMATION. THE INFORMATION CONTAINED HEREIN WILL BE ACCEPTED AS AN OFFICIAL DOCUMENT.



ATTACHMENT 2: TRAFFIC COUNT DATA

CTH H & Center Street Traffic Study - TMC

Wed Jun 22, 2022

Full Length (12 AM-12 AM (+1))

All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 969660, Location: 42.604181, -88.433268

Provided by: Baxter & Woodman
8678 Ridgefield Rd., Crystal Lake, IL, 60012, US

Leg Direction	SB (Center St.) Southbound						WB (CTH H) Westbound						NB (Center St.) Northbound						EB (CTH H) Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-22 12:00AM	0	0	0	0	0	0	1	12	1	0	14	0	0	0	0	0	0	0	0	2	0	0	2	0	16
12:15AM	0	1	0	0	1	0	0	4	0	0	4	0	1	0	0	0	1	0	0	2	0	0	2	0	8
12:30AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	6
12:45AM	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	6
Hourly Total	0	1	0	0	1	0	1	23	2	0	26	0	1	0	0	0	1	0	0	8	0	0	8	0	36
1:00AM	1	2	0	0	3	0	0	4	0	0	4	0	3	0	0	0	3	0	0	1	0	0	1	0	11
1:15AM	0	0	0	0	0	0	0	3	1	0	4	0	0	0	1	0	1	0	0	3	0	0	3	0	8
1:30AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	7
1:45AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	6
Hourly Total	1	2	0	0	3	0	0	13	1	0	14	0	3	0	1	0	4	0	0	11	0	0	11	0	32
2:00AM	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	3
2:15AM	0	0	1	0	1	0	0	2	1	0	3	0	2	0	0	0	2	0	0	3	0	0	3	0	9
2:30AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	6
2:45AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	5
Hourly Total	0	0	1	0	1	0	0	9	2	0	11	0	2	0	0	0	2	0	0	9	0	0	9	0	23
3:00AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	5
3:15AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	4
3:30AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	6
3:45AM	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	0	2	0	0	8	0	0	8	0	15
Hourly Total	0	0	0	0	0	0	0	14	0	0	14	0	2	0	0	0	2	0	0	14	0	0	14	0	30
4:00AM	0	0	0	0	0	0	0	3	0	0	3	0	1	1	0	0	2	0	0	11	0	0	11	0	16
4:15AM	0	0	1	0	1	0	0	8	0	0	8	0	4	0	0	0	4	0	0	11	0	0	11	0	24
4:30AM	1	0	1	0	2	0	0	7	0	0	7	0	6	0	0	0	6	0	0	22	0	0	22	0	37
4:45AM	0	0	0	0	0	0	0	9	0	0	9	0	4	0	0	0	4	0	0	25	0	0	25	0	38
Hourly Total	1	0	2	0	3	0	0	27	0	0	27	0	15	1	0	0	16	0	0	69	0	0	69	0	115
5:00AM	2	0	1	0	3	0	0	7	1	0	8	0	3	0	0	0	3	0	0	20	0	0	20	0	34
5:15AM	1	1	2	0	4	0	0	19	2	0	21	0	2	0	0	0	2	0	0	28	0	0	28	0	55
5:30AM	0	1	3	0	4	0	1	21	4	0	26	0	7	1	0	0	8	0	0	41	1	0	42	1	80
5:45AM	2	1	3	0	6	0	1	27	6	0	34	0	6	0	1	0	7	0	0	47	1	0	48	0	95
Hourly Total	5	3	9	0	17	0	2	74	13	0	89	0	18	1	1	0	20	0	0	136	2	0	138	1	264
6:00AM	1	0	2	0	3	0	2	25	4	0	31	0	8	0	0	0	8	0	0	43	2	0	45	0	87
6:15AM	1	0	5	0	6	1	1	24	7	0	32	0	5	2	0	0	7	0	1	52	1	0	54	0	99
6:30AM	3	0	3	0	6	0	2	45	8	0	55	0	15	0	0	0	15	0	0	48	1	0	49	0	125
6:45AM	3	5	4	0	12	0	2	58	1	0	61	0	19	0	0	0	19	0	0	81	1	0	82	0	174
Hourly Total	8	5	14	0	27	1	7	152	20	0	179	0	47	2	0	0	49	0	1	224	5	0	230	0	485
7:00AM	2	1	3	0	6	0	2	44	4	0	50	0	6	0	1	0	7	0	0	60	1	0	61	1	124
7:15AM	2	2	6	0	10	0	1	44	11	0	56	0	12	1	1	0	14	0	1	68	2	0	71	0	151
7:30AM	0	1	9	0	10	0	1	69	8	0	78	0	17	1	0	0	18	0	2	62	3	0	67	2	173
7:45AM	6	2	2	0	10	0	5	72	20	0	97	0	15	0	1	0	16	0	0	82	1	0	83	0	206
Hourly Total	10	6	20	0	36	0	9	229	43	0	281	0	50	2	3	0	55	0	3	272	7	0	282	3	654
8:00AM	0	0	3	0	3	0	5	66	15	0	86	0	14	2	2	0	18	0	0	48	6	0	54	0	161
8:15AM	4	3	5	0	12	0	3	72	10	0	85	0	17	1	0	0	18	0	0	66	1	0	67	0	182
8:30AM	7	2	7	0	16	0	4	80	21	0	105	0	12	1	0	0	13	2	1	90	4	0	95	1	229
8:45AM	7	3	5	0	15	0	3	79	22	0	104	0	19	0	0	0	19	2	0	80	2	0	82	0	220
Hourly Total	18	8	20	0	46	0	15	297	68	0	380	0	62	4	2	0	68	4	1	284	13	0	298	1	792
9:00AM	3	0	5	0	8	0	3	75	19	0	97	1	13	1	2	0	16	0	0	91	2	0	93	0	214
9:15AM	1	3	4	0	8	0	3	78	14	0	95	0	20	0	0	0	20	0	0	93	2	0	95	0	218
9:30AM	3	2	0	0	5	0	1	98	23	0	122	1	12	2	0	0	14	0	0	72	2	0	74	0	215
9:45AM	3	0	6	0	9	3	5	82	35	0	122	0	21	0	0	0	21	0	0	91	1	0	92	4	244
Hourly Total	10	5	15	0	30	3	12	333	91	0	436	2	66	3	2	0	71	0	0	347	7	0	354	4	891
10:00AM	1	1	5	0	7	0	6	80	22	0	108	0	15	0	1	0	16	1	0	84	2	0	86	0	217
10:15AM	2	2	4	0	8	2	4	113	18	0	135	0	13	1	3	0	17	2	0	76	1	0	77	3	237
10:30AM	2	0	6	0	8	1	3	108	12	0	123	0	18	1	3	0	22	0	0	107	2	0	109	0	262
10:45AM	2	2	6	0	10	0	5	103	16	0	124	0	18	1	0	0	19	0	1	90	3	0	94	0	247
Hourly Total	7	5	21	0	33	3	18	404	68	0	490	0	64	3	7	0	74	3	1	357	8	0	366	3	963
11:00AM	2	3	4	0	9	0	4	128	25	0	157	0	17	0	0	0	17	0	1	85	3	0	89	0	272
11:15AM	0	2	7	0	9	0	5	107	22	0	134	0	43	1	0	0	44	1	0	90	4	0	94	0	281
11:30AM	5	2	4	0	11	0	5	134	26	0	165	0	24	1	0	0	25	0	2	89	2	0	93	0	294
11:45AM	5	0	8	0	13	0	3	105	29	0	137	0	26	4	1	0	31	0	0	85	4	0	89	0	270
Hourly Total	12	7	23	0	42	0	17	474	102	0	593	0	110	6	1	0	117	1	3	349	13	0	365	0	1117

Leg Direction	SB (Center St.) Southbound							WB (CTH H) Westbound							NB (Center St.) Northbound							EB (CTH H) Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		Int
12:00PM	3	2	5	0	10	0		10	137	32	0	179	0		25	2	2	0	29	0		3	93	4	0	100	0		318
12:15PM	4	3	9	0	16	0		4	133	21	0	158	1		37	2	0	0	39	0		1	100	6	0	107	0		320
12:30PM	1	0	5	0	6	0		7	125	22	0	154	0		37	3	3	0	43	0		1	100	0	0	101	0		304
12:45PM	3	2	4	0	9	0		6	105	33	0	144	0		25	0	0	0	25	0		2	105	1	0	108	0		286
Hourly Total	11	7	23	0	41	0		27	500	108	0	635	1		124	7	5	0	136	0		7	398	11	0	416	0		1228
1:00PM	4	1	5	0	10	0		7	104	20	0	131	0		21	2	0	0	23	0		0	88	3	0	91	0		255
1:15PM	5	2	8	0	15	0		8	117	19	0	144	0		25	0	1	0	26	0		0	96	3	0	99	0		284
1:30PM	2	1	5	0	8	0		2	133	26	0	161	0		26	2	0	0	28	0		0	111	3	0	114	0		311
1:45PM	2	2	3	0	7	0		4	101	32	0	137	0		30	1	3	0	34	0		1	95	3	0	99	0		277
Hourly Total	13	6	21	0	40	0		21	455	97	0	573	0		102	5	4	0	111	0		1	390	12	0	403	0		1127
2:00PM	5	2	4	0	11	0		6	138	22	0	166	0		23	1	3	0	27	0		0	101	4	0	105	0		309
2:15PM	9	0	5	0	14	0		6	133	21	0	160	1		31	1	2	0	34	0		0	112	1	0	113	0		321
2:30PM	1	2	5	0	8	0		4	119	21	0	144	0		34	0	0	0	34	2		1	125	5	0	131	2		317
2:45PM	2	0	1	0	3	0		5	122	21	0	148	0		27	2	0	0	29	1		1	110	2	0	113	0		293
Hourly Total	17	4	15	0	36	0		21	512	85	0	618	1		115	4	5	0	124	3		2	448	12	0	462	2		1240
3:00PM	4	4	3	0	11	0		4	132	18	0	154	0		25	1	0	0	26	0		1	109	4	0	114	0		305
3:15PM	1	1	5	0	7	0		5	135	25	0	165	0		40	1	1	0	42	0		2	96	4	0	102	0		316
3:30PM	5	0	4	0	9	0		8	160	31	0	199	0		31	3	1	0	35	0		0	101	1	0	102	0		345
3:45PM	5	4	5	0	14	0		5	149	28	0	182	0		24	2	1	0	27	2		1	113	3	0	117	0		340
Hourly Total	15	9	17	0	41	0		22	576	102	0	700	0		120	7	3	0	130	2		4	419	12	0	435	0		1306
4:00PM	5	1	4	0	10	0		5	152	20	0	177	0		34	5	1	0	40	0		2	95	11	0	108	2		335
4:15PM	4	1	1	0	6	0		4	138	20	0	162	0		33	2	0	0	35	0		1	105	4	0	110	0		313
4:30PM	2	1	3	0	6	0		8	158	22	0	188	2		36	2	1	0	39	2		0	95	3	0	98	0		331
4:45PM	3	1	2	0	6	0		7	153	31	0	191	0		30	4	0	0	34	0		2	88	2	0	92	1		323
Hourly Total	14	4	10	0	28	0		24	601	93	0	718	2		133	13	2	0	148	2		5	383	20	0	408	3		1302
5:00PM	5	3	6	0	14	0		12	141	23	0	176	0		25	2	0	0	27	0		0	98	4	0	102	0		319
5:15PM	8	2	6	0	16	0		3	126	14	0	143	0		29	1	0	0	30	0		1	98	4	0	103	0		292
5:30PM	5	1	6	0	12	0		5	122	22	0	149	2		30	1	1	0	32	0		0	96	5	0	101	0		294
5:45PM	5	0	2	0	7	0		5	97	27	0	129	0		22	2	2	0	26	0		0	85	5	0	90	0		252
Hourly Total	23	6	20	0	49	0		25	486	86	0	597	2		106	6	3	0	115	0		1	377	18	0	396	0		1157
6:00PM	0	1	4	0	5	0		9	131	16	0	156	0		22	0	0	0	22	0		0	77	3	0	80	0		263
6:15PM	5	1	3	0	9	0		5	113	20	0	138	0		25	1	0	0	26	3		0	70	2	0	72	2		245
6:30PM	3	2	2	0	7	0		3	90	21	0	114	1		18	1	1	0	20	1		1	78	1	0	80	0		221
6:45PM	1	2	2	0	5	0		2	86	18	0	106	2		12	2	0	0	14	0		1	59	2	0	62	0		187
Hourly Total	9	6	11	0	26	0		19	420	75	0	514	3		77	4	1	0	82	4		2	284	8	0	294	2		916
7:00PM	3	0	2	0	5	0		2	88	7	0	97	0		17	0	0	0	17	0		0	64	2	0	66	0		185
7:15PM	1	0	3	0	4	0		3	78	12	0	93	0		18	1	1	0	20	0		0	66	4	0	70	1		187
7:30PM	0	0	2	0	2	0		3	90	22	0	115	0		14	1	1	0	16	0		0	56	0	0	56	0		189
7:45PM	2	0	6	0	8	0		7	67	17	0	91	0		22	1	0	0	23	3		0	47	6	0	53	0		175
Hourly Total	6	0	13	0	19	0		15	323	58	0	396	0		71	3	2	0	76	3		0	233	12	0	245	1		736
8:00PM	1	2	0	0	3	0		6	80	15	0	101	0		11	1	0	0	12	0		0	39	0	0	39	0		155
8:15PM	1	1	2	0	4	0		5	65	10	0	80	0		11	1	0	0	12	0		0	45	4	0	49	2		145
8:30PM	0	1	3	0	4	0		6	70	13	0	89	0		13	4	2	0	19	0		1	41	2	0	44	2		156
8:45PM	2	1	2	0	5	0		7	62	9	0	78	0		3	2	1	0	6	0		1	25	1	0	27	0		116
Hourly Total	4	5	7	0	16	0		24	277	47	0	348	0		38	8	3	0	49	0		2	150	7	0	159	4		572
9:00PM	2	0	6	0	8	0		5	49	3	0	57	0		4	1	0	0	5	0		0	44	1	0	45	0		115
9:15PM	0	0	0	0	0	0		1	51	10	0	62	0		9	1	1	0	11	2		1	36	3	0	40	0		113
9:30PM	1	0	0	0	1	0		1	47	5	0	53	0		7	0	0	0	7	0		0	28	1	0	29	0		90
9:45PM	0	0	0	0	0	0		1	31	5	0	37	0		5	0	0	0	5	0		0	17	1	0	18	0		60
Hourly Total	3	0	6	0	9	0		8	178	23	0	209	0		25	2	1	0	28	2		1	125	6	0	132	0		378
10:00PM	1	0	0	0	1	0		1	25	3	0	29	0		4	0	0	0	4	0		1	19	1	0	21	0		55
10:15PM	0	0	0	0	0	0		2	28	5	0	35	0		5	0	0	0	5	0		1	14	0	0	15	0		55
10:30PM	1	0	1	0	2	0		0	29	0	0	29	0		4	0	0	0	4	0		0	12	0	0	12	0		47
10:45PM	0	1	0	0	1	0		1	20	3	0	24	0		8	0	0	0	8	0		0	13	1	0	14	0		47
Hourly Total	2	1	1	0	4	0		4	102	11	0	117	0		21	0	0	0	21	0		2	58	2	0	62	0		204
11:00PM	0	0	0	0	0	0		1	11	1	0	13	0		2	2	0	0	4	0		0	7	0	0	7	0		24
11:15PM	1	0	0	0	1	0		2	21	4	0	27	0		6	0	0	0	6	0		0	6	0	0	6	0		40
11:30PM	0	0	0	0	0	0		0	23	3	0	26	0		2	0	0	0	2	0		0	2	1	0	3	0		31
11:45PM	0	0	0	0	0	0		0	8	2	0	10	0		0	0	0	0	0	0		0	4	0	0	4	0		14
Hourly Total	1	0	0	0	1	0		3	63	10	0	76	0		10	2	0	0	12	0		0	19	1	0	20	0		109
Total	190	90	269	0	549	7		294	6542	1205	0	8041	11		1382	83	46	0	1511	24		36	5364	176	0	5576	24		15677
% Approach	34.6%	16.4%	49.0%	0%	-	-		3.7%	81.4%	15.0%	0%	-	-		91.5%	5.5%	3.0%	0%</											

