



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

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE
MONDAY, OCTOBER 24, 2022 - 4:00 PM
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (MAIN LEVEL)

Members:

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

CITY HALL WILL BE OPEN TO THE PUBLIC DURING ALL MEETINGS. THE CITY OF LAKE GENEVA IS HOLDING ALL MEETINGS VIRTUALLY AS WELL AS IN PERSON. IF YOU WISH TO LISTEN OR WATCH THE MEETING YOU MAY DO SO BY USING THE FOLLOWING:

1. Links to the City of Lake Geneva's live video stream can be found at <https://wi-lakegeneva.civicplus.com/319/City-Meetings-Video-Stream>
2. Television: Watch live broadcast of the meeting on Spectrum Cable Channel 25
3. Listen to audio via phone: (602) 333-2017 (Long distance rates may apply) (888) 204-5987 (Toll Free)
Access Code: 9746153

AGENDA

1. Meeting called to order by Chairperson Halverson
2. Roll Call
3. Comments from the public limited to 5 minutes, limited to items on this agenda
4. Approval of the minutes
5. Public Works Report
 - a. Update Center Street Culverts (Kapur)
 - b. Update on Traffic Signal on Edwards Blvd. & Bloomfield Rd. (Kapur)
 - c. Update 2022 Streets Project (MSA)
 - d. Update on WisDOT SH 120 (DPW)
6. ADA Compliance Report
Update: Super Intendent replaced ADA ramp at SW corner of George & Williams.
7. Parking Manager Report
8. Discussion / Recommendation month to month waived parking fees (**Parking**)
Continued from 8-22-22 & 9-26-22 PWC with request for the Parking Manager to bring back policy options at future PWC meeting.
9. Discussion / Recommendation City Engineering (**City Administrator**)
**Written approval of Kapur & Assoc. was provided from all three City departments at the 8/22/22 PWC Meeting: Waiting on a motion to approve retaining Kapur & Associates as the City of Lake Geneva's primary engineering firm for the Department of Public Works, Building & Zoning, and the Utility Commission with latitude to contract with other firms as may be necessary, without conducting additional request for proposals. Continued from 9/26/22 PWC.*

10. Discussion / Recommendation 2022 Road Paving Program and corresponding watermain replacement project on Pine Tree Ln. and Mariane Terrace, per Ordinance 78-8(5.) (**MSA**)
Wrigley Drive & Cook Street and Pine Tree Lane & Marianne Terrace Improvements. Continued from 9/26/22 PWC.
11. Discussion / Recommendation WisDOT review the functional classification of roadways within the Urban Area
Item continued from 9-26-22 PWC.
12. Discussion / Recommendation Expansion of STH 50 between Curtis Street and Edwards Blvd/STH 120
Item moved from 9-26-22 PWC Meeting.
13. Discussion / Recommendation on Traffic signals: Townline, Center Street, Grant Street (**Ald. Fesenmaier**)
Continued from Aug. 22 & Sept. 26, 2022 PWC Meeting.
14. Discussion/Action regarding fence on City property along Lake Geneva Boulevard parallel to the Kwik Trip #1520 sidewalk (Agenda Item requested by Ald. Fesenmaier) 9-12-22 Council Mtg. - *Motion by Fesenmaier to approve the installation of this fence at no cost to the City, second by Halverson. Mayor Klein offered that an alternative could be the placement of a bike rack versus a split rail fence. Hedlund stated that this should be before the Public Works Committee. Halverson noted that this would be on the next Public Works Committee agenda. Kwik Trip will also install bollards on their property, inside of the fence. Continued from 9-26-22 PWC.*
15. Discussion / Recommendation repair of multi-use path by the YMCA
16. Future Agenda Items
17. **Adjournment**

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 MINUTES
MONDAY, SEPTEMBER 26, 2022 - 4:00 PM
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (MAIN LEVEL)

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

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

Roll Call

Present: Chairperson Halverson, Ald. Fesenmaier, Ald. Hedlund, Ald. Dunn, and Ald. Yunker

Comments from the public limited to 5 minutes, limited to items on this agenda

Joseph Cardiff - 725 Pinetree Ln. spoke in opposition to agenda item number 10; repaving Pinetree Lane and the widening of the street, curb + gutter. He expressed concern regarding the increased water flow and information to residents.

Sheri Ames - 603 Center St. spoke in opposition to the construction and clean-up of agenda item 5 c. - the engineering firm MSA regarding the alley and street reconstruction. She shared her concern that if there was no base underneath the road, that when cars and trucks drove over it there would be breakage. She also hopes for better communication from the department on construction projects as the project was an inconvenience.

Brian Pollard - 875 Townline Rd. He spoke in reference to the agenda item number 13 regarding the stop sign he requested. He stated that he met with the Police Chief to request a one-way stop sign vs. a three-way stop sign on Cadence Ct.

John Higgins - 1121 Lake Geneva Blvd. spoke in reference to item number 9, and he would like to be granted permission to put in an alleyway. The hope is to build garages, and they're willing to pay for the cost.

Lane Kapela - 713 Pintree Ln. expressed concern regarding agenda item number 10 and the water drainage.

Lisa Wojnarowski - 815 Pinetree Ln. is opposed to item number 10 regarding widening of the street, and she hopes there's another solution.

Approval of the August 22, 2022 Public Works Committee meeting minutes as prepared and distributed

Ald. Yunker motioned to approve the August 22, 2022 Public Works Committee minutes, seconded by Ald. Dunn. Motion carried 5-0.

Public Works Report

- a. Update Center Street Culverts (Kapur)
- b. Update on Traffic Signal on Edwards Blvd. & Bloomfield Rd. (Kapur)
- c. Update 2022 Streets Project (MSA)
- d. Update on WisDOT SH 120 (DPW)

Kapur representative Rausch, stated that there was no news about the culvert. They're currently down to a few punch list items, and working on an asphalt concern by the Bloomfield light.

MSA representative DeYoung, stated that the broken curb & gutter is on the restoration punch list for the 2022 Streets Program. Some individual issues have come up that will be addressed. DeYoung stated that some items are typically taken care of or the responsibility of the resident / owner. Ald. Fesenmaier questioned that there are areas where the blacktop is above the shoulder and expressed concern about the preservation of the asphalt. DeYoung/MSA stated that the blacktop is part of the punchlist and restoration is to be blended into the hardscape. He also noted that at some point there is a limit. However, there will be transition of soil, gravel, or concrete.

DPW Director Earle spoke regarding the WisDOT warrants for Townline & Edwards and whether we should pursue asking for a traffic study first. This project is six or seven years out. If we want to do it ourselves, we can or we can wait until WisDOT starts the project. For future agenda items, DPW Director suggested there be a discussion regarding traffic studies. The gravel was ordered, a request to borrow equipment from the Town of Geneva will be made and the fill along Big Foot Beach will be completed, per DPW Director.

Parking Manager Report

a. August Revenue

Parking Manager, Elder stated total kiosk revenue was \$308K which was a little less than a 3% decrease. Saturday, August 27th was the highest parking revenue day at \$12,500. Coin for August was 1.4%, credit cards were just under 74%, and the app was at 25%.

Discussion / Recommendation on possible updates to utility right of way in the 1000 block of Lake Geneva Blvd (DPW) -8-22-22 PWC unanimously motioned to continue to Sept. PWC meeting & requested property owner to be present. DPW staff received email on 8/24/22 from property owner that he would be present at the September PWC meeting.

DPW Director suggested that the city attorney be consulted regarding private work being done on public property. No discussion, no action taken.

Discussion / Recommendation 2022 Road Paving Program (MSA) Wrigley Drive & Cook Street and Pine Tree Lane & Marianne Terrace Improvements

Discussion took place regarding the Wrigley Dr. & Cook St. program. MSA Engineer DeYoung stated that all cross walks will be brought up to ADA standards. The pavement will be replaced and there will be spot removal of curb and gutter as needed. There will also be some concrete work in front of the beach house to address drainage issues. The project is scheduled to be out for bid in mid-December with a possible completion date of late May to early June of 2023. DeYoung would like to have another informational meeting in 2023 prior to the new construction starting.

Pinetree & Marianne -

Ald. Fesenmaier asked about the issues residents are addressing with the widening of the street. The biggest issue is that everybody is using this road as the drainage system.

Motion by Fesenmaier to allow Joe Carduff of 725 Pinetree Ln. to speak, second by Ald. Hedlund. Motion carried 5-0.

Joe Carduff asked if there could be a rolling, elevated curb & gutter along Pinetree Ln., and DeYoung stated that it's something they would need to go over with each resident. Ald. Fesenmaier asked about concrete and asphalt at the entrance on Lake Shore Dr. DeYoung stated that anything that they would need to replace would be done with concrete.

The MSA Engineer DeYoung suggested having one more public information meeting to present information about the project to the public/residents as part of the October 24th PWC meeting. This will be an information only meeting to provide the approved details as directed by the PWC for the project. MSA will produce the informational flyer and DPW will coordinate the mailing to all adjoining property owners. The PWC gave DeYoung/MSA directions as to how to move forward with the project and this information would be the basis for the design. This project also included water main replacement by the Lake Geneva Utility Commission. DeYoung stated the project is scheduled to be out for bids in mid-December with a possible completion date of late May to early June 2023.

Discussion / Recommendation Main St./Hwy 50 WisDOT project

DPW Director Earle stated the letter from WisDOT was provided in the packet regarding project 3170-09-00/70 The recommendation on item number 1 a. was to allow a placeholder for a 35% increase in cost for upgraded signal poles at the intersections of Cook St., Broad St., and Center St.

No action was taken.

The recommendation on item number 1 b. 1. was to allow WisDOT to install the rapid flash beacons at the crosswalk on Main St. at West St. with the current estimate of \$12,000 to be paid by the city.

Ald. Fesenmaier motioned to include flashing beacons at the city's expense for this part of the project, seconded

by Ald. Halverson. Motion carried 5-0.

The recommendation on item number D 2. the city agrees with WisDOT to construct a 5 FT. concrete sidewalk, required curb and gutter, storm sewer, and any needed real estate acquisition. WisDOT agrees to pay \$134,000 for this item with the remainder to be paid by the city. The estimate for this section is \$167,000.

Ald. Fesenmaier motioned to move letter D to the October Public Works meeting, second Ald. Halverson. The motion failed 2-3.

Ald. Hedlund motioned to instruct WisDOT to construct a 5 FT. concrete sidewalk, second by Ald. Dunn. Motion 4-1. No Ald. Fesenmaier.

E. Expansion of STH 50 between Curtis Street and Edwards Blvd/STH 120

Motion by Ald. Hedlund to continue item E on the October Public Works meeting with some data on parking, second by Yunker. Motion carried 5-0.

The recommendation on item number F. 2. was to accept the WisDOT design of pavement markings in the 300 block of North Edwards Blvd.

F. Reconfiguration of the north leg of Edwards Blvd/STH 120 Intersection I. The Department is unable to include a conversion of the eastern SB left turn lane to a northbound left turn lane with a raised median as requested by the city due to negative impacts on overall intersection safety.

II. The Department has developed a design with modifications to pavement marking only that would provide a northbound left turn lane into the third entrance at 350 N. Edwards Blvd. without negatively impacting intersection safety. See attached intersection design. III. The Department is waiting for the City to confirm what their desired next steps are. G. N-S crossing on the east leg of Edwards Blvd/STH 120 Intersection I. The Department has reviewed this crossing location and determined that a crossing in that location would be unsafe due to the crossing distance and skew between the porkchop islands in the northeast and southeast quadrants. a. However, the Department has justified the inclusion of an E-W crossing on the south leg of WIS 120 and a sidewalk running south to the first driveway. See attached intersection design. 2. Discuss possible pavement replacement between Maxwell Street and Wells Street (omitting Warren Street to Cook Street/Wrigley Drive reconstructed by the City in 2018).

The city needs to think about designing the section for 3 lanes or 4 lanes. On street parking between Center & Cook due to insufficient turn lanes.

F. Map not on board with putting in any kind of curb .

Ald. Hedlund motioned to tell WisDOT that the remaining items are okay seconded by Halverson. Motion carried 5-0.

Discussion / Recommendation on Lake Geneva Police Department recommendation to install stop signs at the following intersections: Cadence Circle at Sonata Way, NW and SE Corners on Rossini Way at Sonata Way, Sonata Way at Maestro Circle, and Cadence Circle at Harmony Drive in both directions request for three-way stop sign at Sonata Way & Cadence Circle. 9-12-22 Council Mtg.- Police Chief Rasmussen memo attached. Council motioned by Howell to refer to the Public Works Committee, seconded by Halverson. Motion carried 8-0

Ald. Halverson motioned to send this item to FLR, second by Ald. Hedlund. Motion carried 5-0.

Discussion / Recommendation on Traffic signals: Townline, Center Street, Grant Street (Ald. Fesenmaier) Continued from August 22, 2022 PWC Meeting.

Ald. Fesenmaier motioned to move the item to the October PWC meeting, seconded by Ald. Halverson. Motion carried 5-0.