Leg Direction	SB (Center St.) Southbound							WB (CTH H) Westbound							NB (Center St.) Northbound							EB (CTH H) Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*	Int	
Lights	181	86	237	0	504	-		257	6287	1173	0	7717	-		1341	78	45	0	1464	-		36	5175	168	0	5379	-	15064	
% Lights	95.3%	95.6%	88.1%	0%	91.8%	-		87.4%	96.1%	97.3%	0%	96.0%	-		97.0%	94.0%	97.8%	0%	96.9%	-		100%	96.5%	95.5%	0%	96.5%	-	96.1%	
Heavy	8	2	32	0	42	-		37	179	17	0	233	-		19	2	1	0	22	-		0	108	7	0	115	-	412	
% Heavy	4.2%	2.2%	11.9%	0%	7.7%	-		12.6%	2.7%	1.4%	0%	2.9%	-		1.4%	2.4%	2.2%	0%	1.5%	-		0%	2.0%	4.0%	0%	2.1%	-	2.6%	
Pedestrians	-	-	-	-	-	1		-	-	-	-	-	11		-	-	-	-	-	16		-	-	-	-	-	17		
% Pedestrians	-	-	-	-	-	14.3%		-	-	-	-	-	100%		-	-	-	-	-	66.7%		-	-	-	-	-	70.8%	-	
Bicycles on Crosswalk	-	-	-	-	-	6		-	-	-	-	-	0		-	-	-	-	-	8		-	-	-	-	-	7		
% Bicycles on Crosswalk	-	-	-	-	-	85.7%		-	-	-	-	-	0%		-	-	-	-	-	33.3%		-	-	-	-	-	29.2%	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CTH H & Center Street Traffic Study - TMC

Wed Jun 22, 2022

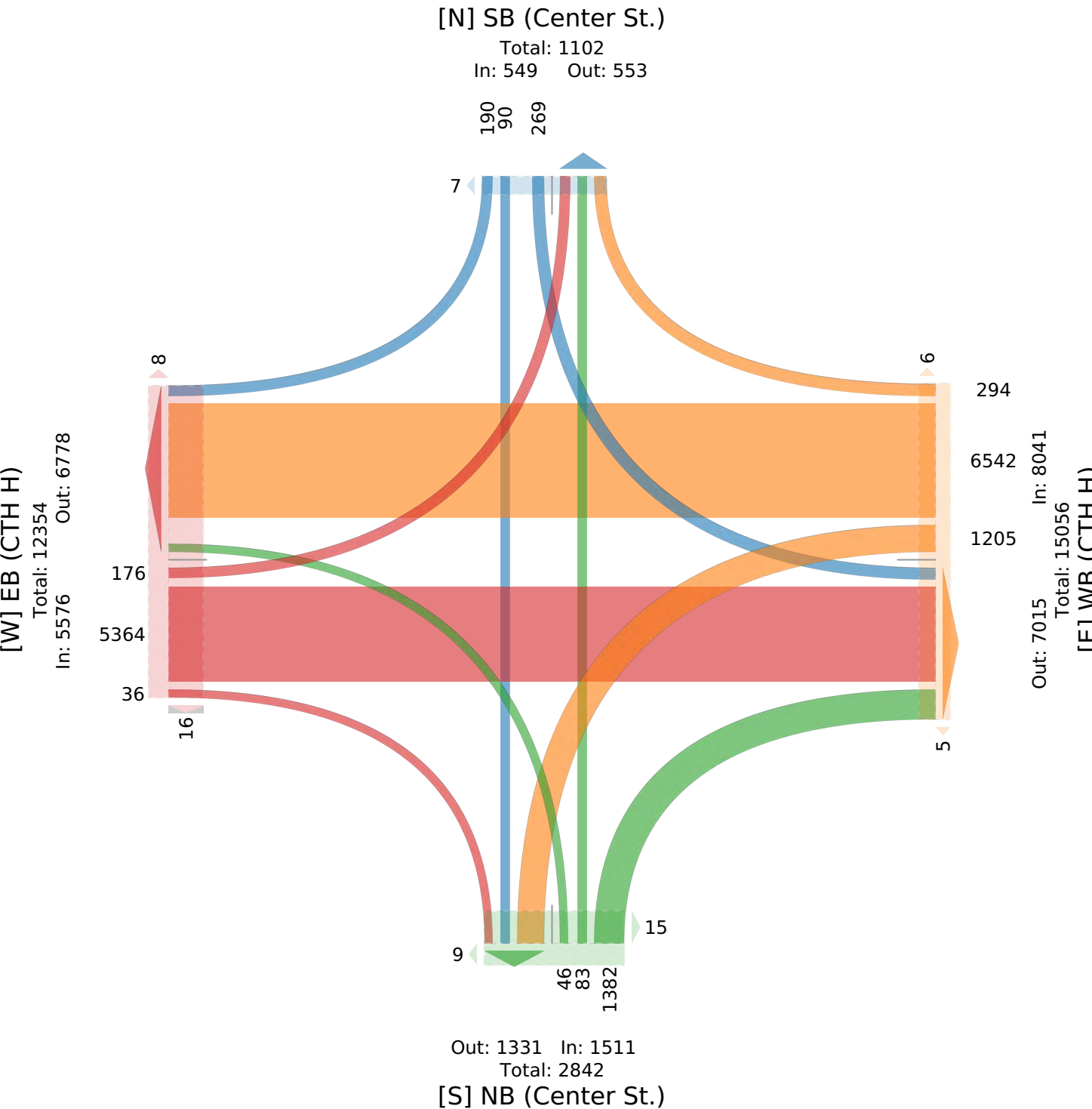
Full Length (12 AM-12 AM (+1))

All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 969660, Location: 42.604181, -88.433268

Provided by: Baxter & Woodman
8678 Ridgefield Rd., Crystal Lake, IL, 60012, US



CTH H & Center Street Traffic Study - TMC

Wed Jun 22, 2022

AM Peak (10 AM - 11 AM)

All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 969660, Location: 42.604181, -88.433268

Provided by: Baxter & Woodman
8678 Ridgefield Rd., Crystal Lake, IL, 60012, US

Leg Direction	SB (Center St.) Southbound						WB (CTH H) Westbound						NB (Center St.) Northbound						EB (CTH H) Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-22 10:00AM	1	1	5	0	7	0	6	80	22	0	108	0	15	0	1	0	16	1	0	84	2	0	86	0	217
10:15AM	2	2	4	0	8	2	4	113	18	0	135	0	13	1	3	0	17	2	0	76	1	0	77	3	237
10:30AM	2	0	6	0	8	1	3	108	12	0	123	0	18	1	3	0	22	0	0	107	2	0	109	0	262
10:45AM	2	2	6	0	10	0	5	103	16	0	124	0	18	1	0	0	19	0	1	90	3	0	94	0	247
Total	7	5	21	0	33	3	18	404	68	0	490	0	64	3	7	0	74	3	1	357	8	0	366	3	963
% Approach	21.2%	15.2%	63.6%	0%	-	-	3.7%	82.4%	13.9%	0%	-	-	86.5%	4.1%	9.5%	0%	-	-	0.3%	97.5%	2.2%	0%	-	-	-
% Total	0.7%	0.5%	2.2%	0%	3.4%	-	1.9%	42.0%	7.1%	0%	50.9%	-	6.6%	0.3%	0.7%	0%	7.7%	-	0.1%	37.1%	0.8%	0%	38.0%	-	-
PHF	0.875	0.625	0.875	-	0.825	-	0.750	0.894	0.773	-	0.907	-	0.889	0.750	0.583	-	0.841	-	0.250	0.834	0.667	-	0.839	-	0.919
Motorcycles	0	0	0	0	0	-	0	6	0	0	6	-	0	0	0	0	0	-	0	3	0	0	3	-	9
% Motorcycles	0%	0%	0%	0%	0%	-	0%	1.5%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.8%	-	0.9%
Lights	5	5	16	0	26	-	14	382	66	0	462	-	63	3	6	0	72	-	1	344	8	0	353	-	913
% Lights	71.4%	100%	76.2%	0%	78.8%	-	77.8%	94.6%	97.1%	0%	94.3%	-	98.4%	100%	85.7%	0%	97.3%	-	100%	96.4%	100%	0%	96.4%	-	94.8%
Heavy	2	0	5	0	7	-	4	16	2	0	22	-	1	0	1	0	2	-	0	10	0	0	10	-	41
% Heavy	28.6%	0%	23.8%	0%	21.2%	-	22.2%	4.0%	2.9%	0%	4.5%	-	1.6%	0%	14.3%	0%	2.7%	-	0%	2.8%	0%	0%	2.7%	-	4.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CTH H & Center Street Traffic Study - TMC

Wed Jun 22, 2022

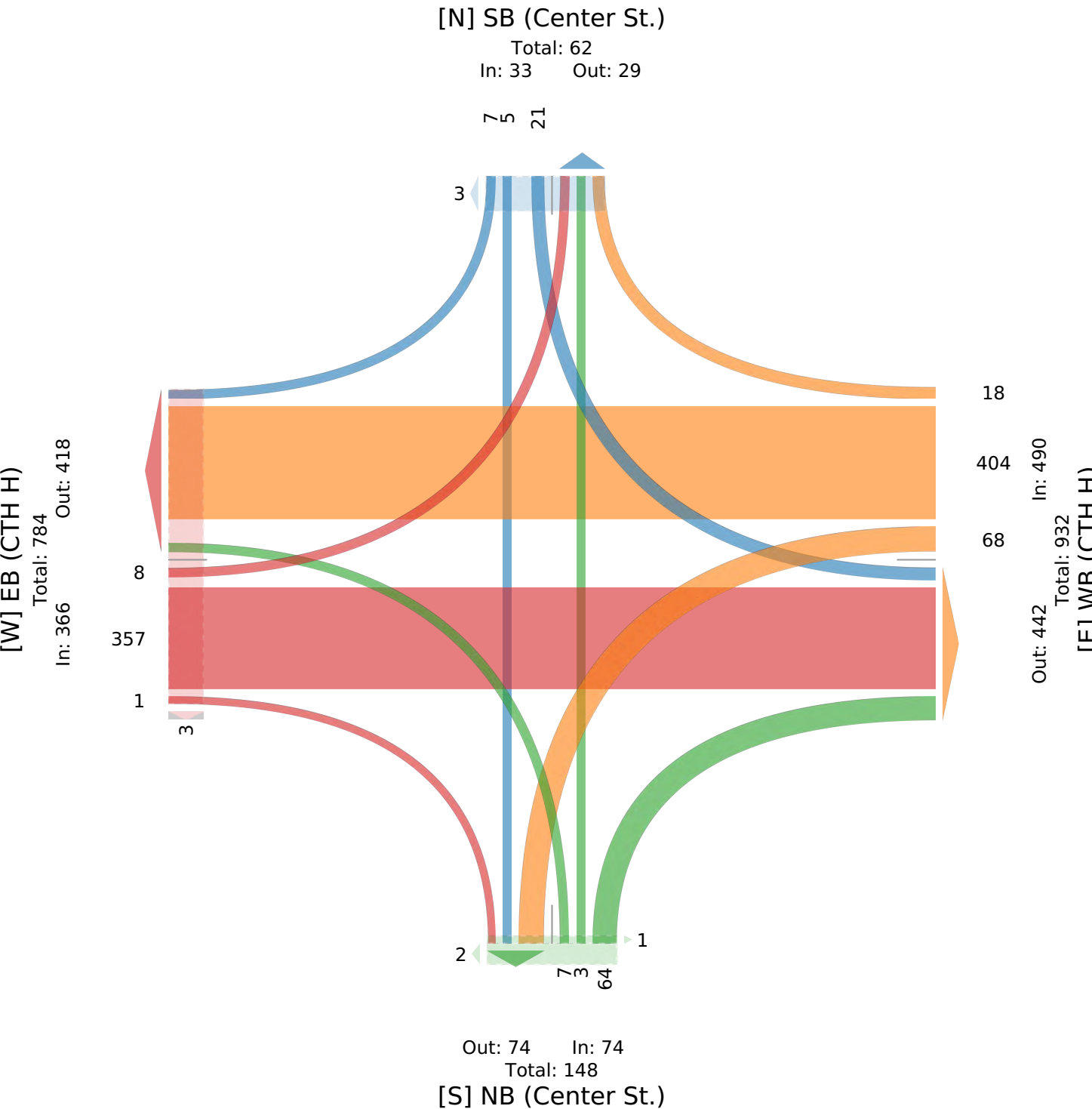
AM Peak (10 AM - 11 AM)

All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 969660, Location: 42.604181, -88.433268

Provided by: Baxter & Woodman
8678 Ridgefield Rd., Crystal Lake, IL, 60012, US



CTH H & Center Street Traffic Study - TMC

Wed Jun 22, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 969660, Location: 42.604181, -88.433268

Provided by: Baxter & Woodman
8678 Ridgefield Rd., Crystal Lake, IL, 60012, US

Leg Direction	SB (Center St.) Southbound						WB (CTH H) Westbound						NB (Center St.) Northbound						EB (CTH H) Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-22 12:00PM	3	2	5	0	10	0	10	137	32	0	179	0	25	2	2	0	29	0	3	93	4	0	100	0	318
12:15PM	4	3	9	0	16	0	4	133	21	0	158	1	37	2	0	0	39	0	1	100	6	0	107	0	320
12:30PM	1	0	5	0	6	0	7	125	22	0	154	0	37	3	3	0	43	0	1	100	0	0	101	0	304
12:45PM	3	2	4	0	9	0	6	105	33	0	144	0	25	0	0	0	25	0	2	105	1	0	108	0	286
Total	11	7	23	0	41	0	27	500	108	0	635	1	124	7	5	0	136	0	7	398	11	0	416	0	1228
% Approach	26.8%	17.1%	56.1%	0%	-	-	4.3%	78.7%	17.0%	0%	-	-	91.2%	5.1%	3.7%	0%	-	-	1.7%	95.7%	2.6%	0%	-	-	-
% Total	0.9%	0.6%	1.9%	0%	3.3%	-	2.2%	40.7%	8.8%	0%	51.7%	-	10.1%	0.6%	0.4%	0%	11.1%	-	0.6%	32.4%	0.9%	0%	33.9%	-	-
PHF	0.688	0.583	0.639	-	0.641	-	0.675	0.912	0.818	-	0.887	-	0.838	0.583	0.417	-	0.791	-	0.583	0.948	0.458	-	0.963	-	0.959
Motorcycles	0	0	0	0	0	-	0	10	0	0	10	-	0	0	0	0	0	-	0	8	0	0	8	-	18
% Motorcycles	0%	0%	0%	0%	0%	-	0%	2.0%	0%	0%	1.6%	-	0%	0%	0%	0%	0%	-	0%	2.0%	0%	0%	1.9%	-	1.5%
Lights	10	7	18	0	35	-	21	474	106	0	601	-	122	7	5	0	134	-	7	382	10	0	399	-	1169
% Lights	90.9%	100%	78.3%	0%	85.4%	-	77.8%	94.8%	98.1%	0%	94.6%	-	98.4%	100%	100%	0%	98.5%	-	100%	96.0%	90.9%	0%	95.9%	-	95.2%
Heavy	1	0	5	0	6	-	6	16	2	0	24	-	2	0	0	0	2	-	0	8	1	0	9	-	41
% Heavy	9.1%	0%	21.7%	0%	14.6%	-	22.2%	3.2%	1.9%	0%	3.8%	-	1.6%	0%	0%	0%	1.5%	-	0%	2.0%	9.1%	0%	2.2%	-	3.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CTH H & Center Street Traffic Study - TMC

Wed Jun 22, 2022

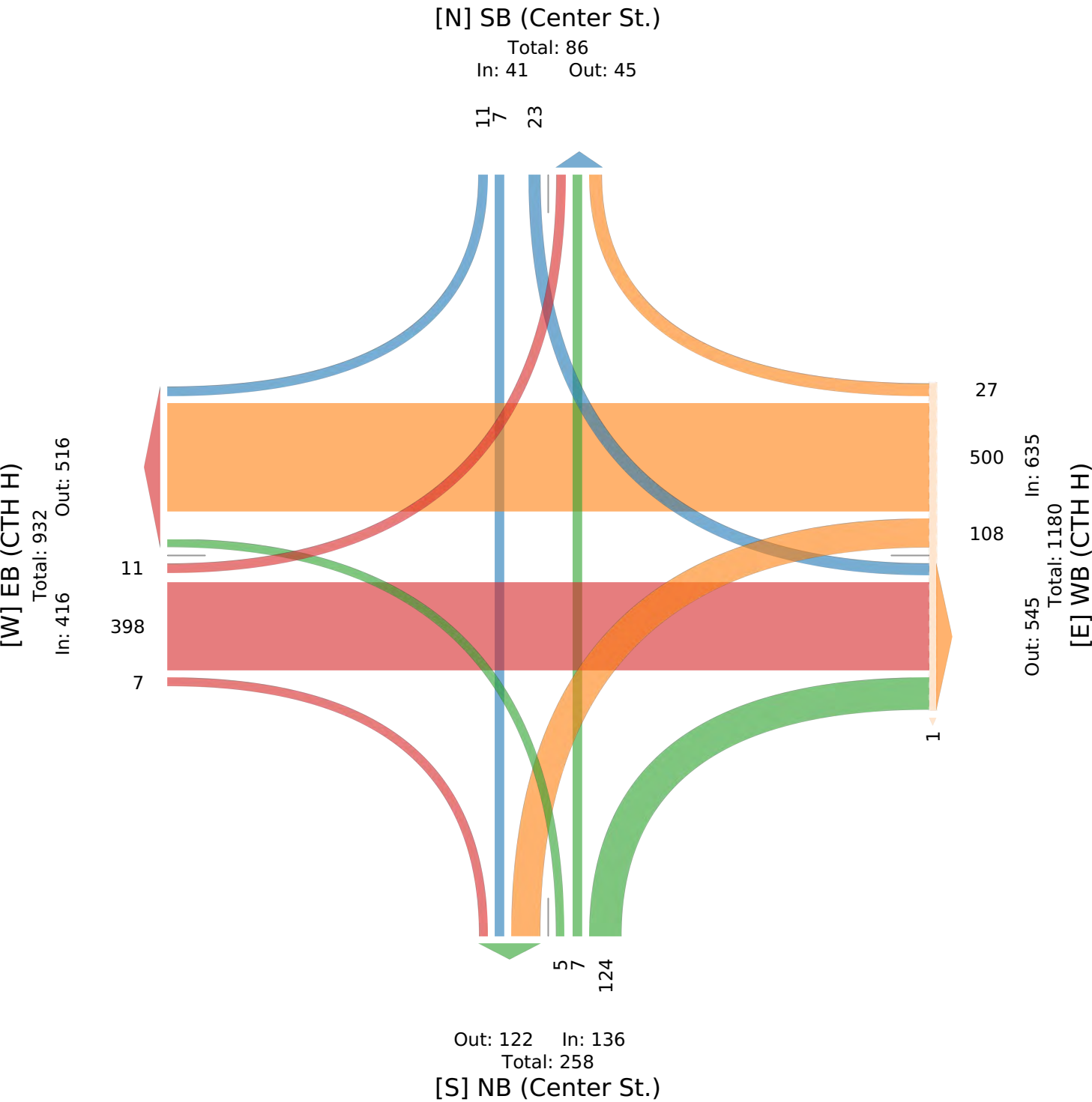
Midday Peak (12 PM - 1 PM)

All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 969660, Location: 42.604181, -88.433268

Provided by: Baxter & Woodman
8678 Ridgefield Rd., Crystal Lake, IL, 60012, US



CTH H & Center Street Traffic Study - TMC

Wed Jun 22, 2022

PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 969660, Location: 42.604181, -88.433268

Provided by: Baxter & Woodman
8678 Ridgefield Rd., Crystal Lake, IL, 60012, US

Leg Direction	SB (Center St.) Southbound						WB (CTH H) Westbound						NB (Center St.) Northbound						EB (CTH H) Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-22 3:15PM	1	1	5	0	7	0	5	135	25	0	165	0	40	1	1	0	42	0	2	96	4	0	102	0	316
3:30PM	5	0	4	0	9	0	8	160	31	0	199	0	31	3	1	0	35	0	0	101	1	0	102	0	345
3:45PM	5	4	5	0	14	0	5	149	28	0	182	0	24	2	1	0	27	2	1	113	3	0	117	0	340
4:00PM	5	1	4	0	10	0	5	152	20	0	177	0	34	5	1	0	40	0	2	95	11	0	108	2	335
Total	16	6	18	0	40	0	23	596	104	0	723	0	129	11	4	0	144	2	5	405	19	0	429	2	1336
% Approach	40.0%	15.0%	45.0%	0%	-	-	3.2%	82.4%	14.4%	0%	-	-	89.6%	7.6%	2.8%	0%	-	-	1.2%	94.4%	4.4%	0%	-	-	-
% Total	1.2%	0.4%	1.3%	0%	3.0%	-	1.7%	44.6%	7.8%	0%	54.1%	-	9.7%	0.8%	0.3%	0%	10.8%	-	0.4%	30.3%	1.4%	0%	32.1%	-	-
PHF	0.800	0.375	0.900	-	0.714	-	0.719	0.931	0.839	-	0.908	-	0.806	0.550	1.000	-	0.857	-	0.625	0.896	0.432	-	0.917	-	0.968
Motorcycles	0	0	0	0	0	-	0	5	0	0	5	-	6	1	0	0	7	-	0	4	1	0	5	-	17
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.7%	-	4.7%	9.1%	0%	0%	4.9%	-	0%	1.0%	5.3%	0%	1.2%	-	1.3%
Lights	16	5	14	0	35	-	19	579	103	0	701	-	122	10	4	0	136	-	5	390	16	0	411	-	1283
% Lights	100%	83.3%	77.8%	0%	87.5%	-	82.6%	97.1%	99.0%	0%	97.0%	-	94.6%	90.9%	100%	0%	94.4%	-	100%	96.3%	84.2%	0%	95.8%	-	96.0%
Heavy	0	1	4	0	5	-	4	12	1	0	17	-	1	0	0	0	1	-	0	11	2	0	13	-	36
% Heavy	0%	16.7%	22.2%	0%	12.5%	-	17.4%	2.0%	1.0%	0%	2.4%	-	0.8%	0%	0%	0%	0.7%	-	0%	2.7%	10.5%	0%	3.0%	-	2.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CTH H & Center Street Traffic Study - TMC