Discussion/Action regarding fence on City property along Lake Geneva Boulevard parallel to the Kwik Trip #1520 sidewalk (Agenda Item requested by Ald. Fesenmaier) 9-12-22 Council Mtg. - Motion by Ald. Fesenmaier to approve the installation of this fence at no cost to the City, seconded by Ald. Halverson. Mayor Klein offered that an alternative could be the placement of a bike rack versus a split rail fence. Hedlund stated that this should be before the Public Works Committee. Halverson noted that this would be on the next Public Works Committee agenda. Kwik Trip will also install bollards on their property, inside of the fence.

Ald. Hedlund motion to continue 15/16 to the October PWC, seconded by Ald. Yunker. Motion carried 5-0.

Future Agenda Items

WisDOT functional classification of roadways

2022 Street Program

City Engineer

Specific SSA Sidewalk Assessment List (Kwik Trip on the back extending to Wells St. other places with special access)

Comprehensive list of sidewalks and maps for special assessment

Repair of multi-use path by YMCA

50/50 Sidewalk Program

Manning Way Stop Signs by Bike Trail

Adjournment

Motion by Ald. Hedlund to adjourn at 5:55, seconded by Ald. Halverson. Motion carried 5-0.



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, Public Works
RE: October 2022 Director's Report

OPERATIONS UPDATE

PUBLIC WORKS OPERATIONS

The Street Department did a good job of restoring parks, bathrooms and city areas after major events in the parks – Labor Day weekend, Alzheimer's Walk, Honkey Tonk, Oktoberfest, plus six shelter/pavilion rentals, weddings in the park and at the Riviera. Humphrey's Contracting LLC was awarded the work at Four Seasons. The cedar beams at Veteran's Park were installed by Glen-Fern.

Crews completed filling in the side of the road along Big Foot Beach State Park. Leaf & Brush pick-up began on **October 3rd** and will run until **November 23rd**. Please see city [webpage](#) for rules and details.

We have begun the process of winterizing & closing *some* of the park bathrooms.

PUBLIC WORKS OFFICE & ADMINISTRATION

DPW Director worked with and assisted Park/Tree & Cemetery Board Committee Chairman in presenting their budgets for 2023. DPW finally received the delivery of the split rail fence for parks and will work on installing in the fall. We are experiencing some mechanical issues with the parks drive system wide area Rino mower. Update: issues were repaired and the mower is back online.

Prepared and submitted the recycling grant. Attended the pre-construction meeting for Symphony Bay and several ongoing meetings with Stone Ridge & the Vistas. DPW is working with Kapur on the process of accepting roads in the Stoneridge subdivision. There are a few issues in certain areas that need to be worked out.

Department Managers also just started to work with the League of Municipalities to coordinate online safety training for the crew. Started the transition of tree and plaque donations from the Clerk's office to DPW Admn. Specialist. Tree planting has begun and removals will begin soon.

Working with BID representatives to get electrical outlets installed for holiday decorations.

We did receive our salt allotment from the county and beginning to ready equipment for winter.

ENR's 20-city average cost indexes, wages and material prices. Historical data for ENR's 20 cities can be found at [ENR.com/economics](https://enr.com/economics)

Construction Cost Index

+5.7%
OCT. 2022

ANNUAL INFLATION RATE

1913=100	INDEX VALUE	MONTH	YEAR
CONSTRUCTION COST	13174.92	0.0%	+5.7%
COMMON LABOR	24634.46	0.0%	+1.1%
WAGE \$/HR.	47.36	0.0%	+1.1%

The Construction Cost Index's annual escalation rose 5.7%, while the monthly component stayed flat.

Building Cost Index

+9.9%
OCT. 2022

ANNUAL INFLATION RATE

1913=100	INDEX VALUE	MONTH	YEAR
BUILDING COST	7965.04	+0.1%	+9.9%
SKILLED LABOR	11304.38	+0.1%	+3.0%
WAGE \$/HR.	62.38	+0.1%	+3.0%

The Building Cost Index was up 9.9% on an annual basis, while the monthly component rose 0.1%.

Materials Cost Index

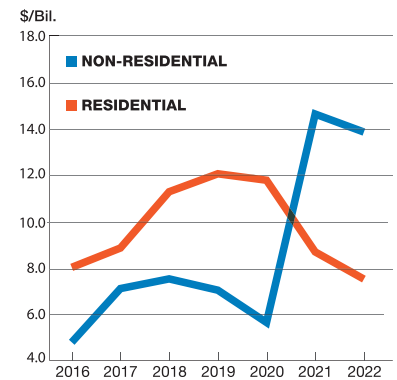
+0.1%
OCT. 2022

MONTHLY INFLATION RATE

1913=100	INDEX VALUE	MONTH	YEAR
MATERIALS COST	5894.04	+0.1%	+19.4%
CEMENT \$/TON	172.48	-1.4%	+14.9%
STEEL \$/CWT	92.74	+1.1%	+26.3%
LUMBER \$/MBF	1092.84	-1.8%	+8.1%

The MCI rose 0.1% since last month, while the annual escalation rate increased 19.4%.

Construction starts in the Birmingham, Ala., metro area are expected to fall 8.4% in 2023, to \$2.2 billion, according to Dodge Data & Analytics. Dodge predicts a 5.3% decrease in non-residential construction, while residential work is expected to decline 13.5%. Office and single-family construction are expected to see the largest decreases, while education work is predicted to rise.



SOURCE: DODGE DATA & ANALYTICS

ENR's Cost Indexes by City

1913=100
1967=100
R=REVISED

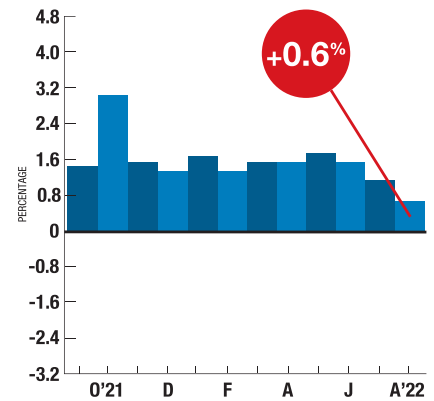
	CONSTRUCTION COST		BUILDING COST		COMMON LABOR		SKILLED LABOR		MATERIALS	
	OCT '22: 1913	% CHG. YEAR	OCT '22: 1913	% CHG. YEAR	OCT '22: 1967	% CHG. YEAR	OCT '22: 1967	% CHG. YEAR	OCT '22: 1967	% CHG. YEAR
ATLANTA	8556.39	+8.9	6575.83	+13.9	825.83	0.0	759.18	+4.1	1505.23	+20.8
BALTIMORE	11246.72	+11.5	7854.34	+21.5	1214.52	0.0	967.32	+7.2	1544.26	+35.2
BIRMINGHAM	8859.35	+7.4	6199.66	+13.2	978.68	0.0	860.63	+4.4	1222.63	+20.8
BOSTON	17909.78	+7.6	10210.66	+11.4	1756.25	+3.4	1569.14	+4.2	1375.99	+24.0
CHICAGO	18365.27	+3.4	9675.01	+7.7	1690.57	0.0	1479.83	+1.6	1091.30	+19.6
CINCINNATI	12058.37	+6.3	7030.07	+13.7	1077.82	0.0	943.51	+4.0	1246.20	+24.5
CLEVELAND	13731.58	+4.5	7385.17	+7.4	1095.01	+0.8	972.70	0.0	1130.76	+17.5
DALLAS	7754.95	+10.2	6365.58	+12.8	742.23	0.0	738.52	+0.1	1319.63	+21.8
DENVER	8660.78	+5.3	6561.13	+12.5	818.18	0.0	939.56	+9.9	1099.72	+15.3
DETROIT	13464.27	+4.3	7706.33	+6.9	1078.49	+1.0	1028.13	+0.7	1055.24	+15.6
KANSAS CITY	13152.48	+4.8	7714.82	+7.4	1340.17	+1.2	1268.23	+0.9	1110.20	+16.5
LOS ANGELES	13278.44	+4.5	7575.69	+8.2	1111.66	0.0	1053.90	0.0	1135.92	+20.6
MINNEAPOLIS	14194.30	+3.1	8045.08	+7.3	1339.26	0.0	1340.22	+2.5	1073.05	+14.8
NEW ORLEANS	8157.14	+10.4	6698.30	+15.3	749.82	0.0	828.03	+4.7	1418.42	+23.5
NEW YORK CITY	21902.22	+3.1	11067.06	+5.6	1663.39	+1.3	1512.60	+2.3	1162.79	+14.6
PHILADELPHIA	15533.02	+4.2	8816.37	+6.9	1637.07	+2.0	1402.99	+3.4	1178.84	+13.6
PITTSBURGH	12576.91	+2.3	7630.66	+4.8	1178.28	0.0	1050.34	+1.5	1044.54	+9.1
ST. LOUIS	13757.08	+4.5	7726.51	+8.4	1112.34	+1.2	1067.87	+3.0	1226.07	+15.8
SAN FRANCISCO	15141.40	+4.8	9847.88	+7.5	1046.50	0.0	1091.49	0.0	1675.51	+16.1
SEATTLE	15197.93	+12.0	8614.69	+14.9	1314.48	+8.6	1302.87	+9.0	1453.10	+23.5

Prices for PVC pipe products rose 0.6% in August after increasing 1.1% in July, according to the Bureau of Labor Statistics' producer price index for plastic construction products, which consists largely of PVC pipe. The annual escalation sits at 20% for the month. ENR's 20-city average price for both types of copper water tubing experienced yearly increases in October, as did all types of corrugated steel pipe. Monthly prices for 6-in. ductile-iron pipe experienced a drop of 0.1%, while yearly prices increased 28.8% since October 2021.

PRODUCER PRICE INDEX

PVC PIPE

Monthly percent change



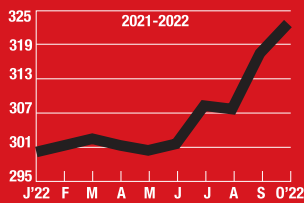
SOURCE: BUREAU OF LABOR STATISTICS

ENR's Materials Prices For October 2022

CORRUGATED-STEEL PIPE

+1.7%

MONTHLY PRICES ROSE 1.7%, WHILE YEARLY PRICES INCREASED 5.3%.

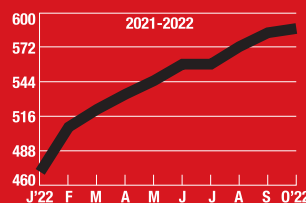


1992=100

DUCTILE-IRON PIPE

+0.6%

MONTHLY DUCTILE-IRON PIPE PRICES INCREASED 0.6% IN OCTOBER.

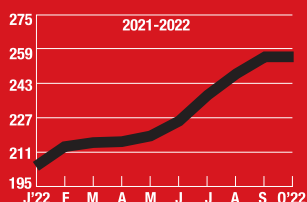


1992=100

PVC WATER PIPE

0.0%

MONTHLY PRICES FOR PVC WATER PIPE STAYED FLAT IN OCTOBER.

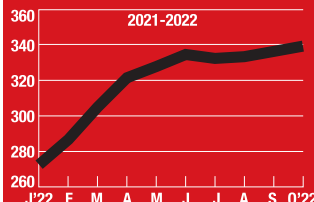


1992=100

REINFORCED-CONCRETE PIPE

+0.9%

MONTHLY PRICES INCREASED 0.9%, WITH YEARLY PRICES UP 31.3%.



1992=100

20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
------	------	---------	--------	-------

REINFORCED-CONCRETE PIPE (RCP)

12"	FT	24.03	+1.1	+26.5
24"	FT	48.88	+0.9	+31.3
36"	FT	106.12	+2.2	+39.2
48"	FT	174.37	+1.5	+36.7

CORRUGATED-STEEL PIPE (CSP)

12"	FT	12.87	+2.0	+6.0
36"	FT	41.84	+1.7	+5.3
60"	FT	89.68	+1.7	+3.7

POLYETHYLENE PIPE (PE): UNDERDRAIN

4"	FT	0.92	+2.2	+29.4
----	----	------	------	-------

POLYVINYL-CHLORIDE PIPE (PVC)

Sewer, 46	FT	2.83	-0.9	+60.8
8"	FT	8.93	+0.9	+45.17
Water, 6"	FT	9.94	+0.6	+44.6
8"	FT	12.93	0.0	+28.4
12"	FT	22.56	+0.9	+21.0

DUCTILE-IRON PIPE (DIP)

6"	FT	24.57	-0.1	+28.8
8"	FT	35.53	+0.6	+24.4
12"	FT	54.40	+0.6	+22.2

COPPER WATER TUBING: TYPE L

1/2"	FT	2.40	-3.4	+20.2
1 1/2"	FT	9.82	+0.8	+21.0

SOURCE: ENR

Sewer, Water and Drain Pipe For October 2022

City prices reflect quotes from single sources and can be volatile. They are not meant to be the prevailing price for a city. Data are a mix of list and transaction prices and may include ENR estimates. Do not compare prices between locations. Use city information to analyze national trends.