Wed Jun 22, 2022

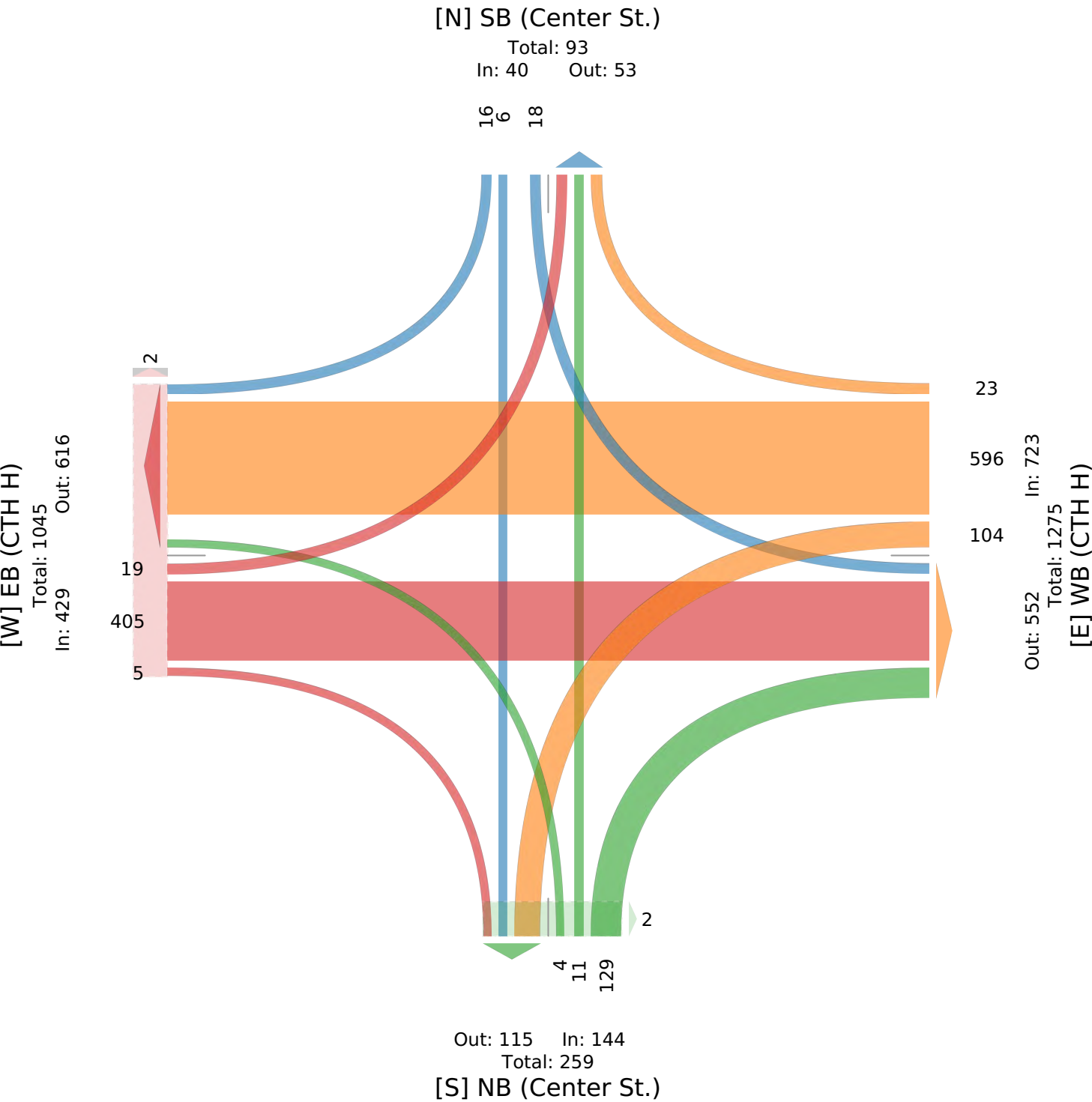
PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 969660, Location: 42.604181, -88.433268

Provided by: Baxter & Woodman
8678 Ridgefield Rd., Crystal Lake, IL, 60012, US



ATTACHMENT 3: CRASH ANALYSIS

● Fatality ● Injury (A) ● Injury (B) ● Injury (C)
● Property Damage

Select the form below to filter the crash map based on high level crash attributes. Click Apply to apply your filters or Reset to go back to the default settings.

There were **9188** total crashes reported resulting in **65** fatalities and **2855** injuries. Of this total, **8493** crashes are mapped. [\[More\]](#)

Apply Reset

Counties ?

WALWORTH ▼

Center Map

Date Range ?

Begin Year/Month: 2017 ▼ MAR ▼

End Year/Month: 2022 ▼ MAR ▼

Crash Severity ?

- ☒ (K) Fatality
- ☒ (A) Suspected Serious Injury
- ☒ (B) Suspected Minor Injury
- ☒ (C) Possible Injury
- ☒ (O) No Apparent Injury

Clear Selection

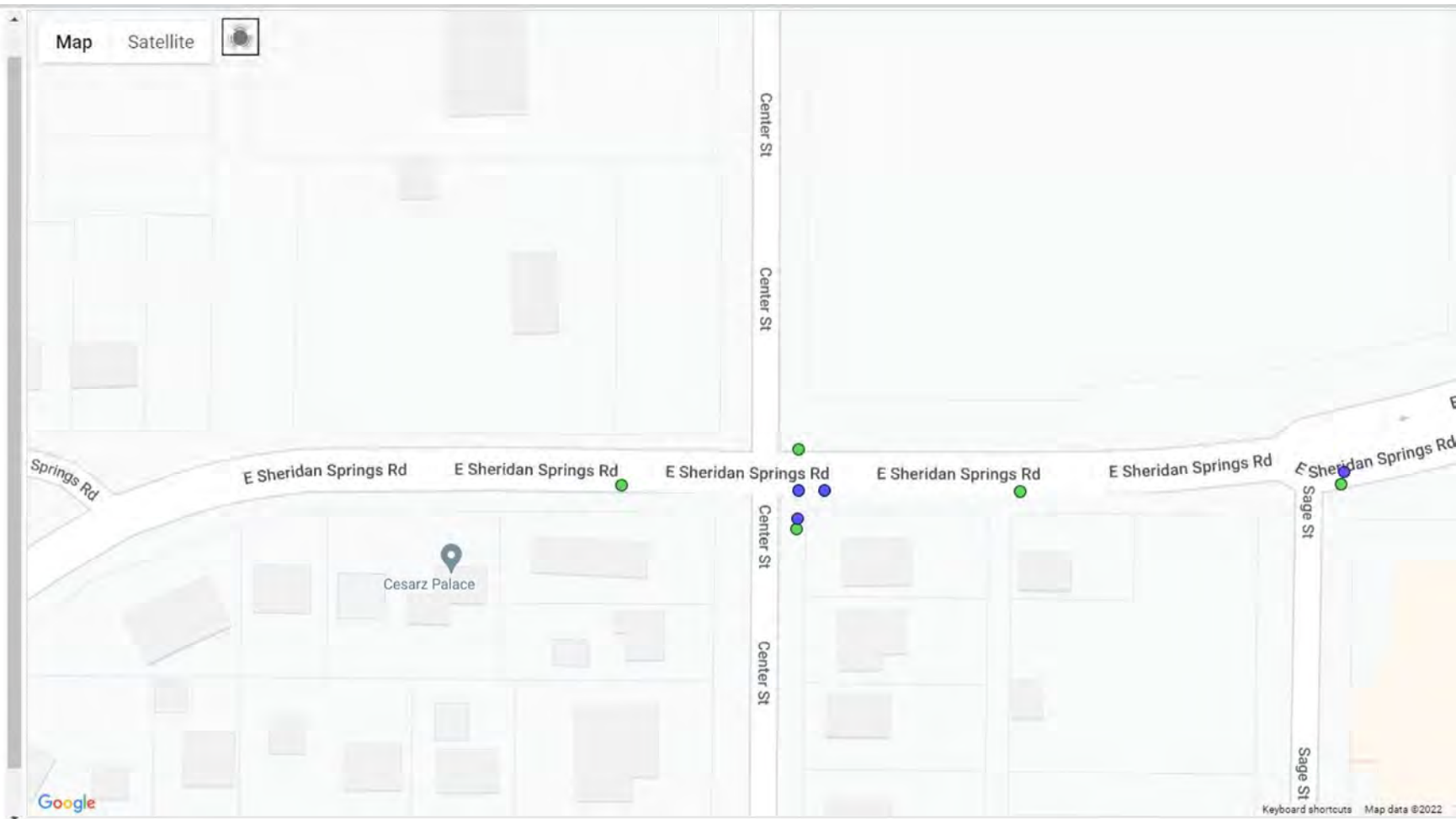
Crash Flags ? [Definitions]

- ☐ Bike Flag
- ☐ Distracted Flag
- ☐ Impaired Flag
- ☐ Motorcycle Flag
- ☐ Pedestrian Flag
- ☐ Occp Protection
- ☐ Speed Flag
- ☐ Teen Driver Flag
- ☐ 65+ Driver Flag
- ☐ Work Zone Flag

Combine crash flags using: ☐ AND ☒ OR

Deer Flag ?

Exclude Deer Crashes ▼



2017TYPE

5/14

PROP. DAMAGE (DISTRACTED/IMPATIENT)

2018

11/20

2 INJURY (C)

2019

6/21

PROP. DAMAGE (TREN)

1/22

1 INJURY (C)

2020

12/08

1 INJURY (C) (G5+ DRIVER)

2021

5/06

PROP. DAMAGE

6/29

PROP. DAMAGE

3 CRASHES IN
1 YEAR3 CRASHES
IN 1 YEAR3 CRASHES IN
1 YEAR

0 CRASHES PREVIOUS 5 YEARS

ATTACHMENT 4: WARRANT ANALYSIS

Wisconsin Department of Transportation Traffic Signal Warrant

Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: CTH H (Sheridan Springs Rd) at Center Street

County: Walworth

City: of Lake Geneva

Major Street: CTH H

Minor Street: Center Street

Critical Approach Speed: 30 mph

Critical Approach Speed: 25 mph

Lanes: 1 lane

Lanes: 1 lane

% Right Turns Included

In built-up area of isolated community of < 10,000 population? No

From North (SB) 100%

Total number of approaches at intersection? 4 or more

From East (WB) 100%

If it is a "T" intersection, inflate minor threshold to 150%? No

From South (NB) 50%

Manually set volume level? No

From West (EB) 100%

Analysis based on EXISTING volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
22-Jun-22	Wednesday	12:00	AM	11:59	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	No
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	No
Warrant 3: Peak Hour Volume	No
Warrant 4: Pedestrian Volume	No
Criterion A: Four-Hour	No
Criterion B: Peak-Hour	No
Warrant 5: School Crossing	No
Warrant 6: Coordinated Signal System	No
Warrant 7: Crash Experience	No
Warrant 8: Roadway Network	No
Warrant 9: Intersection Near a Grade Crossing	N/A

Warrant Analysis Conducted By:

Name: David S. Hemmerich, PE

Agency: Baxter & Woodman, Inc.

Date: 7/11/2022

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	1	7

Satisfied? No

Condition C: Combination of A & B at 80%		
---	--	--

Satisfied? No

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	409	27	436
2	7:00	8:00	563	36	599
3	8:00	9:00	678	46	724
4	9:00	10:00	790	38	828
5	10:00	11:00	856	42	898
6	11:00	12:00	958	62	1020
7	12:00	13:00	1051	74	1125
8	13:00	14:00	976	60	1036
9	14:00	15:00	1080	67	1146.5
10	15:00	16:00	1135	70	1205
11	16:00	17:00	1126	82	1207.5
12	17:00	18:00	993	62	1055
13	18:00	19:00	808	44	851.5
14	19:00	20:00	641	41	681.5
15	20:00	21:00	507	30	537
16	21:00	22:00	341	16	356.5

Warrant 2: Four-Hour Volume

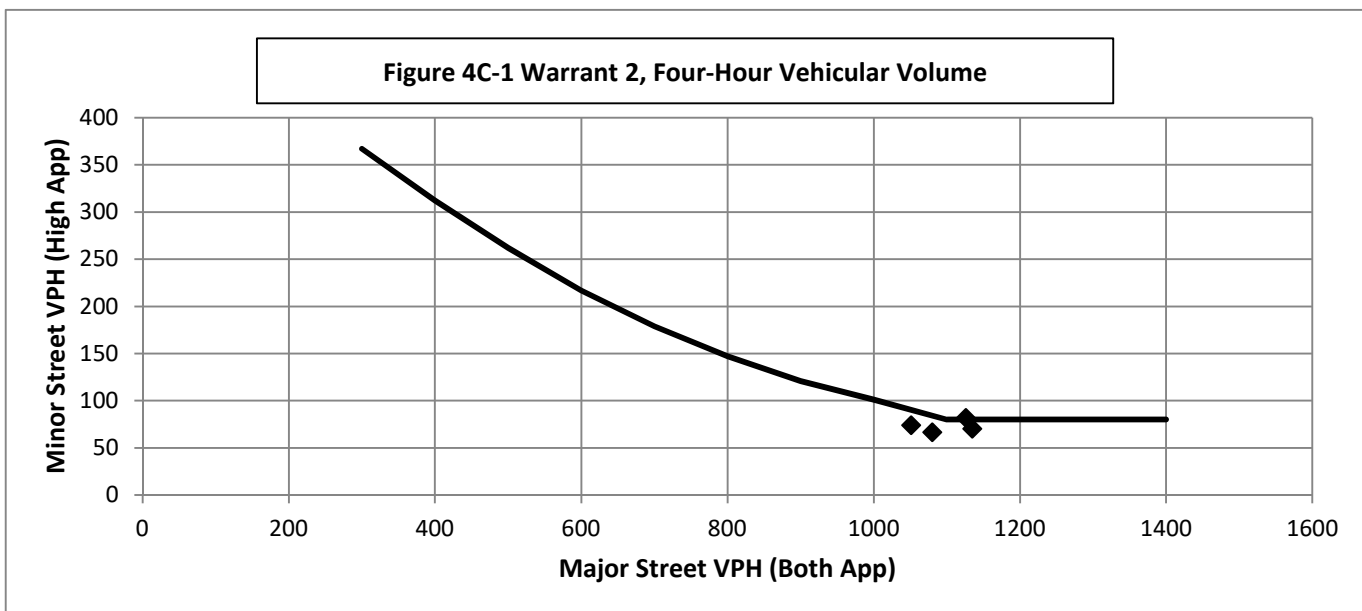
100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Hour Start	16:00	15:00	12:00	14:00
Major Road Vol.	1126	1135	1051	1080
Minor Road Vol.	81.5	70	74	66.5



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Condition justifying use of warrant:

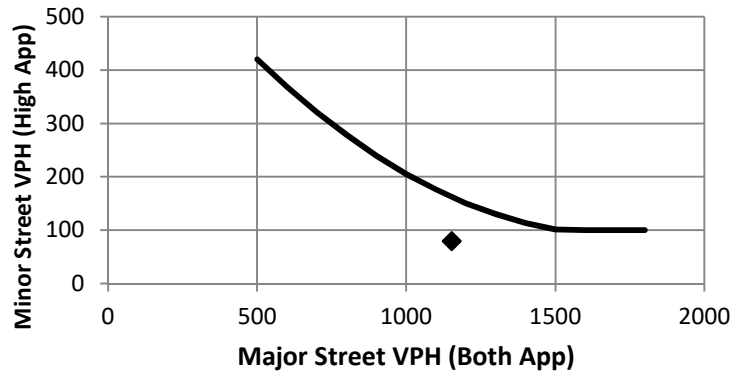
Check peak hour only

Criteria		Met?
Delay on Minor Approach	4	No
Volume on Minor Approach	100	No
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour? Yes

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
15:15	1152	79.5
15:15	1152	79.5

Figure 4C-3 Warrant 3, Peak Hour



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

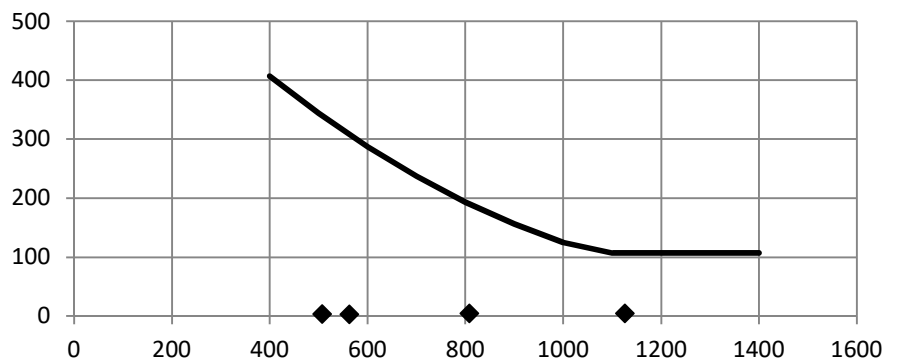
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
7:00	3	563
16:00	5	1126
18:00	5	808
20:00	4	507

Manually Set Major Rd Vol? No
Avg. walk speed less than 3.5 ft/s? No

Criterion A Satisfied? No

Figure 4C-5 Warrant 4, Pedestrian Four-Hour Volume

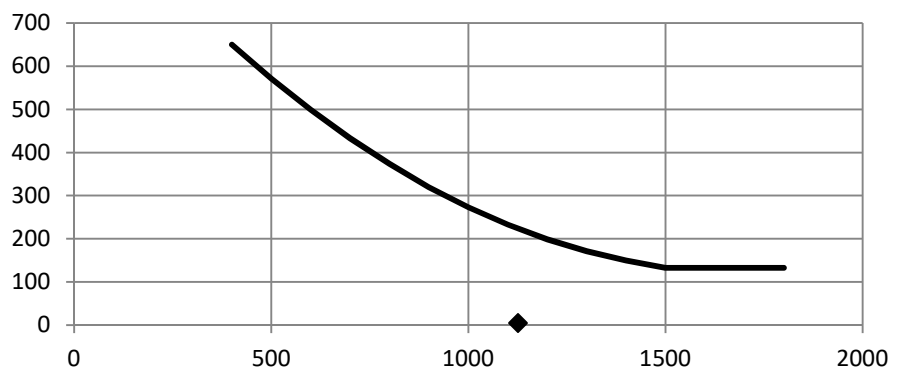


Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
16:00	5	1126

Criterion B Satisfied? No

Figure 4C-7 Warrant 4, Pedestrian Peak Hour



Warrant 5: School Crossing

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To: No

Criteria

Fulfilled?

1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System

100%

Warrant Evaluated? Yes

Warrant Satisfied? N/A

Manually Set To: No

Criteria

Fulfilled?

1	Signal spacing > 1000 ft	No
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	No
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	No

Warrant 7: Crash Experience

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Criteria

Met?

Fulfilled?

1	Adequate trial of other remedial measures has failed to reduce crash frequency.			No
	Measures Tried:	None known		
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		No
		3		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To: No

Criteria

Met?

Fulfilled?

1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour		1231.5	Yes	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.			No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)				
	Hour				
	Volume				

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic

Fulfilled?

1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	15:15	1152	79.5	26.6325

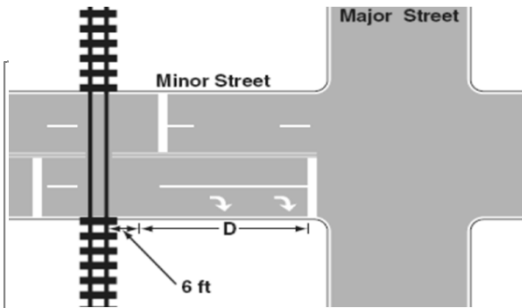
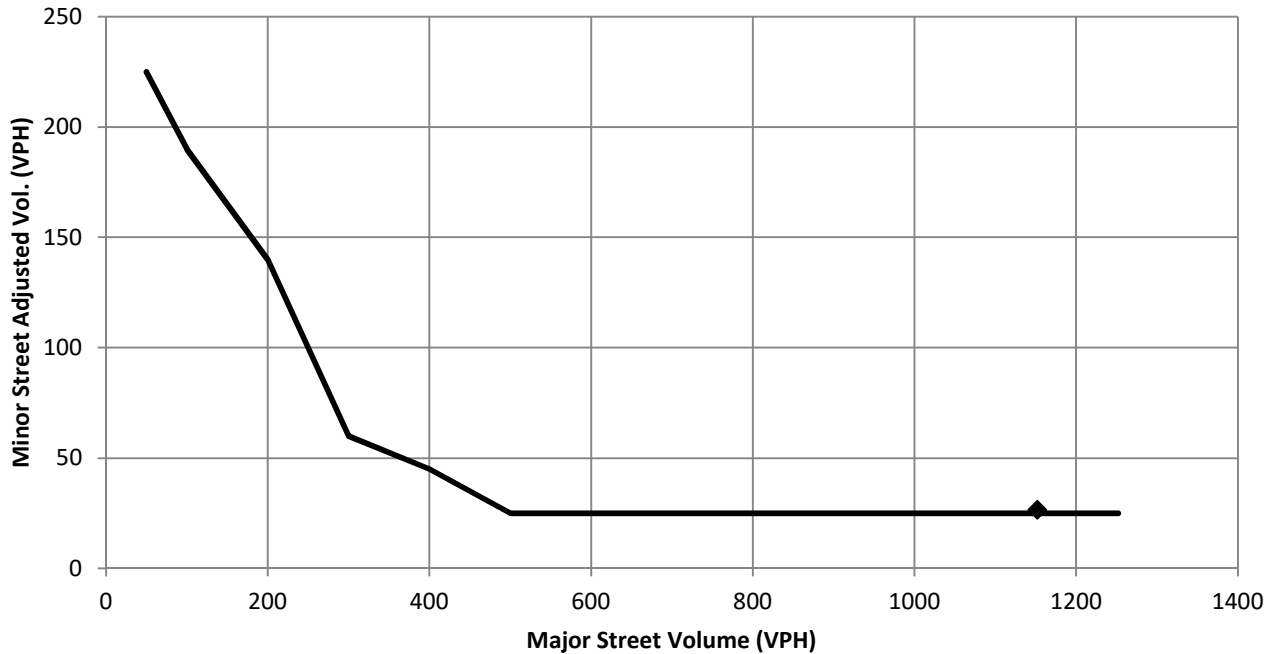


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)



Conclusions/Comments:

Warrant 5 not evaluated because there is no school within 1000' of this intersection. Warrant 8 not evaluated be

Updated: 12/6/2017

ATTACHMENT 5: 2003 TIA SUMMARY PAGE



ARCHITECTS ENGINEERS PLANNERS

11414 West Park Place
Suite 300
Milwaukee, Wisconsin
53224

February 4, 2003

(414) 359-2300
FAX (414) 359-2310

The Honorable Mayor & Council Members
City of Lake Geneva

10 East Doty
Suite 615
Madison, Wisconsin
53703

(608) 259-0045
FAX (608) 259-0084

www.hntb.com

RE: Miller Properties Development - Traffic Impact Study

Dear Mayor Rude & Council Members:

This letter is intended to provide a summary of the information presented in the traffic impact analysis report that was completed for the Miller Properties development.

1. **New traffic** - This proposed development is comprised of 142 single family houses and 85 town houses. The volume of traffic expected to be generated by this development is calculated based on the nationally recognized reference (ITE Trip Generation), which is accepted by WisDOT. The development is expected to generate 190 trips (125 in/65 out) during the weekday evening peak hour. Based on traffic counts, the existing 42 homes generate approximately 35 evening peak hour trips at the Center Street intersection, as illustrated on Exhibit C-1.
2. **Development schedule** - All of the development traffic was included in the Year 2002 total traffic analysis, which represents a "worst case" scenario. However, the development is not expected to be fully occupied for 10 years.
3. **Future traffic volumes** - The Year 2012 background traffic volumes were developed based on the WisDOT projections, which consider the impacts of the STH 120 bypass. Upon completion of the STH 120 bypass, traffic on Sheridan Street is expected to decline significantly and then increase at a moderate rate thereafter. It will take approximately 10 years for the traffic on Sheridan Street to grow back to the existing levels. Therefore, the Year 2012 background (no development) traffic volumes are expected to be similar to existing traffic volumes.
4. **Alternate access** - This traffic study represents a "worst case" scenario, where all development traffic would use Center Street. Actually, Williams Street to the west is a minor alternate route. It is also anticipated that a planned access to the east will connect with the signalized intersection of STH 120 with Geneva Square. This future connection to the east is expected to reroute traffic, especially traveling to/from the east and minimize impacts to the Center Street intersection.
5. **Recommended Improvements** - The recommended improvements for existing traffic conditions are shown on Exhibit A-1. A southbound exclusive left-turn lane is

The HNTB Companies

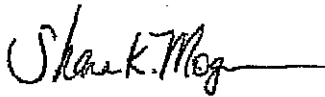
OFFICES: ALBUQUERQUE, NM; ANAHEIM, CA; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, SC; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; COLUMBUS, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; EL PASO, TX; FAIRFIELD, CA; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; KANSAS CITY, MO; KNOXVILLE, TN; LANSING, MI; LOS ANGELES, CA; LOUISVILLE, KY; MADISON, WI; MIAMI, FL; MILWAUKEE, WI; MINNEAPOLIS, MN; NASHVILLE, TN; NEW YORK, NY; OAKLAND, CA; ORLANDO, FL; OXBELAND PARK, KY; PLYMOUTH MEETING, PA; PORTLAND, ME; PORTLAND, OR; RALEIGH, NC; ST. LOUIS, MO; SALT LAKE CITY, UT; SAN ANTONIO, TX; SAN BERNARDINO, CA; SAN FRANCISCO, CA; SAN JOSE, CA; SEATTLE, WA; TAMPA, FL; TOLEDO, OH; WASHINGTON, D.C.

recommended to accommodate the development traffic, as shown on Exhibit A-2. The southbound left-turn lane will give more opportunity for vehicles to accept gaps in traffic along STH 120, reducing the delay for the southbound left-turn movement.