ITEM	UNIT	ATLANTA	BALTIMORE	BIRMINGHAM	BOSTON	CHICAGO	CINCINNATI	CLEVELAND	DALLAS	DENVER	DETROIT
REINFORCED-CONCRETE PIPE (RCP)											
12"	FT	+24.05	23.10	+19.79	25.87	23.60	23.95	23.95	24.13	22.65	23.95
24"	FT	+47.90	53.50	+36.52	57.05	48.11	55.55	55.55	51.25	45.21	55.55
36"	FT	+100.43	119.00	+84.98	119.63	95	124.20	124.20	112.70	+102.50	124.20
48"	FT	+167.17	193.00	+150.43	178.12	174.73	197.50	197.50	185.98	+176.95	197.50
CORRUGATED-STEEL PIPE (CSP)											
12"	FT	12.10	+13.10	11.07	12.05	+12.39	+12.40	12.95	14.12	+12.08	+11.80
36"	FT	38.89	38.75	34.91	38.00	+42.47	+37.10	40.00	38.55	+44.76	41.75
60"	FT	89.62	+78.50	81.24	85.65	+89.00	+74.30	+76.20	82.90	+88.25	85.55
POLYETHYLENE PIPE (PE): UNDERDRAIN											
4"	FT	0.83	+1.26	+0.70	+0.97	0.79	+0.75	0.78	0.82	0.92	+0.77
POLYVINYL-CHLORIDE PIPE (PVC)											
SEWER, 4"	FT	2.35	2.60	+2.46	+2.60	2.84	+3.07	+3.10	2.56	2.17	+2.90
8"	FT	7.98	8.90	+7.54	+8.05	8.29	+9.20	+9.15	7.23	7.20	+8.92
WATER, 6"	FT	8.10	11.20	+8.67	+9.00	8.61	11.80	11.70	+8.95	7.85	11.05
8"	FT	12.05	13.55	+11.11	+11.89	10.95	13.40	13.10	11.52	11.68	12.68
12"	FT	22.17	20.16	+21.30	+21.63	21.74	20.60	+19.50	22.56	20.47	22.66
DUCTILE-IRON PIPE (DIP)											
6"	FT	21.15	27.90	+20.52	26.00	24.86	28.95	+26.80	23.44	+22.35	25.20
8"	FT	32.83	38.40	+31.25	38.00	36.79	41.67	+38.90	33.62	+33.86	36.50
12"	FT	55.21	63.20	+49.03	56.00	52.05	61.10	+59.50	49.78	+54.10	57.40
COPPER WATER TUBING: TYPE L											
½"	FT	+2.26	-2.49	+2.15	2.47	2.31	-2.38	-2.36	+2.40	2.20	-2.34
1½"	FT	+9.31	-10.40	+8.08	9.95	8.70	-10.49	-10.39	+8.89	8.72	-10.50

ITEM	UNIT	KANSAS CITY	LOS ANGELES	MINNEAPOLIS	NEW ORLEANS	NEW YORK	PHILADELPHIA	PITTSBURGH	ST. LOUIS	SAN FRANCISCO	SEATTLE
REINFORCED-CONCRETE PIPE (RCP)											
12"	FT	21.10	29.00	20.30	+24.09	23.74	25.38	20.90	+22.20	34.00	+24.77
24"	FT	52.50	40.00	53.00	+48.65	41.83	44.56	55.60	51.00	37.30	+46.89
36"	FT	+120.00	80.00	118.50	+92.87	85.15	90.00	121.00	+118.50	87.02	+102.53
48"	FT	+190.00	130.00	191.50	+159.32	140.61	157.49	192.00	+188.00	148.84	+170.68
CORRUGATED-STEEL PIPE (CSP)											
12"	FT	13.50	15.76	+12.60	12.72	12.05	12.32	+11.85	+11.50	19.00	12.11
36"	FT	44.50	56.04	+41.10	38.65	38.91	40.09	+38.50	+42.40	63.53	38.00
60"	FT	+79.70	138.36	92.18	87.00	84.56	84.68	75.00	+73.20	163.17	84.49
POLYETHYLENE PIPE (PE): UNDERDRAIN											
4"	FT	-0.76	1.38	0.79	0.84	+0.90	+0.98	+1.28	0.80	1.20	0.84
POLYVINYL-CHLORIDE PIPE (PVC)											
SEWER, 4"	FT	+2.75	-3.60	2.82	2.09	+2.53	+2.41	-2.80	-2.65	5.99	2.30
8"	FT	+8.80	-8.65	8.95	6.47	+7.86	+8.05	-9.65	8.84	20.87	8.02
WATER, 6"	FT	10.75	-8.10	11.20	8.08	8.90	+9.12	11.50	10.96	13.60	9.56
8"	FT	14.50	-12.60	14.00	11.16	12.05	+11.92	13.70	13.00	19.95	13.80
12"	FT	+18.76	-22.35	21.25	21.74	21.86	+22.60	20.75	+22.00	37.25	31.79
DUCTILE-IRON PIPE (DIP)											
6"	FT	23.50	-22.76	24.60	21.03	24.50	22.75	25.90	+25.20	28.27	+26.17
8"	FT	33.10	-29.97	34.96	31.45	37.02	35.64	38.45	+37.20	37.24	33.72
12"	FT	53.10	-45.94	56.20	50.28	53.00	52.82	55.50	+56.40	57.07	50.33
COPPER WATER TUBING: TYPE L											
½"	FT	-2.40	-2.32	-2.42	2.09	+2.40	2.36	-2.50	-2.46	3.56	2.19
1½"	FT	-10.20	+10.35	-10.35	8.03	+8.49	+9.20	-10.44	-10.30	14.72	8.98

+ OR - DENOTES PRICE HAS RISEN OR FALLEN SINCE PREVIOUS REPORT; QUOTES ARE DELIVERED PRICES. SOME PRICES MAY INCLUDE TAXES OR DISCOUNTS. PRODUCT SPECIFICATION MAY VARY, DEPENDING ON WHAT IS MOST COMMONLY USED OR MOST ACCESSIBLE IN A CITY. QUANTITIES ARE GENERALLY TRUCKLOADS. RCP PIPE IS ASTM C76; 12 IN. AND 24 IN. ARE RUBBER-GASKET JOINTED, OTHERS ARE NON-CORRUGATED. CORRUGATED STEEL PIPE IS PLAIN GALVANIZED; 12 IN. IS 16 GAUGE, 36 IN. IS 14 GAUGE, 60 IN. IS 12 GAUGE. PE PIPE IS M252, PERFORATED AND CORRUGATED. PVC SEWER PIPE IS ASTM D-3034, SDR-35. PVC WATER PIPE IS C900, CL 150. DIP PIPE IS CL 150 WITH A PUSH-ON JOINT. COPPER WATER TUBING PIPE IS HARD AND INTERIOR DIAMETER, TYPE L.

Memo to City of Lake Geneva

To: Tom Earle, Director of Public Works **Date:** October 19, 2022

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

CC: Nan Elder, City of Lake Geneva

Subject: Kapur Updates

Center Street Culvert

Nothing to update. Planning to have some progress updated by the November Public Works Committee meeting.

Bloomfield and Edwards Signal

Kapur has been discussing options with the contractor and their subcontractor regarding final treatment of asphalt patching that was marked up during shouldering. A resolution has not yet been reached.





To: City of Lake Geneva - PWC
From: Joseph DeYoung, P.E.
Subject: 2022 City of Lake Geneva Street Projects
Date: October 17, 2022

The following is an update related to the 2022 Public Improvements for the City of Lake Geneva:

2022 Street Projects

Campbell Street, Sky Lane Drive, Henry Street, Spring Street, Warren Street and two Alleys have been substantially completed for the year. Improvements also included several aprons and ADA accessible handicap ramps as well within the project limits.

MSA submitted the first pay application and the contractor was onsite October 17th to start addressing the items on the punchlist which includes some restoration of the project areas and alleyways. MSA intends to review the completed items and address any outstanding issues. The utility pole has been removed from the access to the alley off Warren Street. The contractor will install an asphalt patch for the purpose of providing an access through the winter for 2022.

From: Wheeler, Andrew D - DOT

Sent: Monday, October 17, 2022 10:10 AM

To: Naomi Rauch, PE C.F.M.; Tom Earle

Cc: Smith, Patrick - DOT; DOT 31800701 STH 120 (Townline to STH 50); Nan Elder; Bridgett Way; Josh Gajewski; Building and Zoning Administrator

Subject: RE: C of Lake Geneva (Project ID: 3180-07-01/71, STH 120 - E Townline Rd to STH 50) - Prelim Cost Estimate Review

All –

The Preliminary Scoping phase of this project is nearing completion. I have attached a preliminary cost estimate for your review and general concurrence. We respectfully request you provide comments by 10/28. Below is a high-level overview of work that will occur with this construction project:

- 1) Milling existing HMA and resurfacing with new HMA (4" depth anticipated)
- 2) ADA ramp upgrades including spot curb & gutter replacement
- 3) Signing
- 4) Pavement marking
- 5) Signal replacement at the Walmart/Aldi access point

After your review and general concurrence of the cost estimate, we will transmit the Cost-share agreement (SMFA) for your review and endorsement. Note, the cost estimate is subject to change, as is the SMFA, upon refinement of the scope in later design stages.

FYI – there are a few scoping items that DOT and Lake Geneva will work through during the next phase (Final Scoping) that could require amending the cost estimate and SMFA:

- 1) Signal warrant evaluation at Townline Rd
- 2) Warrant evaluation for new sidewalk inclusion (ie south of Park Dr on the west side, north of signalized Walmart access on the east side)
- 3) Illegal through movements traversing over median at Taco Bell/Walmart access (evaluation of alternatives to mitigate and associated warrant evaluation)
- 4) Real estate acquisition associated with any improvements (ie ADA ramps, etc.)

Let me know if there are any questions and/or if you'd like to have a group discussion. Thanks.

Estimate 31800701

Estimated Cost:\$2,235,634.40

Contingency: 0.00%

Estimated Total: \$2,235,634.40

3180-07-01

Base Date: 10/14/22

Spec Year: 03

Unit System: E

Work Type: Asphalt Paving

Highway Type: Undivded, Principal Arterial

Urban/Rural Type: Urban

Season: Spring

County: Walworth

Latitude of Midpoint: 0

Longitude of Midpoint: 0

District: SE

Federal Project Number:

State Project Number:

Prepared by user

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Group 0010: Initial Group

0003	204.0125	8,100.00	TON	\$12.028	\$97,426.80
	Removing Asphaltic Surface Milling				
0004	204.0150	1,115.00	LF	\$8.000	\$8,920.00
	Removing Curb & Gutter				
0005	204.0155	1,000.00	SY	\$11.000	\$11,000.00
	Removing Concrete Sidewalk				
0006	205.0100	1,000.00	CY	\$26.879	\$26,879.00
	Excavation Common				
0007	305.0120	700.00	TON	\$25.729	\$18,010.30
	Base Aggregate Dense 1 1/4-Inch				
0008	455.0605	4,800.00	GAL	\$3.500	\$16,800.00
	Tack Coat				
0009	460.5223	4,600.00	TON	\$80.000	\$368,000.00
	HMA Pavement 3 LT 58-28 S				
0010	460.5224	3,600.00	TON	\$78.000	\$280,800.00
	HMA Pavement 4 LT 58-28 S				
0011	601.0411	1,115.00	LF	\$30.000	\$33,450.00
	Concrete Curb & Gutter 30-Inch Type D				
0012	602.0410	16,400.00	SF	\$7.405	\$121,442.00
	Concrete Sidewalk 5-Inch				
0013	646.1020	4,600.00	LF	\$1.600	\$7,360.00
	Marking Line Epoxy 4-Inch				
0014	646.1040	8,100.00	LF	\$2.189	\$17,730.90
	Marking Line Grooved Wet Ref Epoxy 4-Inch				
0015	646.3020	250.00	LF	\$2.534	\$633.50
	Marking Line Epoxy 8-Inch				
0016	646.6020	150.00	LF	\$13.300	\$1,995.00
	Marking Stop Line Epoxy 12-Inch				
0017	646.7420	1,400.00	LF	\$12.200	\$17,080.00
	Marking Crosswalk Epoxy Transverse Line 6-Inch				

Total for Group 0010:\$1,027,527.50

Group 0020:

0018	SPV.0105	1.00	LS	\$102,752.750	\$102,752.75
	Special 01. DRAINAGE MISC (10%)				
0019	SPV.0105	1.00	LS	\$51,376.375	\$51,376.38
	Special 02. EROSION CONTROL/RESTORATION (5%)				
0020	SPV.0105	1.00	LS	\$123,303.300	\$123,303.30
	Special 03. TRAFFIC CONTROL (12%)				
0021	SPV.0105	2.00	LS	\$300,000.000	\$600,000.00
	Special 04. SIGNALS/LIGHTING				
0022	SPV.0105	1.00	LS	\$50,000.000	\$50,000.00

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
Special 05 SIGNING					
0024	SPV.0105	1.00	LS	\$154,129.125	\$154,129.13
Special 06. MISC (15%)					
Total for Group 0020:\$1,081,561.56					

Group 0030:

0027	619.1000	1.00	EACH	\$126,545.344	\$126,545.34
Mobilization (6%)					
Total for Group 0030:					\$126,545.34

Memo to the City of Lake Geneva

To: Tom Earle, Director of Public Works **Date:** September 21, 2022

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

CC:

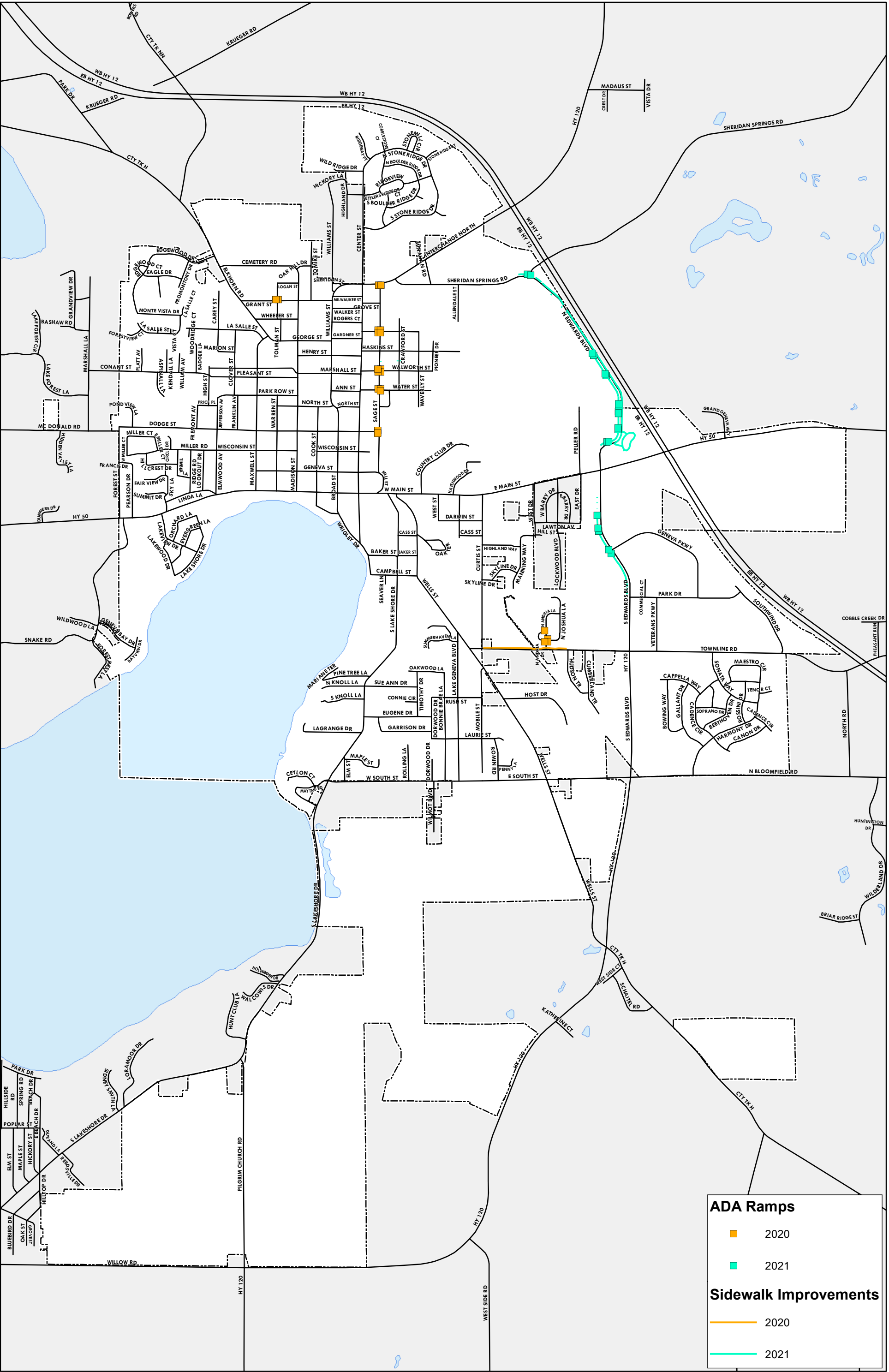
Subject: ADA Summary of 2020/2021 Street Programs

On behalf of the ADA compliance officer, Kapur has begun itemizing and tracking City improvements to sidewalks/bike paths/multiuse paths, crossings, and ramps. These improvements include new, replaced or repaired pedestrian accommodations to meet ADA compliance requirements. This initial map, see attached, and summary includes improvements completed during the 2020 and 2021 Street Programs.

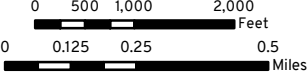
Pedestrian Improvements Summary Table

Year	Sidewalk	Multi Use Path	ADA Ramps
2020	806 ft	1647 ft	21
2021	4592 ft	5800 ft	19
Totals	5398 ft	7457 ft	40





City of Lake Geneva
Sidewalk Improvements



To: Tom Earle, Director of Public Works
From: Joseph M. DeYoung, P.E. 
Subject: City of Lake Geneva - 2022 Street Improvements
Date: August 29, 2022

Tom,

As part of the 2022 Street Improvements, MSA assisted with the design and replacement of pavement within several areas of the community. The main focus of the 2022 Capital Improvements were the repaving of the streets but also the replacement of ADA ramps to address guideline for accessibility at each of the following locations.

The requirements for replacement of ADA accessibility were based on guidelines established by the WisDOT. Improvements focused on the approach slope, ramps and elevations, drainage, and ADA plate inserts for detectable warning fields. Elevations and information were provided in the construction documents and included with this memo as a reference to the design implemented for construction in 2022. Also, sidewalk spot replacements throughout the projects were installed to improve the accessible routes as well. Please reach out if there are any questions related to the design of the project.

- Intersection of South Wells Street and Campbell Street – Improved northwest & southwest corner curb ramp to be ADA compliant
- Intersection of Henry Street and Madison Street – Improved northeast & southeast corner curb ramp to be ADA compliant
- Intersection of Crawford Street and Spring Street – Improved northeast corner curb ramp to be ADA compliant
- Intersection of Warren Street and Dodge Street – Improved southeast & southwest corner curb ramp to be ADA compliant
- Intersection of Warren Street and Wisconsin Street – Improved northeast & northwest corner curb ramp to be ADA compliant
- Intersection of West Street and West Main Street – Improved southeast and southwest and north side corner curb ramp to be ADA compliant
- Intersection of West Street and West Main Street – Improved bike path crossing curb ramps to be ADA compliant

Thank you,
Joseph M. DeYoung, P.E.

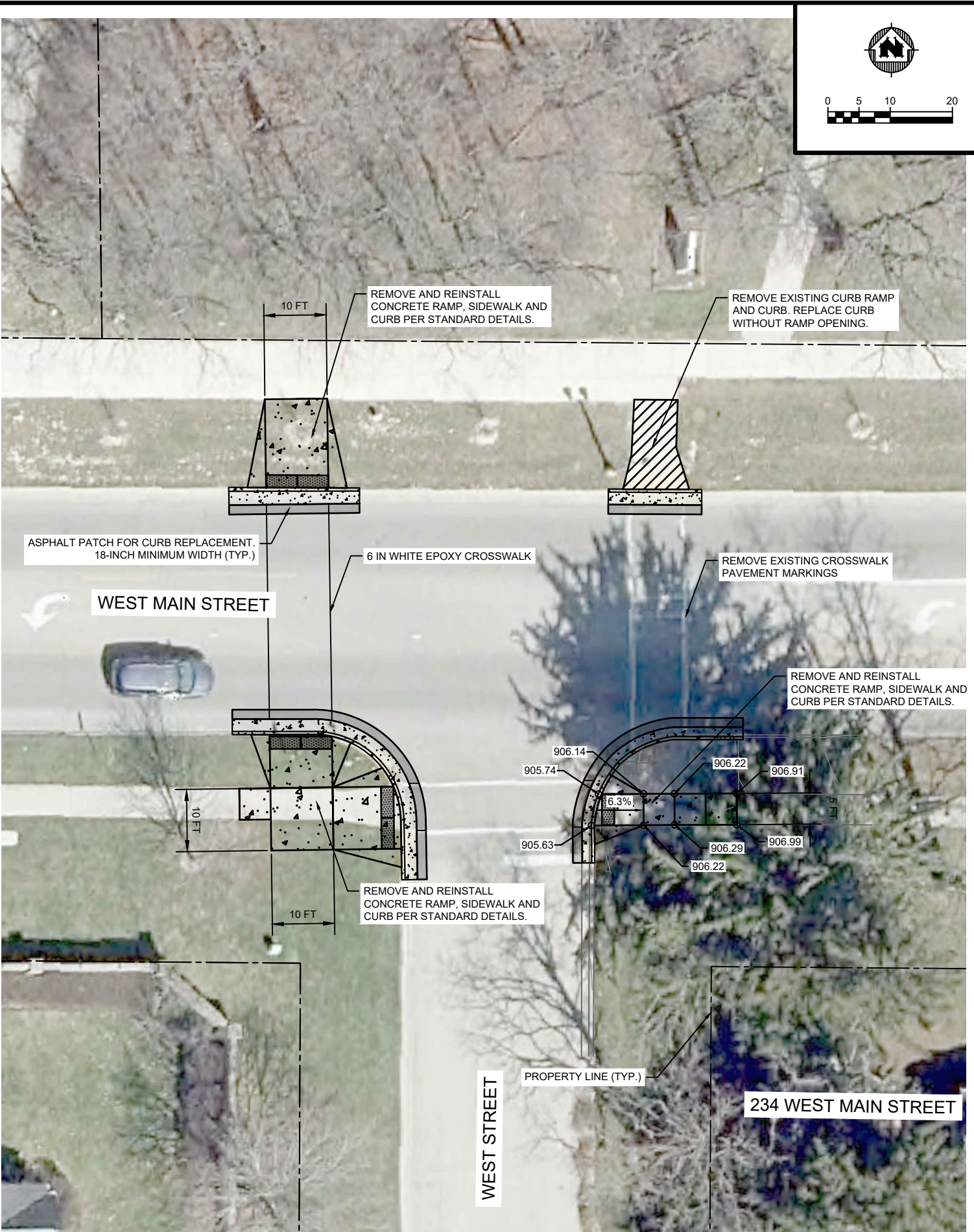
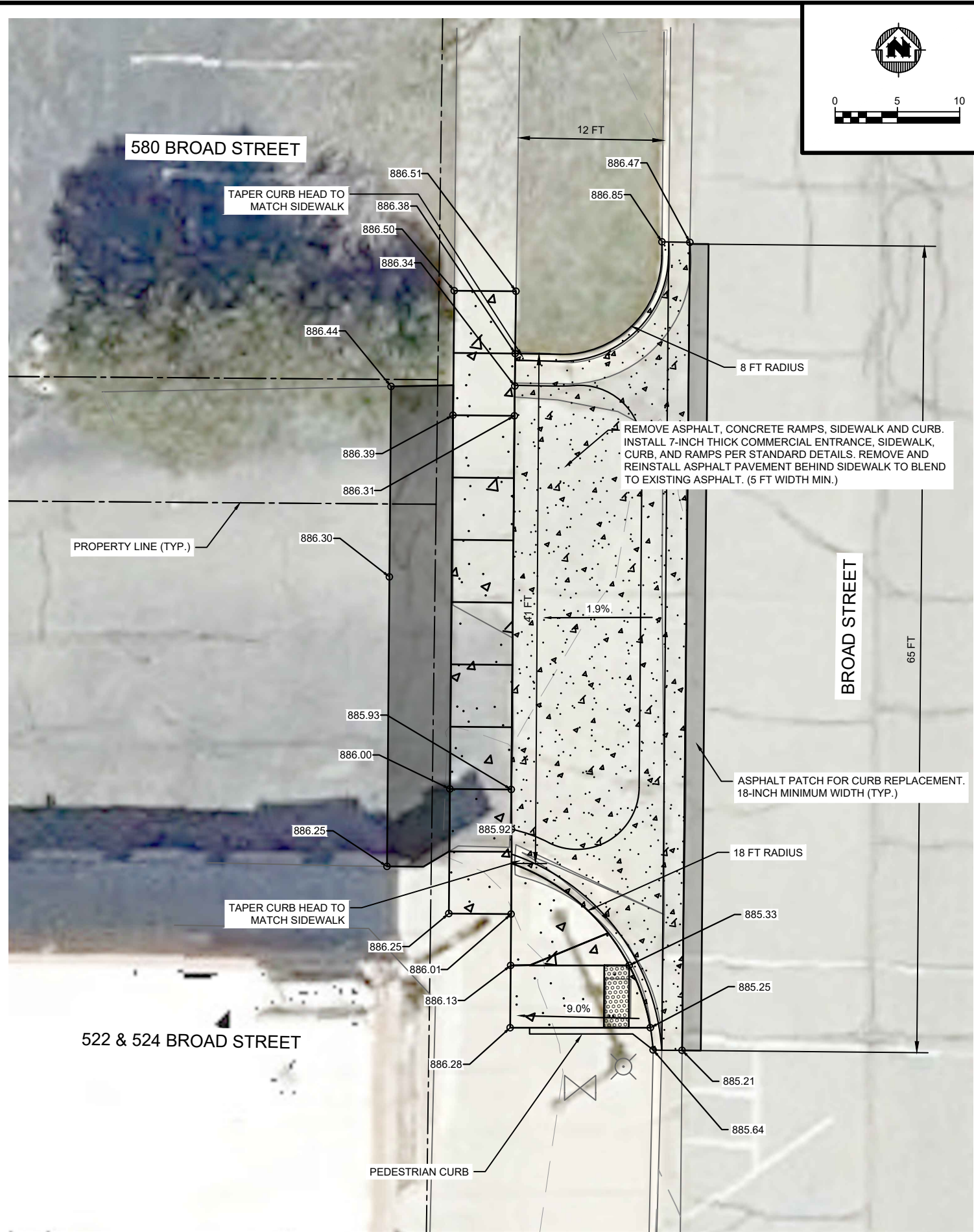
[OFFICE STREET ADDRESS], [OFFICE ADDRESS2] [OFFICE CITY], [OFFICE STATE] [OFFICE ZIP]