6. **Traffic Signal** – A traffic signal warrant analysis was conducted for the STH 120 intersection with Center Street as part of this traffic study. With or without the development, the northbound approach has the higher volumes for the minor street, which decides whether warrants are met. Therefore, regardless of the development, the existing traffic volumes warrant a traffic signal at the STH 120 intersection with Center Street.

If you have any questions or comments, please call me at (414) 359-2300.

Sincerely,



Shana K. Mogensen
HNTB Corporation



- Legend
- Street Names
 - Private Roads
 - Addresses
 - County Municipalities
 - Tax Parcels (Air Photo)
 - Alley
 - Right-Of-Way
 - Hydrology
 - ETZ
 - City Limits

Data on this map may or may not be accurate, current, or otherwise reliable. For reference only.

Note

72.

highway committees and local authorities in regard to highways under their respective jurisdictions, may:

(a) Declare by order, ordinance or resolution and designate by appropriate signs any highway or portion thereof to be a one-way highway and require that all vehicles be operated in one specific direction on such highway.

(b) Designate by pavement marking certain places on highways as safety zones or erect and maintain islands of safety and regulate and control traffic with respect to such safety zones and islands of safety.

(c) By order, ordinance or resolution and by the erection of appropriate signs, prohibit right or left turns at intersections by all vehicles or by certain types of vehicles.

(d) Place official traffic control devices within or adjacent to intersections and thereby require and direct that a different course from that specified in s. 346.31 be traveled by vehicles turning at the intersection.

(e) Mark lanes for traffic upon any roadway and designate specific lanes for slow-moving traffic or for traffic moving in a particular direction.

(f) By order, ordinance or resolution and by the erection of appropriate signs, prohibit U-turns at specified locations. The local authority with the approval of the department may prohibit U-turns and erect appropriate signs on state trunk highways within cities, villages and towns.

(2) No local authority shall declare any part of a connecting highway between portions of the state trunk highway system to be a one-way highway or prohibit right or left turns or U-turns at any intersection of one such connecting highway with another without due regard for the expeditious flow of intercity traffic using the state trunk highways and without first conferring with the department on the problems involved.

History: 1973 c. 175; 1977 c. 29 s. 1654 (3), (8) (a); 1977 c. 116, 272; 1993 a. 246; 2009 a. 97; 2015 a. 124.

349.105 Authority to prohibit certain traffic on expressways and freeways. The authority in charge of maintenance of an expressway or freeway may, by order, ordinance or resolution, prohibit the use of such expressway or freeway by pedestrians, persons riding bicycles or other nonmotorized traffic or by persons operating mopeds or motor bicycles. The state or local authority adopting any such prohibitory regulation shall erect and maintain official signs giving notice thereof on the expressway or freeway to which such prohibition applies.

History: 1983 a. 243.

349.11 Authority to modify speed restrictions. (1) (a) Whenever the department with respect to the state trunk highway system and the local authorities with respect to highways under their jurisdiction determine upon the basis of an engineering and traffic investigation that any statutory speed limit is greater or less than is reasonable or safe under the conditions found to exist upon any part of a highway or that the actual speed of vehicles upon any part of a highway is greater or less than is reasonable and prudent, the department with respect to the state trunk highway system and the local authorities with respect to highways under their jurisdiction may, subject to the limitations set forth in subs. (2) and (3), determine and declare a reasonable and safe speed limit on the highway or part thereof in question. When appropriate signs giving notice of such speed limit have been erected and are in place, such speed limit shall be effective at all times or at such times as indicated by the signs.

(b) Whenever the department with respect to the state trunk highway system determines, upon the basis of an engineering and traffic investigation, that any statutory minimum speed limit is greater or less than is reasonable or safe under the conditions found to exist upon any part of a highway or that the actual minimum speed of vehicles upon any part of a highway is greater or less than is reasonable and prudent, the department with respect to the state trunk highway system may, subject to applicable limi-

tations in subs. (2) and (3), determine and declare a reasonable and safe minimum speed limit on the highway or part thereof in question. When appropriate signs giving notice of such minimum speed limit have been erected and are in place such minimum speed limit shall be effective at all times or at such times as indicated by the signs.

(2) The department may not do any of the following:

(a) Declare a speed limit which is in excess of the limits stated in s. 346.57 (4) (h), except as provided in s. 346.57 (4) (gm).

(b) Modify the limits stated in s. 346.57 (4) (c) or 346.58.

(c) Modify the statutory speed limit on more than 2,000 miles of state trunk highways. The first mile outside of and immediately adjacent to any incorporated municipality shall not be counted in computing such 2,000 miles. This paragraph does not apply to freeways or to expressways, as defined in s. 346.57 (1) (ag) and (am).

(3) Local authorities may not:

(a) Declare a speed limit which is in excess of the limits stated in s. 346.57 (4) (h); or

(b) Modify the limits stated in s. 346.57 (4) (c) or 346.58; or

(c) Modify any existing speed limit without the consent of the department except to reduce the speed limit as provided under sub. (10), or to increase the speed limit stated in s. 346.57 (4) (e), (f) or (g), or to reduce by 10 miles per hour or less the speed limit stated in s. 346.57 (4) (a), (b) or (d) to (j), or to reduce by 15 miles per hour or less the speed limit stated in s. 346.57 (4) (k). Whenever department approval is required, no signs giving notice of a modification of the speed limit may be erected until such approval has been received.

(4) The department upon request from any county highway committee or local authority shall, or upon its own initiative may, conduct an investigation of any bridge, causeway, viaduct or structure on any highway. If it finds that any such structure cannot with safety to itself withstand vehicles traveling at the speeds otherwise permitted by law or if it finds that such structure is substandard as to width and that it is necessary from the standpoint of traffic safety to reduce the speed of vehicles using such structure, the department shall determine and declare the maximum vehicular speed which such structure can withstand or which can be maintained in safety on such structure. When appropriate signs giving notice of such maximum speed have been erected at a suitable distance before each end of the structure, such posted speed limit is the effective speed limit on such structure at all times when the signs are in place. The findings and determination of the department are conclusive evidence of the maximum speed which can be maintained with safety to or on any such structure.

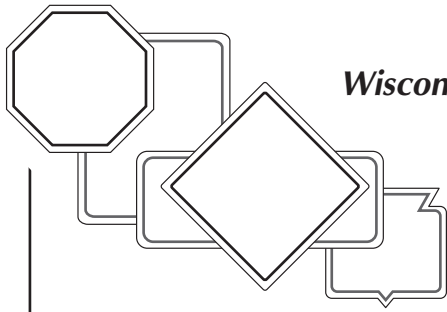
(5) Except as provided in sub. (10), the department and local authorities shall place and maintain upon all highways, where the speed limit is modified by them pursuant to this section, standard signs giving notice of such speed. All speed limit signs so erected shall conform to the rules of the department.

(6) No liability shall attach to the department or to any local authority by reason of the posting of a speed limit pursuant to this section nor shall such posting guarantee that the posted speed is reasonable and safe under all conditions.

(7) The department with respect to the state trunk highway system and local authorities with respect to highways under their jurisdiction may increase the speed limits stated in s. 346.57 (4) (a) and (b), but any speed limit so established shall not be greater than the speed limit established on the adjoining sections of the same street or highway.

(8) Notwithstanding the authority otherwise granted to modify speed restrictions in this section, except as provided in sub. (9) and s. 346.57 (4) (gm), the department may not establish or continue:

(a) A maximum speed limit on any highway within its jurisdiction in excess of 55 miles per hour;



Setting Speed Limits on Local Roads

Speed limits are an important tool for promoting safety on streets and highways. Limits tell drivers what is the reasonable speed for a road section. They also help traffic enforcement by setting standards for what is an unsafe speed.

The state sets speed limits for all roads. However, municipalities can change speed limits for roads under their authority, following guidelines in the *Wisconsin Statutes*. Selecting the appropriate speed limit can be a challenge because people often disagree. Residents frequently seek lower speeds, especially after a serious crash. Drivers tend to choose speeds that seem reasonable for the physical environment and that satisfy their personal needs, like saving time or seeking enjoyment.

Local officials have a key role in setting limits. They must balance the competing concerns and opinions of drivers, residents and law enforcement agencies with statutory requirements and traffic safety.

This booklet is designed to help. It includes background information and research recommendations, summarizes statutory limits, describes the process for changing limits, and discusses signs, enforcement, advisory speeds, and other speed issues on local roads. This edition reflects updates from the *2009 Wisconsin Statewide Speed Management Guidelines*.

Background

Speed-related vehicle accidents in Wisconsin from 2004 to 2008 accounted for 38% of all fatalities, 30% of all injuries and 27% of all crashes.

High speeds contribute to the severity of crashes. For example, 85% of pedestrians struck by vehicles traveling 40 mph are likely to be killed while only 5% are likely to be killed when the speed is 20 mph.

Common sense says that regulating speed is a good way to make streets and highways safer. As a result, citizens may demand lower speeds, especially if there has been a severe crash or a frightening “near miss.”



However, driving behavior is not so easy to manage. A 1997 federal speed study shows that simply lowering speed limits has little effect on actual speeds, usually reducing speeds by only one-to-two miles per hour. The difference in speeds between vehicles traveling on the same road—a common cause of crashes—usually increases when speed limits are unreasonably low, making roadways less safe. Drivers generally choose their speed based on what they think is safe and reasonable for the conditions present. An unreasonable posted speed gets little consideration from drivers.

An alternative for managing vehicle speeds is called “traffic calming.” This emphasizes physical changes to local streets—such as making them appear narrower or more restricted, adding speed bumps or traffic circles—so drivers consistently and voluntarily choose lower speeds that are both safe and comfortable.

Philosophy

Prevailing speed—the one most drivers choose—is a major consideration in setting speed limits. Engineers recommend setting limits at the 85th percentile speed, where 85% of freely flowing traffic travels at or below

that speed under ideal road conditions. The 85th percentile method is considered the best way to represent what is “reasonable” and “proper” as perceived by the motorists. When 85% of drivers voluntarily comply with speed limits, it is possible and reasonable to enforce these limits.

A recent study on Wisconsin roads compared crashes on roads with reasonable speed limits, or those accepted by the majority of drivers, with roads displaying posted speed limits considered unreasonable or irrational. The study showed that roads with reasonable speed limits had four times fewer crashes than roads with unreasonable speed limits. Other studies indicate the lowest risk of being in a crash occurs when a motorist travels at or near the 85th percentile speed. They also show that the 15% of motorists who exceed this limit cause many of the roadway crashes. These motorists are the most effective targets for enforcement.

Research in this area emphasizes considering the road’s design speed in setting speed limits. Design speed is the highest safe speed for which the road was designed. It takes into account road type, road geometry and adjacent land use. Studies show that accident rates go down when speed limits are no less than 10 mph of the design speed. When the speed difference is

greater, motorists choose a wider variety of speeds. This variance in speed between vehicles, more than the speed itself, results in higher crash rates.

However, pedestrians, bicyclists and other road users may find the prevailing speed and design speed hazardous. Modern roads often are over-designed, particularly in residential areas where they emphasize the accommodation of functions like emergency vehicles or street parking. The resulting wide and unobstructed roads can encourage drivers to travel too fast for the safety of other road users. Simply setting lower speed limits is unlikely to produce the desired results, especially without effective enforcement. In these cases, authorities may wish to consider using some traffic calming techniques.

Speeds should be consistent, safe, reasonable and enforceable. When 85% of drivers voluntarily comply with speed limits, it is possible and reasonable to enforce the limits with the 15% who drive too fast. Unreasonably low limits can promote disrespect for and disregard of other reasonable posted limits. They also promote a false sense of security among residents and pedestrians who may expect that posting lower limits will change driver behavior. Unreasonably high limits create unnecessary risks.

Speed limits and authority to change

Fixed Limits – Statute 346.57(4) ^(a)	Local Government Authority ^(b) – Statute 349.11(3) and (7) ^(a)
65 mph Freeway/Expressway	WisDOT only
55 mph State Trunk Highways (STHs)	WisDOT only
55 mph County Trunk Highways (CTHs), town roads	Lower speed limit by 10 mph or less
45 mph Rustic roads	Lower speed limit by 15 mph or less
35 mph Town road (1,000 ft min) with buildings on either side spaced an average of less than 150 ft apart	Lower speed limit by 10 mph or less
25 mph Inside corporate limits of city or village (other than outlying district)	Raise speed limit to 55 mph or less / Lower the speed limit by 10 mph or less
35 mph Outlying district ^(c) within city or village limits	Raise speed limit to 55 mph or less / Lower the speed limit by 10 mph or less
35 mph Semi-urban district ^(d) outside corporate limits of a city or village	Raise speed limit to 55 mph or less / Lower the speed limit by 10 mph or less
15 mph School zone, when conditions are met	Raise speed limit to that of the roadway / Lower speed limit by 10 mph or less
15 mph School crossing, when conditions are met	Raise speed limit to that of adjacent street / Lower speed limit by 10 mph or less
15 mph Pedestrian safety zone with public transit vehicle stopped	No changes permitted
15 mph Alley	Lower by 10 mph or less
15 mph Street or town road adjacent to a public park	Lower by 10 mph or less
Construction or maintenance zones, as appropriate ^(e)	State and local agencies have authority to establish
Notes: (a) Source: Updated 2007-2008 Wisconsin Statutes Database (b) All speed limit changes shall be based on a traffic engineering study, including modifications allowed under State Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above. (c) Per Statute 346.57(1)(ar) “outlying district” is an area contiguous to any highway within the corporate limits of a city or village where, on each side of the highway within 1,000 feet, buildings are spaced on average more than 200 feet apart. (d) Per Statute 346.57(1)(b) “semiurban district” is an area contiguous to any State or County highway where, on either or both sides of the highway within 1,000 feet, buildings are spaced on average less than 200 feet apart. (e) Guidance on establishing speed limits in work zones is available in http://dotnet/dtid_bho/extranet/manuals/tgm/13/13-05-06.pdf .	