P [OFFICE PHONE] • TF [OFFICE TOLL FREE] • F [OFFICE FAX]

[OFFICE WEBSITE]

Page 1 of 1

\\msa-ps.com\\fs\\Project19\\19995\\19995004\\Documents\\19995004 ADA Improvement Memo 082922.docx



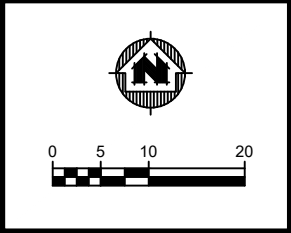
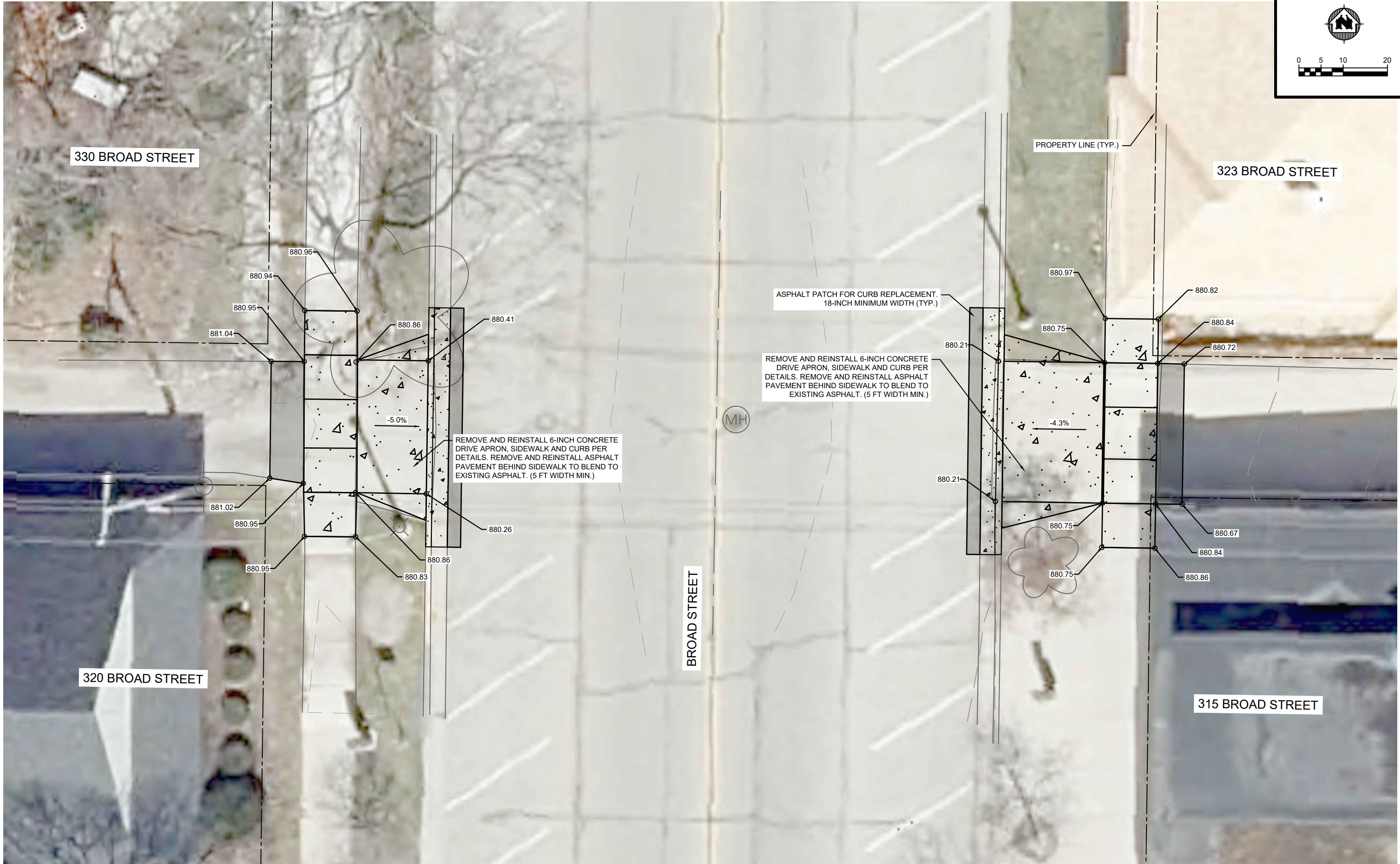
PROJECT DATE:	DRAWN BY:	NO.	DATE	REVISION	BY
3/31/2022	MJW	1	2/17/2022	PRELIMINARY PLANS	MJW
	JLJ	2	3/31/2022	DESIGNED BY	MJW
	JLJ			CHECKED BY	


MSA
 ENGINEERING | ARCHITECTURE | SURVEYING
 FUNDING | PLANNING | ENVIRONMENTAL
 1702 Pankratz St Madison, WI 53704
 (608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 1
 CITY OF LAKE GENEVA
 WALWORTH COUNTY, WISCONSIN

CONSTRUCTION PLAN - 522 BROAD ST ENTRANCE & WEST
 MAIN ST RAMPS

PROJECT NO:
 19995004
 SHEET
 P8



PROJECT DATE:	DRAWN BY:	NO.	DATE	REVISION	BY
	MJW	1	2/17/2022	PRELIMINARY PLANS	MJW
	JLJ	2	3/31/2022	BY PERMITS	MJW
	JLJ	---	---	---	---

PLOT DATE: 3/31/2022 12:28 PM, G:\19\19995\19995004\CADD\Construction Documents\19995004 Plan Sheets.dwg

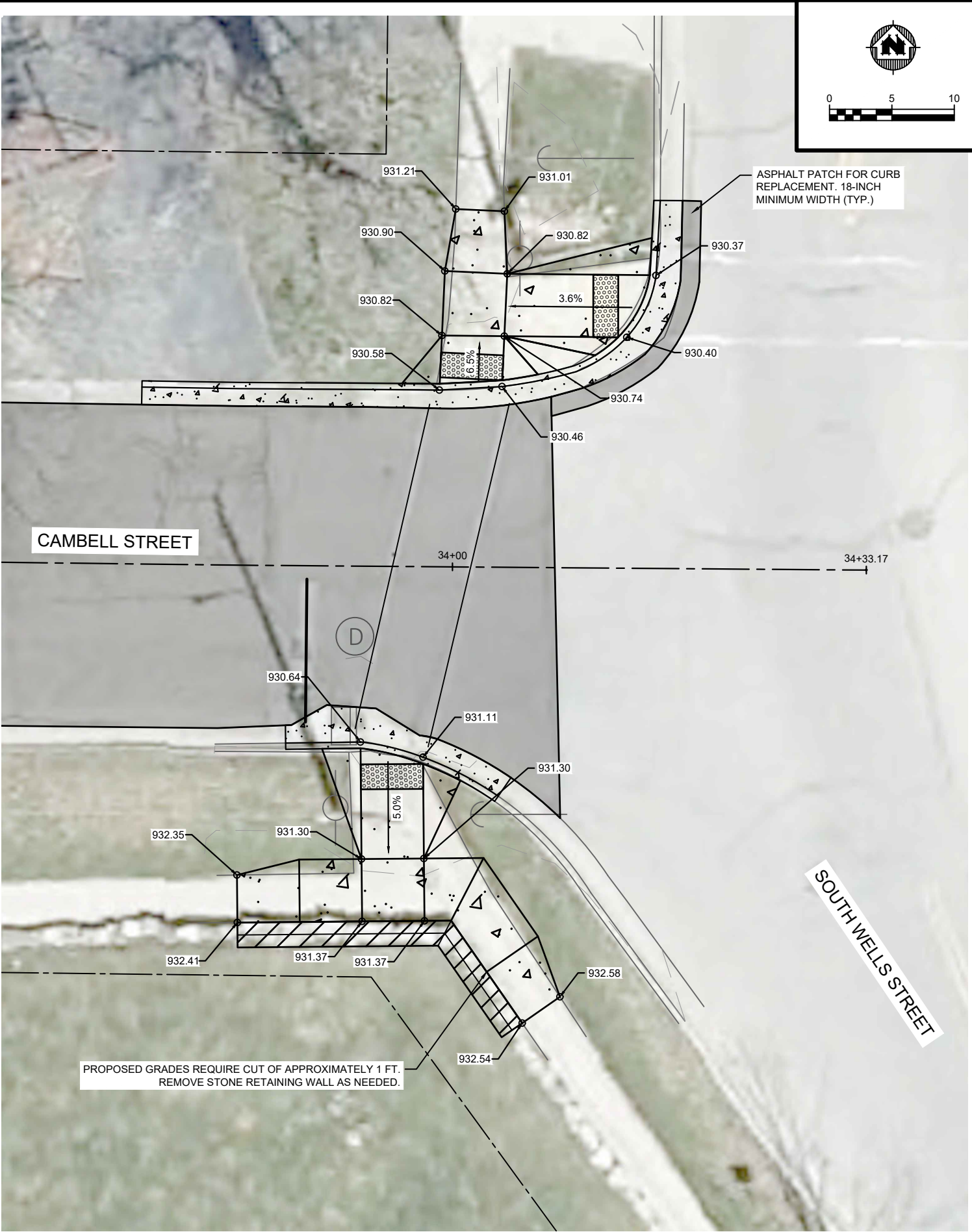
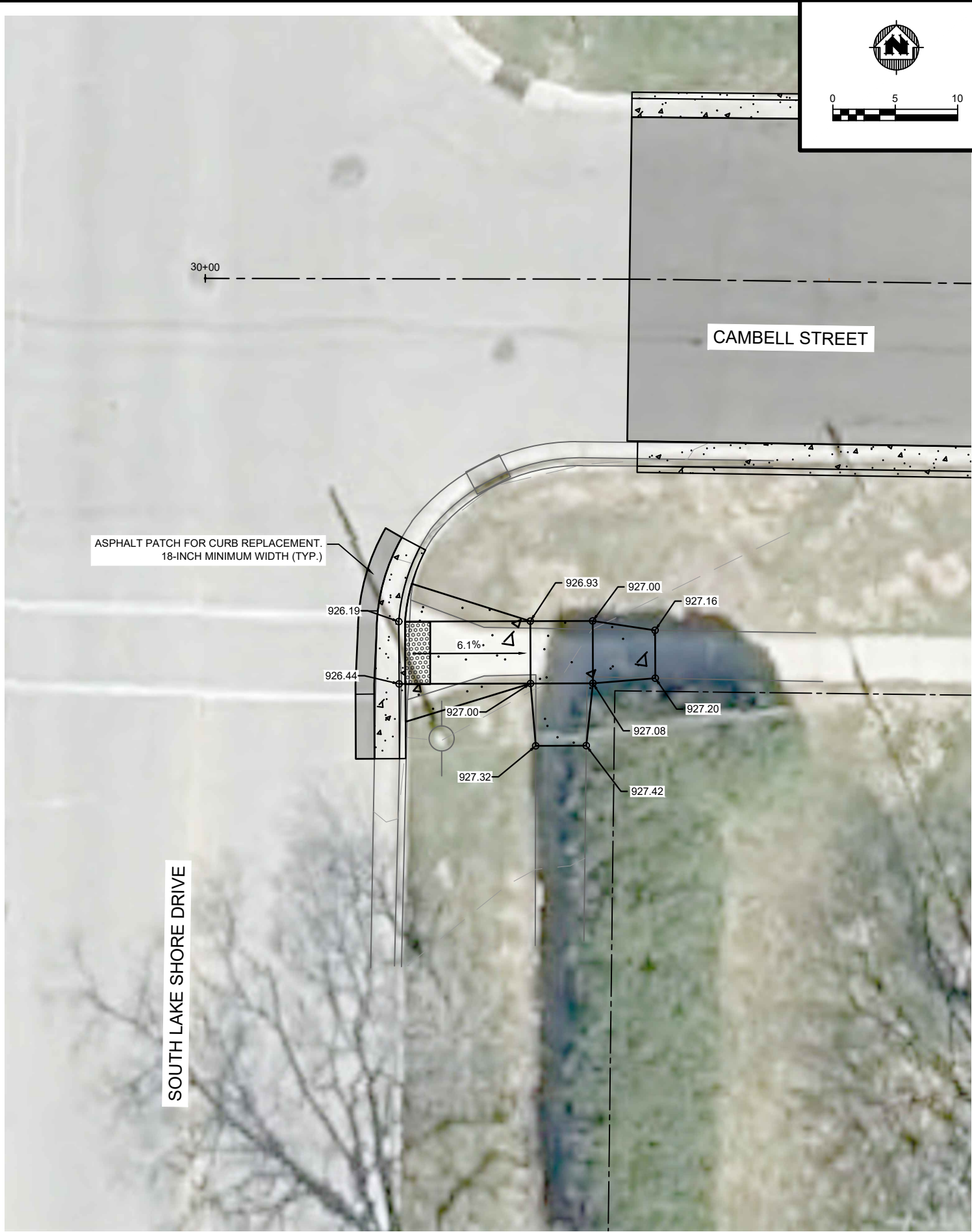


ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 1
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

CONSTRUCTION PLAN - 315 & 320 BROAD STREET ALLEY
ENTRANCES

PROJECT NO: 19995004
SHEET P9



PROJECT DATE:	DRAWN BY:	NO.	DATE	REVISION	BY
	MJW	1	2/17/2022	PRELIMINARY PLANS	MJW
	JLJ	2	3/31/2022	BIDDER SET	MJW
	JLJ				

PLOT DATE: 3/31/2022 12:28 PM, G:\19\19995\19995004\CADD\Construction Documents\19995004 Plan Sheets.dwg

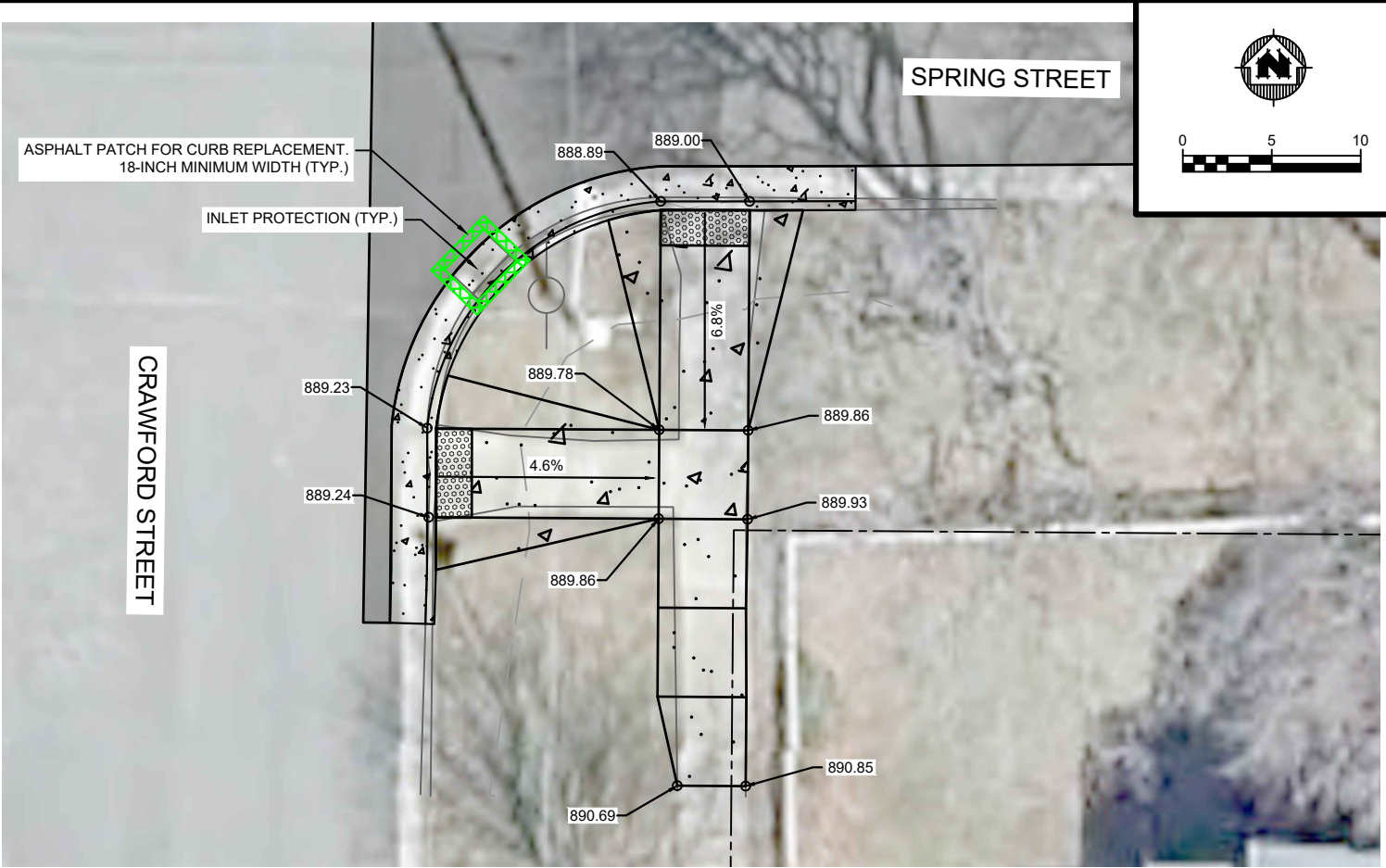
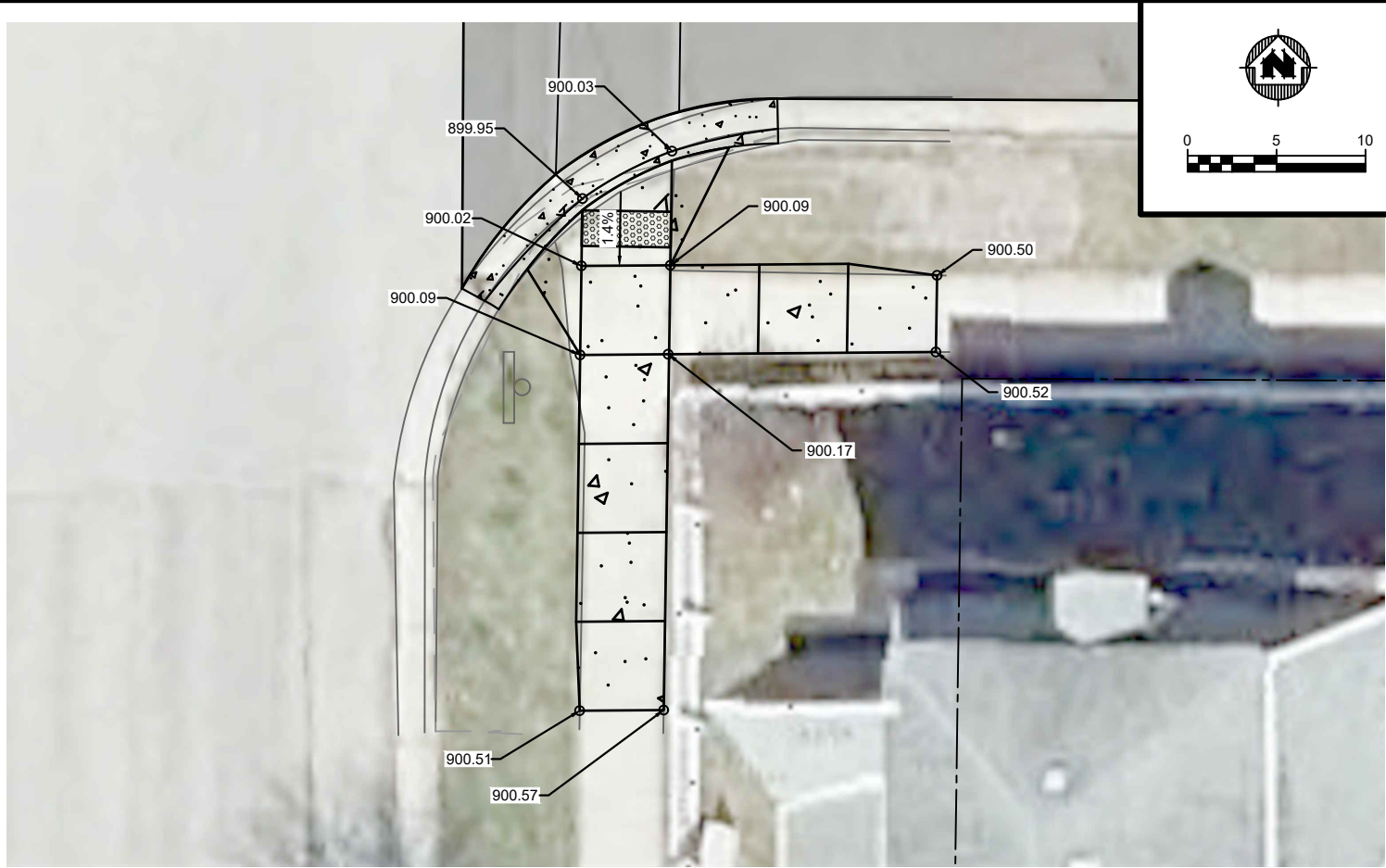
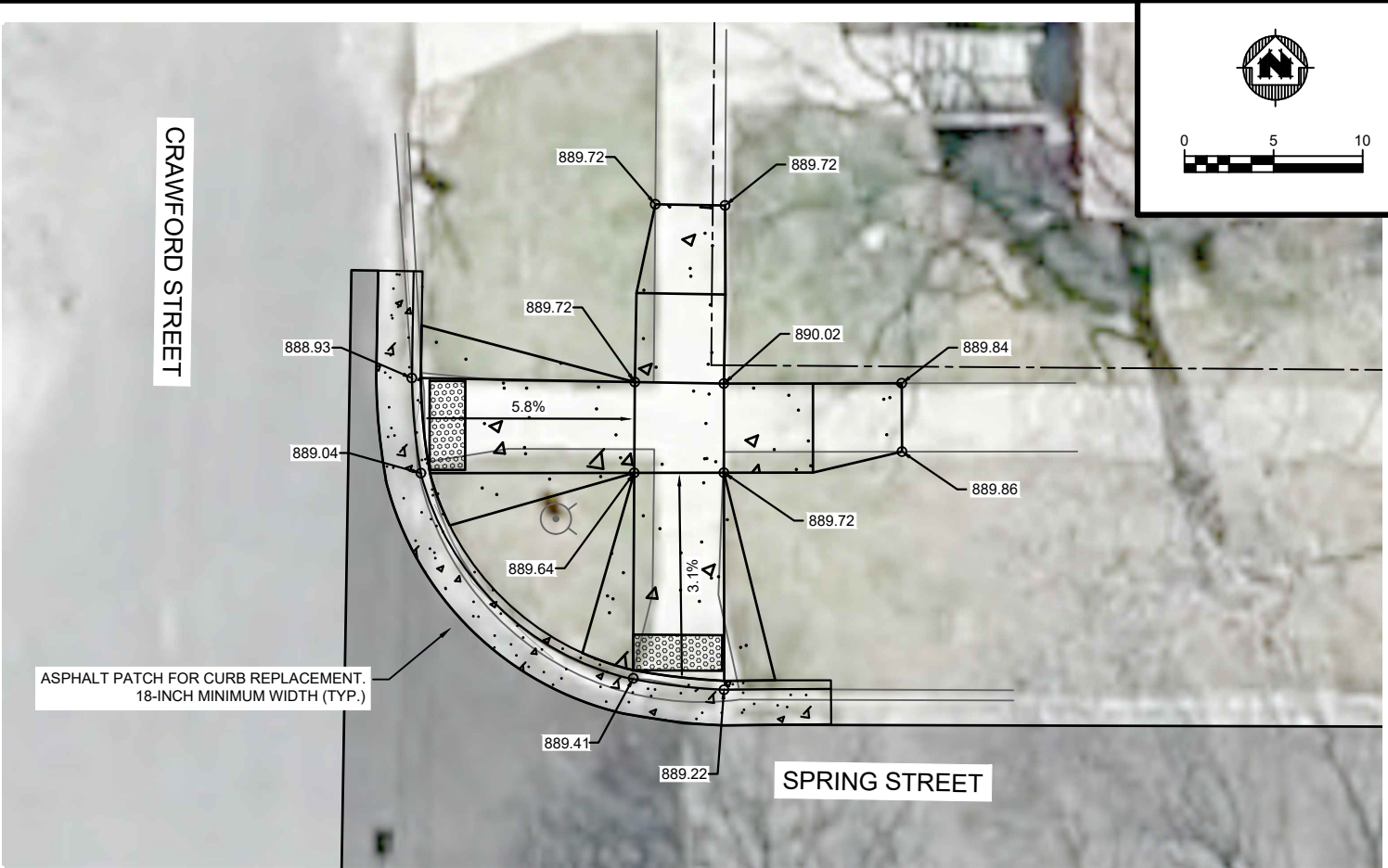
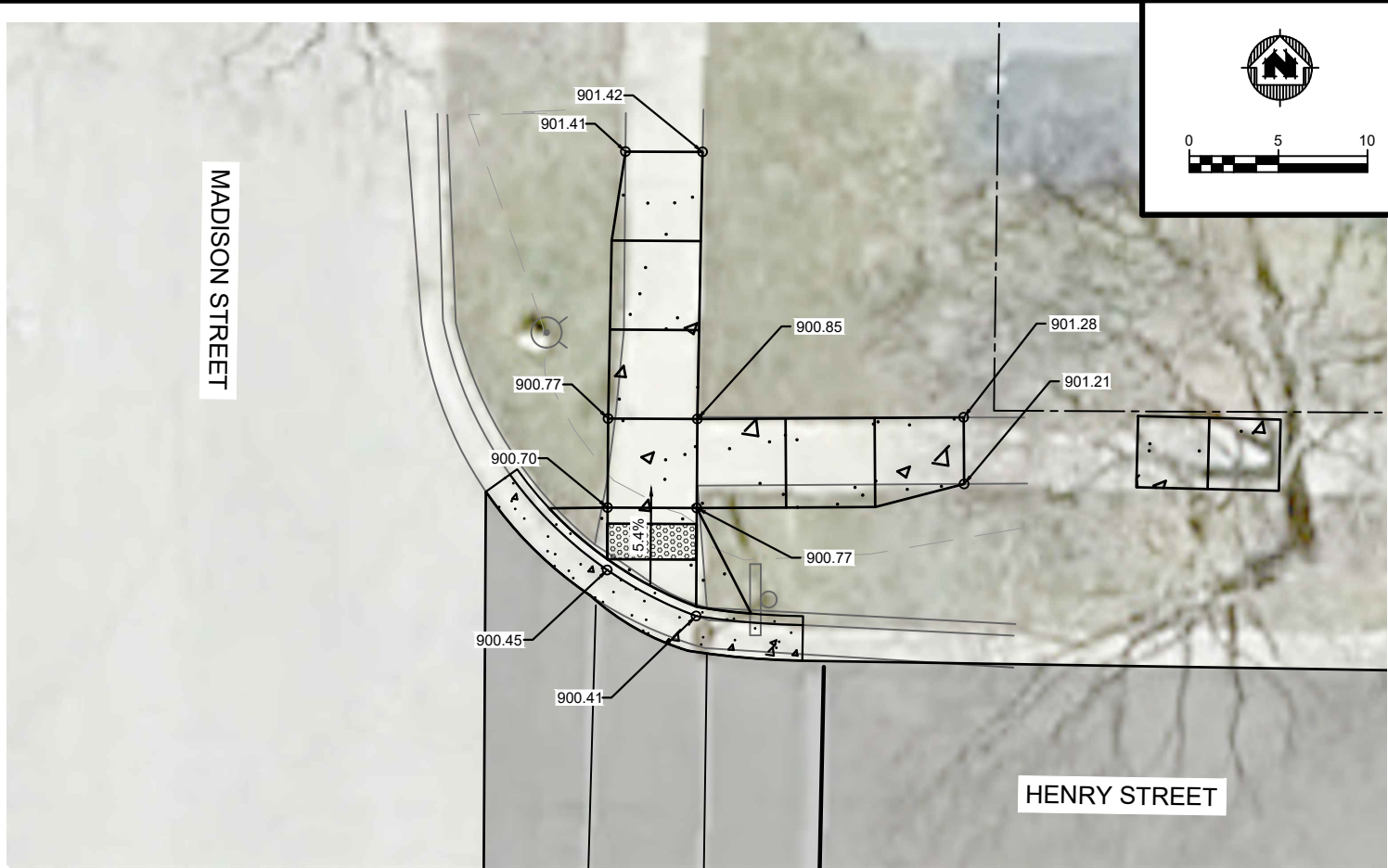


ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 1
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

CONSTRUCTION PLANS - SIDEWALK RAMPS

PROJECT NO:
19995004
SHEET
P10



PROJECT DATE:	DRAWN BY:	NO.	DATE	REVISION	BY
3/31/2022	MJW	1	2/17/2022	PRELIMINARY PLANS	MJW
	JLJ	2	3/31/2022	DESIGNED BY	MJW
	JLJ	---	---	CHECKED BY	---

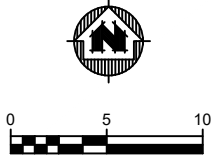
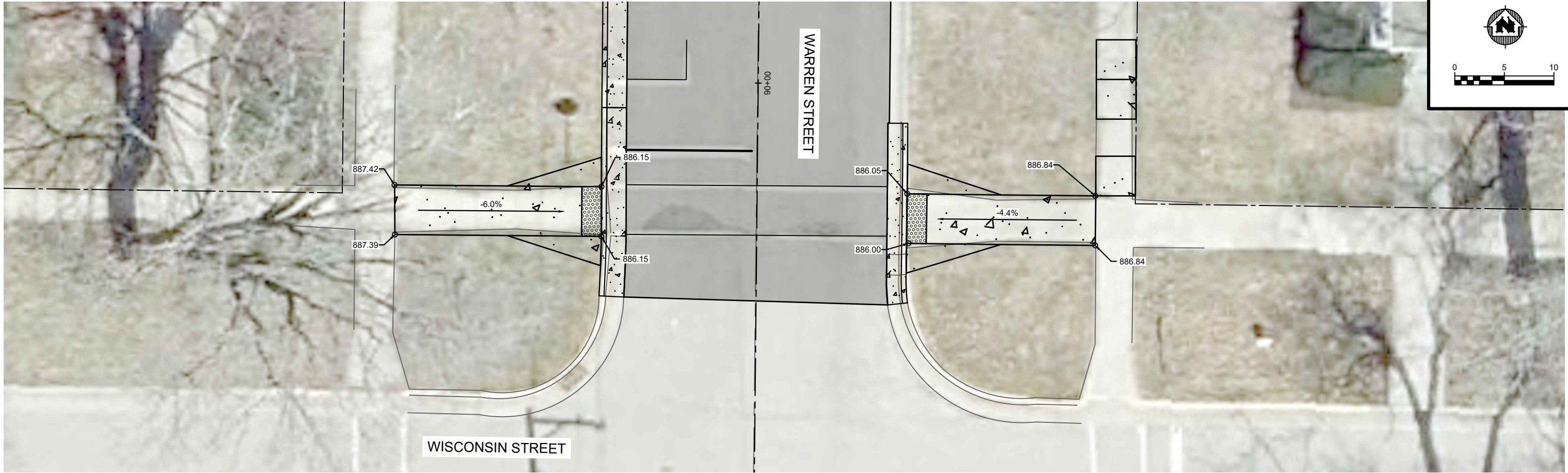
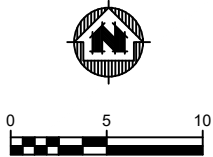
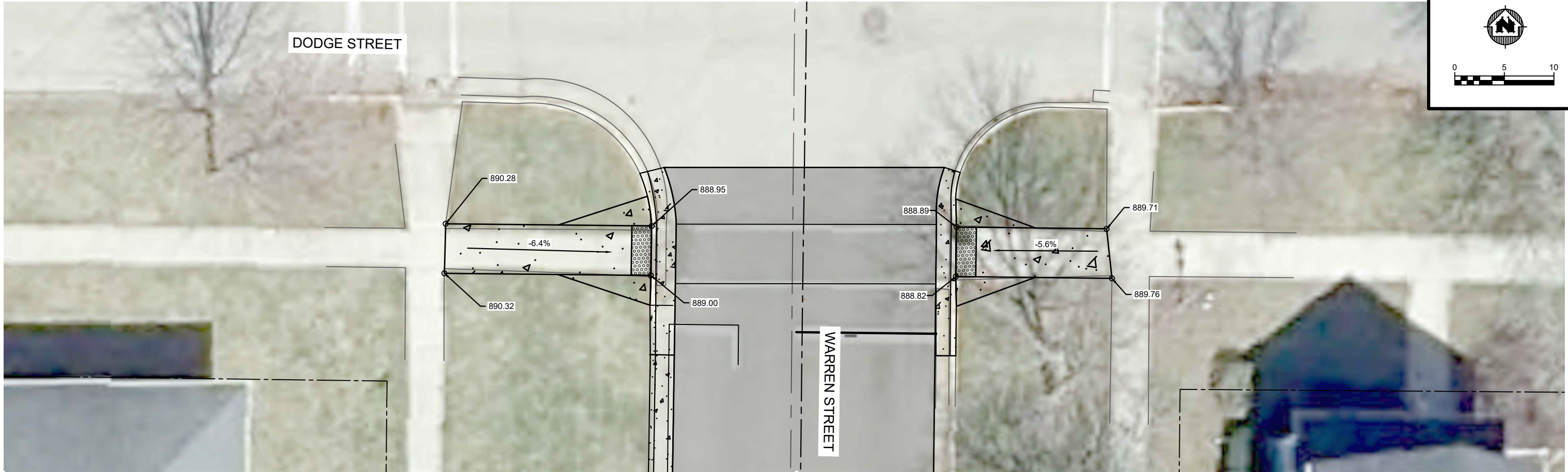


ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 1
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

CONSTRUCTION PLANS - SIDEWALK RAMPS

PROJECT NO:
19995004
SHEET
P11



PROJECT DATE:	DRAWN BY:	NO.	DATE	REVISION	BY
	MJW	1	2/17/2022	PRELIMINARY PLANS	MJW
	JLJ	2	3/31/2022	BY PERMITS	MJW
	JLJ	---	---	---	---



ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 1
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

CONSTRUCTION PLANS - SIDEWALK RAMPS

PROJECT NO:
19995004
SHEET
P12

CITY OF LAKE GENEVA
PARKING SALES BY DAY - SEP

	CASH	CREDIT CARD	TOTAL
1-Sep	118.85	4,799.85	4,918.70
2-Sep	125.2	5,852.51	5,977.71
3-Sep	129.85	11,360.20	11,490.05
4-Sep	120.5	13,355.53	13,476.03
5-Sep	134.75	11,828.51	11,963.26
6-Sep	111.4	3,708.04	3,819.44
7-Sep	104.7	3,989.11	4,093.81
8-Sep	116.95	4,644.78	4,761.73
9-Sep	93.05	5,864.30	5,957.35
10-Sep	109.85	11,801.03	11,910.88
11-Sep	50.95	2,158.61	2,209.56
12-Sep	64.85	2,029.37	2,094.22
13-Sep	98.55	3,111.44	3,209.99
14-Sep	127.1	3,394.07	3,521.17
15-Sep	124.35	4,066.92	4,191.27
16-Sep	97.65	5,691.58	5,789.23
17-Sep	135.9	10,961.81	11,097.71
18-Sep	108	8,481.35	8,589.35
19-Sep	96.05	3,808.87	3,904.92
20-Sep	59.15	3,123.53	3,182.68
21-Sep	126.5	3,798.89	3,925.39
22-Sep	124.4	3,141.84	3,266.24
23-Sep	81.45	4,285.82	4,367.27
24-Sep	104.45	8,987.62	9,092.07
25-Sep	82.35	5,256.06	5,338.41
26-Sep	77.5	2,891.09	2,968.59
27-Sep	47.5	2,065.97	2,113.47
28-Sep	67	2,197.26	2,264.26
29-Sep	97.65	2,877.15	2,974.80
30-Sep	119	4,985.03	5,104.03
	3,055.45	164,518.14	167,573.59

Net of Tax 158,837.53

2021	169,714.58
2020	171,080.76
2019	147,022.04
2018	163,909.48

AVG 2019-2021 162,605.79
OVER (UNDER) (3,768.27)

PARKMOBILE	net of tax
2022 55,696.00	52,792.42
2021 56,419.00	53,477.73
2020 19,011.85	18,020.71
2019 9,130.81	8,654.80
2018 6,054.98	5,739.32
2017 3,833.89	3,634.02

2021 PM + Kiosk	223,192.31
2020 PM + Kiosk	189,101.47
2019 PM + Kiosk	155,676.83
2018 PM + Kiosk	169,648.80

AVG 2019-2021 189,323.54
OVER (UNDER) 22,306.41

Coin	3,055.45	1.4%
CC	164,518.14	73.7%
Parkmobile	55,696.00	24.9%
	223,269.59	100%

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

Policy Ideas re: Donated Parking

1. Everyone pays – no donated parking is granted.
2. Free parking is granted to certain groups/events (i.e. – non-profit fundraisers, etc...) at the discretion of the city council (this is our current model).
3. Any group that requests donated parking is granted donated parking.