Modified from original published in WisDOT Traffic Guidelines Manual, Chapter 13-5-1, Figure 1, June 2009.



Authority

Power to set speed limits rests with the state. Chapter 346.57 *Speed Restrictions* of the *Wisconsin Statutes* requires drivers to use a speed that is “reasonable and prudent,” to exercise “due care,” [346.57(2)] and to reduce speed under a variety of conditions such as “going around a curve...passing school children, highway construction or maintenance workers...and when special hazard exists...” [346.57(3)].

The *Statutes* give fixed limits for more than a dozen situations depending on the road type, jurisdiction and land use [346.57 (4) (a-k)]. See Table on page 2.

Local or state officials have authority to change these limits within the limitations in Chapter 349.11, as summarized in the Table. They must conduct an engineering and traffic investigation to determine a reasonable and safe speed limit. The limit must then be legally adopted by the local authority and appropriate signs erected. When properly changed, such limits do not create additional liability. In addition, changes beyond those specified in the statutes are possible in consultation with and approval by the Wisconsin Department of Transportation (WisDOT).

All limits, whether set by statute or local authority, are only effective and enforceable when official signs have been erected to give drivers adequate warning.

Speeds also may be temporarily reduced in work zones where highways are being constructed, reconstructed, maintained or repaired [Ch.349.11(10)]. These changes must be properly posted and are not restricted by the other limitations in Chapter 349.11. A Transportation Information Center publication, *Work Zone Safety: Guidelines for Construction, Maintenance and Utility Operations*, describes correct work zone signing and set up.

The local agency that maintains the roadway has jurisdiction for determining the speed limit. In most cases the responsibility is clear. If a roadway segment has joint jurisdiction, such as a road that borders two cities, then both agencies must agree on the speed limit. Obviously, the speed must be the same in both directions. In cases where the county or state maintains a road within the corporate limits of a city or village, the county or state is responsible for setting the speed limit. Coordination with local officials and law enforcement agencies is essential to set effective speed limits.

Required studies

Local authorities are required by the statutes to conduct engineering and traffic speed studies to modify all speed limits on local roads including those shown in the Table on the previous page. Engineering studies should include the following:

- 1) Measure and determine the 85th percentile speed, 50th percentile speed, design speed and pace speed.
- 2) Evaluate crash data for the past three to five years.
- 3) Document roadside development including land use, driveway locations, and school locations.
- 4) Document roadway geometrics including lane widths, shoulder width, sight distance limitations at hills, curves and intersections, plus parking, pedestrian and bicycle activity.
- 5) Determine the functional classification of the roadway and the practical function of the road within the state and local system.
- 6) Document the current speed limit and level of enforcement.

A well-done traffic and engineering speed study requires a comprehensive effort by a trained professional. Look for additional details in the 2009 *Wisconsin Statewide Speed Management Guidelines* report. Contact local law enforcement, County Traffic Safety Commissions, the WisDOT and consultants for assistance in conducting speed studies.

Doing a speed study is time consuming but it is a necessary step for local agencies to legally modify speed limits. The effort also has the advantage of creating consistency in how **enforceable** speed limits are set across the state and increasing safety.

Speed zone recommendations

Local road authorities can initiate action to modify a speed limit and create a new speed zone on a local road. Citizens or other agencies also can request a change. Requests should be in writing and submitted to the local authority. The local agency should prepare a written response to the request describing their action and recommendations.

Speed study recommendations for modifying a speed zone should accomplish the following:

- Reduce the speed differential of vehicles
- Be reasonable so a majority of motorists will comply
- Reflect traffic engineering guidelines

When making speed zone changes, **do not** base the decision on these reasons:

- Noise complaints
- Accommodate specialty vehicles
- Correct spot safety problems
- Future concerns that have not yet occurred

Recommendations from a speed study generally fall within 5 mph of the 85th percentile speed. Factors that can alter this guideline include road function, access density, road geometry, parking, and pedestrian and bicycle activity. Using these secondary factors to

determine a recommended speed may require more law enforcement and result in increased crashes. Consider changing the road's physical environment to lower speeds where possible.

Speed zones should be at least 0.3 miles in length. Limit the number of speed limit changes along a route. Generally, it is advisable to change speed zones outside incorporated limits in 10 mph increments.

Submit speed limit changes that require WisDOT approval to a WisDOT Regional office. Changes outside the limitations outlined in Chapter 349.11 require department approval. Local governments take on liability when they make changes outside the outlined limitations without this approval.

Post speed limit changes as soon as possible using flags or other means to call attention to the change. Monitor speed limit changes once they are made to identify any problems or need for further investigation.

Proper signage



A speed limit is not in effect until the area has been properly signed. Conversely, signs must not be installed until the limit has been approved and officially authorized. The *Manual on Uniform Traffic Control Devices (MUTCD)* governs signs. Two types may be used: one for passenger cars and another for special limits for trucks and buses.

No more than three speed limits should be displayed on any one speed limit sign or assembly. Signs with special limits for trucks or other vehicles should include the word TRUCKS or a similar appropriate message. Display this below the standard message or on a separate plate that refers to SPEED or MPH.

The standard speed limit sign must be 24 by 30 inches. Locate signs at:

- Each point where the speed limit changes
- Beyond major intersections
- Other locations where it is necessary to remind motorists of the limit



REDUCED SPEED AHEAD SIGNS also may be used to give advance warning of a lower speed zone. This sign should be used in rural areas to alert motorists when they need extra time to slow to the posted limit.

Always follow it with a speed limit sign at the beginning of the new zone. Near schools, use the appropriate SPEED LIMIT sign after a school zone rather than the END OF SCHOOL ZONE sign.



Enforcement

Enforcement is critical. Without it, speed limits are not effective. When enforcement is increased considerably, violations and crashes have been reduced.

Local officials should actively involve enforcement personnel in setting speed limits to ensure they are reasonably enforceable. Always inform enforcement agencies when changes are adopted.

Enforcement requires wide public support. A first step is to ensure that the public perceives the speed limits as reasonable and fair because the voluntary cooperation of most drivers is essential. A second step is vigorous public information and education that stresses the safety benefits of enforcement. Make this a cooperative effort between highway and enforcement officials. Any information campaign should target specific aspects of the speeding problem such as young drivers, nighttime, school zones, work zones, or specific roads where potential traffic and pedestrian conflicts are high.

Within law enforcement agencies, traffic enforcement does not compete well with criminal and drug enforcement. That means local highway officials must actively seek adequate agency enforcement. These efforts are most effective when the safety benefits are clear and there is strong support from local elected officials.

Aggressive, targeted enforcement, combined with education, effectively produces better public compliance with traffic laws. The Federal Highway Administration recommends targeting enforcement programs to locations with a high incidence of crashes where speed was a contributing factor and to areas with high traffic volume.

Long-term, low-intensity speed enforcement can produce meaningful results. Studies indicate some amount of the enforcement effort (15% is recommended) be directed to random locations and times. Stationary, marked patrol vehicles are most effective in creating longer-term enforcement benefits.



Minimum speed limits and slow moving vehicles

Except on Interstate highways, there is no specific minimum speed on Wisconsin highways. However, statutes prohibit driving a motor vehicle "at a speed so slow as to impede the normal and reasonable movement of traffic, except when necessary for safe operation or to comply with the law." [Section 346.59 Wis. Stats.]

Vehicles that normally travel slower than 25 mph must display slow moving vehicle emblems. [Section 347.245 Wis. Stats.] In addition, the operator of a vehicle moving so slowly it impedes traffic must yield the roadway to overtaking vehicles, if practicable, when the operator of an overtaking vehicle gives an audible warning. [Section 346.59(2) Wis. Stats.]

Advisory speed signs

Advisory speed signs are used to tell drivers that a lower speed may be necessary at curves, turns, intersections and other localized conditions. These signs add emphasis and specific information to other warning signs, and recommend a comfortable and safe speed to drive in these locations. Do not confuse advisory speeds with enforceable speed limits. Advisory speeds do not imply the maximum operating speed at which skid and rollover occurs.



two-lane highways in the study, posted advisory speeds at most curves were well below prevailing traffic speed, and below speeds established using recommended devices and criteria.

The advisory speed must be determined by an accepted traffic engineering procedure but no ordinance is required. Maintenance or sign supervisors can erect the signs. They must be in accordance with guidelines in the *MUTCD*, 2C-35.

As with other traffic signs, advisory speeds should be consistent and reasonable to promote driver respect and compliance. This is not always the case. Research published by the national Transportation Research Board (TRB) found that on the

Advisory speeds are set based on average curve speeds for different angles of deflection. One device widely used for establishing advisory speeds on curves is the ball bank indicator. Relatively inexpensive, this curved level is mounted in an engineer's car. The engineer makes successive trial runs through a curve, taking care to drive parallel to the centerline of the curve, increasing speed by 5 mph each time. The indicator shows the angle of deflection in degrees.



The TRB study reports that the generally accepted criteria, based on tests conducted in the 1930s, produce unrealistically low speeds with modern cars and should be revised upwards. The authors say ball bank readings of 12 degrees above 40 mph, 16 degrees between 30 and 40, and 20 degrees below 30 would better reflect average curve speeds.

Ball bank readings tend to fluctuate rather widely during a trial run and can be affected by loose-surfaced roads and vehicle suspension systems. As a result, setting a recommended speed depends to a significant extent on the judgment and experience of the person making the tests. The recommended speed should feel comfortable for the average driver and be lower than the maximum safe speed. It should also be sensible in comparison with prevailing speeds.

Summary

Establishing and enforcing reasonable and safe speed limits is the responsibility of local officials. This often includes balancing conflicting issues of safety, traffic movement, and community concerns.

Coordination with local law enforcement is vital to effective speed control. Most speed zones should encourage voluntary compliance by using reasonable speed limits. Traffic calming techniques that involve physical and perceptual changes also can help. Consulting enforcement officials when determining effective limits is important and they can help work with the community in difficult areas.

The traffic engineering staff of WisDOT also is a good resource. Since they participate on county Traffic Safety Commissions, this is an easy way to contact them for assistance.

Several sample speed limit ordinances are shown on page 6.



"Badger County" traffic ordinance

SPEED LIMITS. (1) The provision of sections 346.57 & 346.59 of the Wisconsin Statutes, relating to the maximum and minimum speed of vehicles, are hereby adopted as part of this section as is fully set forth herein, except as specified by this section 2 of this ordinance, pursuant to section 349.11(3)(c) of the Wisconsin Statutes. (2) No vehicle shall exceed noted speed limits on the following county trunk highways:

- (a) County Trunk Highway "A"
 - (1) **Unincorporated Village of Estesville, Town of Terry.** Thirty-five miles per hour from its junction with STH 78, in Estesville, southwesterly 0.35 miles.
 - (2) **City of Covington, Town of York.** Thirty-five miles per hour from its intersection with CTH "N" (Veterans Drive), easterly to a point 0.15 miles east of its intersection with Race Track Road.
- (b) County Trunk Highway "AB"
 - (1) **Town of Finis.** Thirty miles per hour from the bridge over the Yahara River located on a line common to sections 13 and 14, Town of Finis, southwesterly to USH 51.
 - (2) **Chestnut Road, City of Centerton.** Thirty miles per hour from the intersection of USH 51, easterly to Droster Road.

Sample municipal ordinance

Section 3. **SPEED LIMITS.** [Towns, Cities, and Villages]
The _____ [Council or Village Board] hereby determines that the statutory speed limits on the following streets or portions thereof are unreasonable, unsafe and imprudent and modifies such speed limits as follows:

- (1) **SPEED LIMITS INCREASED.** Speed limits are increased as follows upon the following designated streets or portions thereof:
 - (a) **Outlying Districts**
45 miles per hour on _____ Avenue between _____ Street and the _____ [City or Village] limits;
- (2) **SPEED LIMITS DECREASED.** With the approval of the Wisconsin Department of Transportation, the speed limits are decreased as hereinafter set forth upon the following highways or portions thereof:
 - (a) **Semi-Urban Districts**
25 miles per hour on _____ Road between County Trunk _____ and the _____ [City or Village] Limits;
30 miles per hour on _____ Road between County Trunk _____ and the limits

Sample amendment to a speed ordinance

AMENDING CHAPTER 1 OF THE BADGER COUNTY CODE OF ORDINANCES SPEED LIMIT CHANGES

The County Board of Supervisors of the County of Badger does ordain as follows:

ARTICLE 1. Unless otherwise expressly stated herein, all references to section and chapter numbers are to those of the Badger County Code of Ordinances.

ARTICLE 2. Section(2)(b)(2) is created to read as follows:

- 1) Chestnut Road, City of Centerton. Twenty-five miles per hour from its intersection with USH 51 to its intersection with Winona Drive.

Sample speed limit ordinances Local boards of elected officials must adopt speed limits in ordinance form. Here are sample ordinances for county and municipal governments. Local ordinances also may include details on forfeitures and law enforcement authority. The ordinance should be reviewed by the agency's attorney.

References

Wisconsin Statewide Speed Management Guidelines, WisDOT, June 2009

Speed Management Safety, FHWA resource website at <http://safety.fhwa.dot.gov/speedmgt/>

Evaluation of Criteria for Setting Advisory Speed on Curves, Mashrur A. Chowdhury, Davey L. Warren, Howard Bissell, & Sunil Taori, Transportation Research Board Paper No. 980133, January 11-15, 1998, 21 pp.

Factors Affecting Speed Variance and Its Influence on Accidents, Nicholas J. Garber & Ravi Gadiraju, Transportation Research Record 1213, Transportation Research Board, 1998, 10 pp.

A Policy on Geometric Design of Highways and Streets, AASHTO, 2004, pp 66-72.

Spot Speed Studies, Ch.3 of Manual of Transportation Engineering Studies, Institute of Transportation Engineers, H. Douglas Robertson, Ed., 2000, pp 33-51.

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CITY OF LAKE GENEVA REGULAR COMMON COUNCIL
MONDAY, FEBRUARY 24, 2020 6:00 P.M.
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (MAIN LEVEL)

Members: Mayor Tom Hartz, Council President, John Halverson, Council Vice President, Cindy Flower, Alderpersons: Selena Proksa, Doug Skates, Tim Dunn, Ken Howell, Shari Straube, and Rich Hedlund

Mayor Hartz called the meeting to order at 6:00 p.m.

Aldersperson Howell led the Council in the Pledge of Allegiance.

Roll Call

Present: Skates, Howell, Halverson, Proksa, Hedlund, Straube, Dunn, and Flower

Absent: None

Awards, Presentations, Proclamations, and Announcements

None

Re-consider business from previous meeting

None

Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda, except for public hearing items. Comments will be limited to 5 minutes

Maureen Marks 834 Dodge St; Spoke in opposition of the Lakeland Community Church Donation being used towards the Staff Appreciation fund.

Marilyn Neu 1385 Elkhorn Rd #103; Spoke in favor of the Riviera Fuel Tank Replacement project and thanked the Mayor for his work.

Gary Dunham 1315 W Main St; Spoke in favor of the approval of the update to the Comprehensive Plan and urged the Council to move the ordinance to a second reading.

Nick Egert; Spoke in favor of the approval of the update to the Comprehensive Plan and urged the Council to move the ordinance to a second reading.

Rick Steinberg 1032 Williams St; Spoke in opposition to any changes to the zoning of Hillmoor for the Comprehensive Plan.

Helen Xiong 711 Andria Dr; Spoke to concerns with the current concept of the Bender property and the through road to adjoin the two subdivisions.

Dick Malmin N1991 Lake Shore Dr; Spoke in opposition to the re-routing of Lake Shore Dr as it relates to the Comprehensive Plan.

Jim Strauss N1517 Meadow Ridge Cir; Spoke in opposition to some of the proposed changes within the Comprehensive Plan.

Charlene Klein 817 Wisconsin St; Spoke in opposition of the relocation of the boat launch as it relates to the Comprehensive Plan.

Spyro Condos 1760 Hillcrest Dr; Spoke to the need for ramps and traffic lights on South Lake Shore Drive instead of relocating the road itself.

Kris Consolion, Meadowland Subdivision; Spoke in opposition of any changes to the Bender property as it relates to the Comprehensive Plan.

Henry Sibbing 1725 Hillcrest Dr; Spoke in favor of a committee being developed to discuss some of the proposed changes with the Comprehensive Plan.

John Schnurr 701 Joshua Ln; Spoke in opposition to the addition of a second through road in the Meadowland Subdivision.

Peter Peterson 1601 Evergreen Ln; Spoke in opposition to the proposed changes within the Comprehensive Plan.

Acknowledgement of Correspondence

City Clerk Kropf stated that she received several items of correspondence. One was received of Ann Esarco, speaking in opposition of the of the parking rate increase but in favor of the extending of the enforcement hours. Another was received of Beverly Leonard in favor of the recommendation from the Downtown Business Improvement District as it relates to the parking rates. The final was received of James Good speaking in opposition of the Comprehensive Plan. All items of correspondence were forwarded to the Common Council.

Approve Regular City Council Meeting minutes of February 10, 2020, as prepared and distributed
Motion by Skates to approve, second by Proksa. No discussion. Motion carried 8-0.

CONSENT AGENDA– Recommended by Finance, Licensing and Regulation on February 18, 2020. Any item listed on the consent agenda may be removed at the request of any member of the Council. The request requires no second, is not discussed, and is not voted upon.

-2019-2021 Original & Renewal Operator License applications filed by various applicants as listed in packet

-Tier I Event Application filed by RAM Racing for the event of Big Foot Triathlon & Trail Run to take place at Bigfoot State Park on June 13, 2020 (trail run) and June 14, 2020 (triathlon) from 7:00 a.m. to Noon on both days

-Tier I Event Permit Application filed by the Lake Geneva Jaycees for the event of Jaycees Easter Egg Hunt to take place at Seminary Park on April 11, 2020 from 8:00 a.m. to Noon

Motion by Howell to approve the consent agenda, second by Skates. No discussion. Motion carried 8-0.

Items removed from the Consent Agenda

Discussion/Action regarding possible parking rate increase to \$2 City-wide and to extend the parking enforcement hours to 9:00 a.m. to 9:00 p.m.

Motion by Howell to table until the March 9, 2020 Council meeting, second by Hedlund. Proksa asked if this could be continued until a new Parking Manager is hired. Motion carried 5-3, with Proksa, Skates, and Flower voting no.

Discussion/Action regarding approval of agreement between the City of Lake Geneva and the Geneva Lake Family YMCA, Inc

Motion by Flower to approve, second by Proksa. City Attorney Draper stated that this is before the Council again due to the Council suggested amendments in regards to liability insurance. Motion carried 8-0.

First Reading of **Ordinance 20-01** an ordinance to adopt an update to the City of Lake Geneva Comprehensive Plan
Mayor Hartz offered ordinance 20-01 as a first reading. The Council will be able to consider this at the next meeting.

Recommendation of the Finance, Licensing, and Regulation Committee of February 18, 2020- Ald Howell

Discussion/Action regarding **Resolution 20-R09** a resolution of commitment and support for the Wisconsin Department of Transportation (WisDOT) 2020-2024 Transportation Alternatives Program (TAP) Application to Design and Construct the South Street Trail

Motion by Howell to approve, second by Straube. Flower stated that this will involve some cost sharing if this grant is awarded. It will be around 20% of the grant or around \$50,000 and that will need to be budgeted in the future. Motion carried 8-0.

Discussion/Action regarding acceptance of a donation in the amount of \$750 from the Lakeland Community Church with funds to be allocated to the Staff Appreciation Fund

Motion by Howell to approve, second by Skates. Proksa stated that the City is using the funds as discussed in the donation letter from the church. Motion carried 7-1, with Dunn voting no.

Discussion/Action regarding **Resolution 20-R10** a resolution approving the assigned fund balance for the Avian Committee donations account as of December 31, 2019

Motion by Howell to approve, second by Proksa. No discussion. Motion carried 8-0.

Discussion/Action regarding **Resolution 20-R11** a resolution approving the assigned fund balance for the Historic Preservation Committee donations account as of December 31, 2019

Motion by Howell to approve, second by Dunn. No discussion. Motion carried 8-0.

Discussion/Action regarding **Resolution 20-R12** a resolution adopting 2019 transfers from the Lakefront Special Revenue Fund and the Parking Special Revenue Fund to the General Fund

Motion by Howell to approve, second by Flower. No discussion. Motion carried 8-0.

Discussion/Action regarding awarding the bid for the City Hall Fire Alarm Panel Replacement Project to Cintas in an amount not to exceed \$13,915.87

Motion by Howell to table this item until the March 9, 2020 Council meeting, second by Flower. Motion carried 8-0.

Discussion/Action regarding approval to place various Public Works and City Hall surplus equipment for auction and for funds generated to be placed into the Equipment Replacement Fund

Motion by Howell to approve, second by Hedlund. Howell stated that this is a way to recoup costs for surplus items and will help pay for future equipment purchases. Motion carried 8-0.

Discussion/Action regarding approving the purchase of a Turf Sweeper in an amount not to exceed \$24,932.44 with funds generated from the sale of surplus equipment

Motion by Howell to approve, second by Hedlund. Howell stated that the funds to pay for this will be coming from the sale surplus auction items that are being placed in the Equipment replacement Fund. Flower wondered if the motion had to be amended to include that the funds will be paid from the equipment replacement fund. City Clerk Kropf noted that wasn't necessary as the Council had already approved that the surplus funds were to be placed in the Equipment Replacement Fund. Motion carried 8-0.

Discussion/Acceptance of February 18, 2020 Finance, Licensing, and Regulation Committee Payment Approval Reports

Motion by Howell to accept, second by Skates. No discussion. Motion carried 8-0.

Motion to go into Closed Session pursuant to Wis. State. 19.85(1)(c) for the purposes of considering employment, promotion, compensation or performance evaluation data of any public employee over which the governmental body has jurisdiction or exercises responsibility regarding: **Lead Parking Maintenance Supervisor Position**
And, pursuant to Wis. State. 19.85(1)(g) for the purpose of conferring with legal counsel for the governmental body who is rendering oral or written advice concerning strategy to be adopted by the body with respect to litigation in which it is or is likely to become involved.

Motion by Proksa to convene the Council into Closed Session, second by Skates. Motion carried on a roll call vote 8-0. The Council convened into closed session at 7: 08 p.m.

Motion to return to open session pursuant to Wisconsin Statutes 19.85(2) and take action on any items discussed in closed session

Motion by Howell to reconvene the Council into open session, second by Halverson. Motion carried on a roll call vote 8-0. The Council reconvened into open session at 7:50 p.m.

Motion by Skates to approve the revised job description for the Lead Parking Maintenance Supervisor at a rate of \$21.39, second by Howell. No discussion. Motion carried 7-1, with Flower voting no.

Adjournment

Motion by Straube to adjourn the meeting of the Common Council, second by Proksa. Motion carried 8-0. The meeting adjourned at 7:52 p.m.

RESOLUTION OF THE COMMON COUNCIL

Resolution of commitment and support for the Wisconsin Department of Transportation (WisDOT) 2020-2024 Transportation Alternatives Program (TAP) Application to Design and Construct the South Street Trail

Committee:	Finance considered on February 18, 2020		
Fiscal Impact:	N/A		
File Number:	20-R09	Date:	February 24, 2020

WHEREAS, the City has been made aware of a highly competitive grant program through the Wisconsin Department of Transportation called the Transportation Alternatives Program (TAP), which funds bicycle and pedestrian projects at an 80% grant and 20% local match; and

WHEREAS, completing the South Street Trail and improving safety at South Street intersections is identified as a high priority in the 2018 *City of Lake Geneva Bicycle and Pedestrian Plan* and remains a priority of the Park Board and City; and

WHEREAS, the City of Lake Geneva Common Council supports the TAP application submitted to WisDOT for the 2020-2024 award cycle in order to complete the South Street Trail; and

WHEREAS, the City of Lake Geneva recognizes that WisDOT reimburses project sponsors for the federal share of 80% of the approved TAP project costs. The City of Lake Geneva agrees to secure and commit the required 20% match of approximately \$240,721 allocated over a multi-year timeframe.

NOW, THEREFORE, be it resolved that if the City of Lake Geneva is awarded funding by WisDOT for the 2020-2024 TAP award cycle, the City of Lake Geneva is authorized to and agrees to accept the award and enter into all necessary agreements with WisDOT for the above referenced project; and

FUTHER, be it resolved that the City of Lake Geneva agrees to comply with all applicable laws, requirements, and regulations as outlined in the WisDOT 2020-2024 TAP application materials.

Granted by action of the Common Council of the City of Lake Geneva this 24th day of February, 2020.

Council Action: ☒ Adopted ☐ Failed Vote 8-0

Mayoral Action: ☒ Accept ☐ Veto



Thomas Hartz, Mayor

February 24, 2020

Date

Attest:



Lana Kropf, City Clerk

February 24, 2020

Date