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,

Tom Earle



PROJECT DATE:	DRAWN BY: MJW	NO. 1	DATE 6/1/2022	REVISION PRELIMINARY	BY MJW
	DESIGNED BY: MJW				
	CHECKED BY: JD				
PLOT DATE: 9/20/2022 2:58 PM, \\msa-ps.com\fs\Project\19\19995\19995004\CADD\Construction Documents\Phase 3\19995004 Phase 3 C400 Overall Layout.dwg					

PRELIMINARY

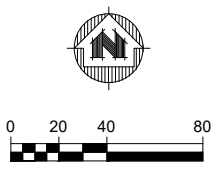


ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

WRIGLEY DRIVE ADA IMPROVEMENTS
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

OVERALL LAYOUT PLAN

PROJECT NO.
19995004
SHEET
C400



PROJECT DATE:	DRAWN BY:	NO.	DATE	REVISION	BY
9/21/2022	MJW	1	9/21/2022	PRELIMINARY	MJW
	DESIGNED BY:				
	CHECKED BY:				
PLOT DATE: 9/21/2022 10:18 AM, G:\191\19995\19995004\CADD\Construction Documents\Phase 2\19995004 Overview Sheet - Pine and Mariane.dwg					

PRELIMINARY

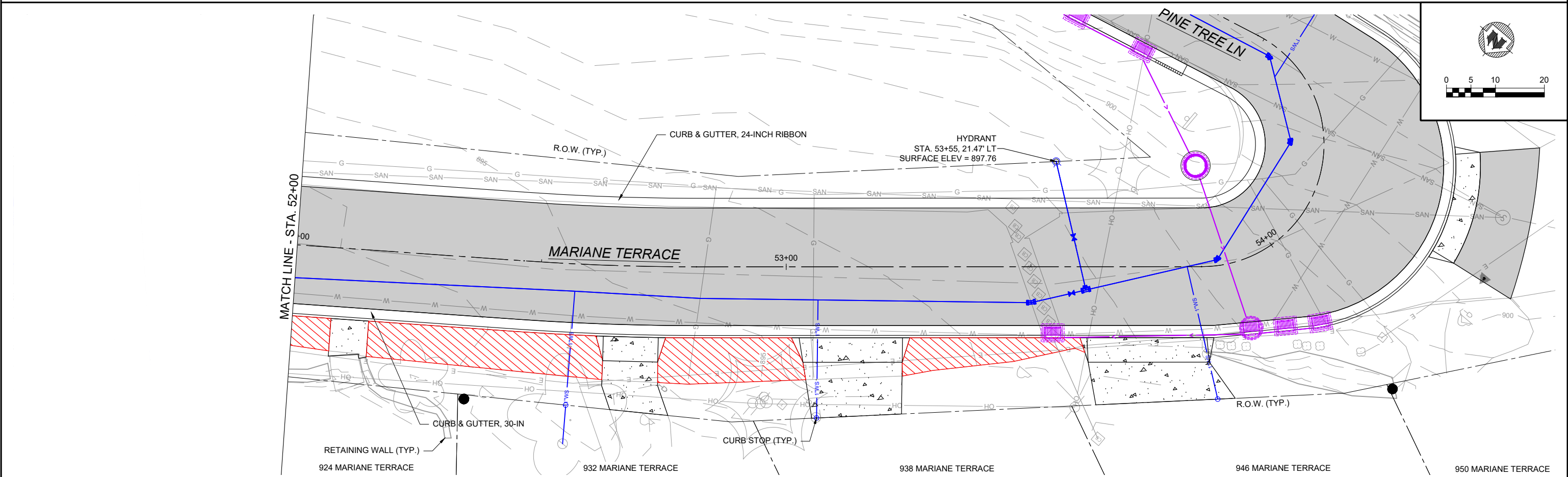
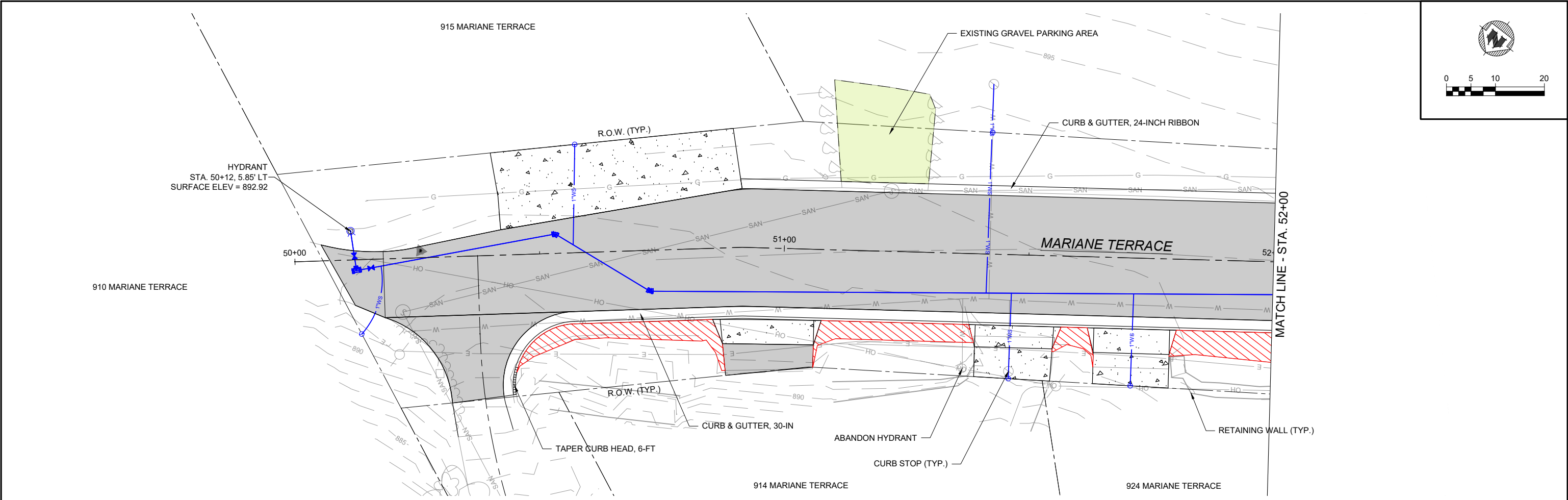


ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 2
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

OVERVIEW - MARIANE TERRACE & PINE TREE LANE

PROJECT NO:
19995004
SHEET
EX1



PROJECT DATE: .	DRAWN BY: MJW	NO. 1	DATE 9/21/2022	REVISION PRELIMINARY	BY MJW
	DESIGNED BY: MJW				
	CHECKED BY: JMD				

PLOT DATE: 9/21/2022 10:04 AM, G:\1919995\19995004\CADD\Construction Documents\Phase 2\19995004 Plan & Plan Sheets - Mariane and Pinetree.dwg

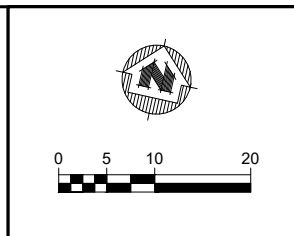
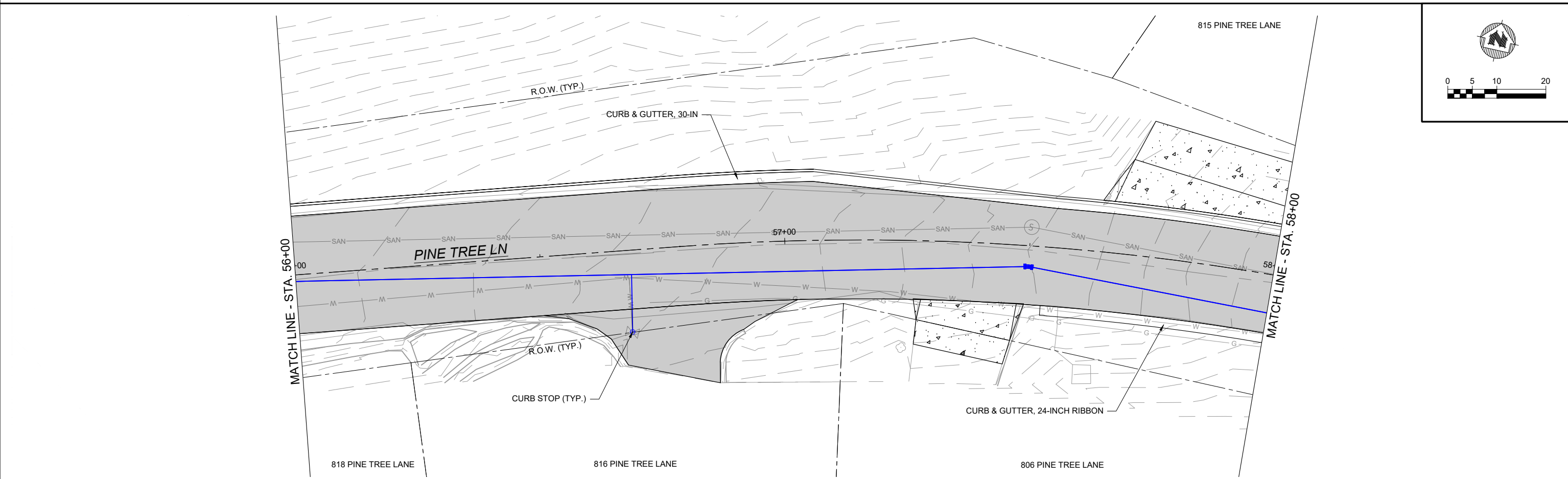
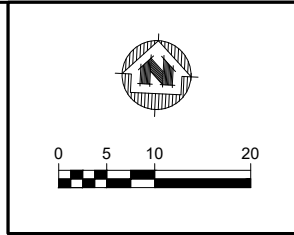
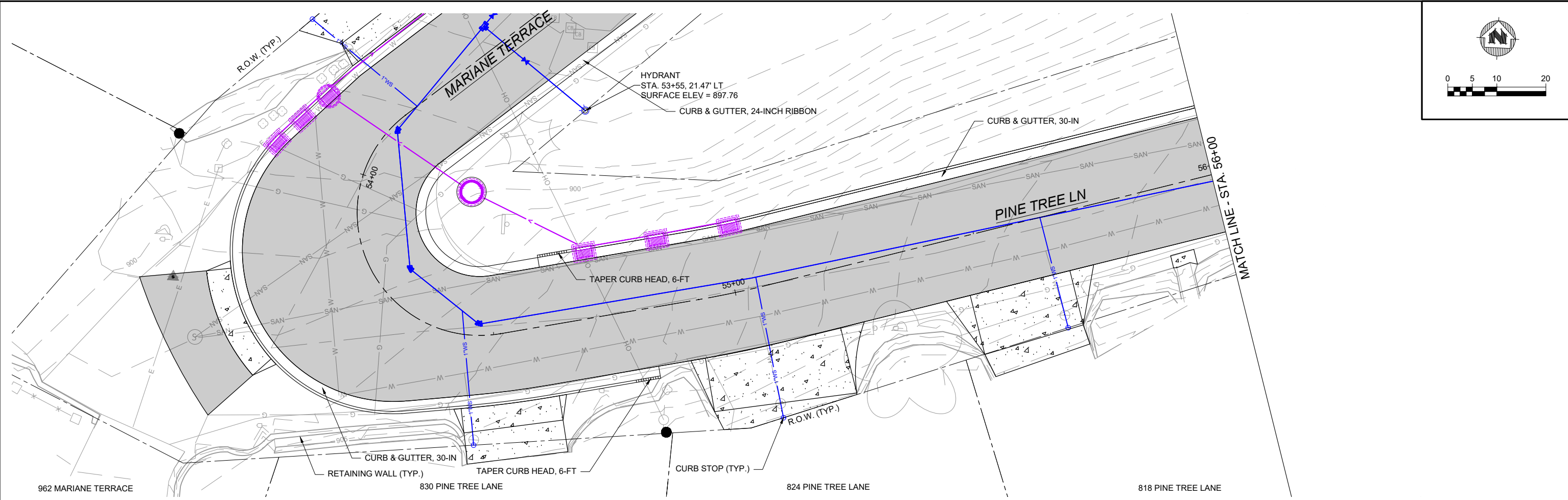


ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 2
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

PP1

PROJECT NO. 19995004
SHEET



PROJECT DATE: .	DRAWN BY: MJW	NO. 1	DATE 9/21/2022	REVISION PRELIMINARY	BY MJW
	DESIGNED BY: MJW				
	CHECKED BY: JMD				

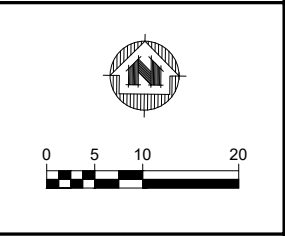
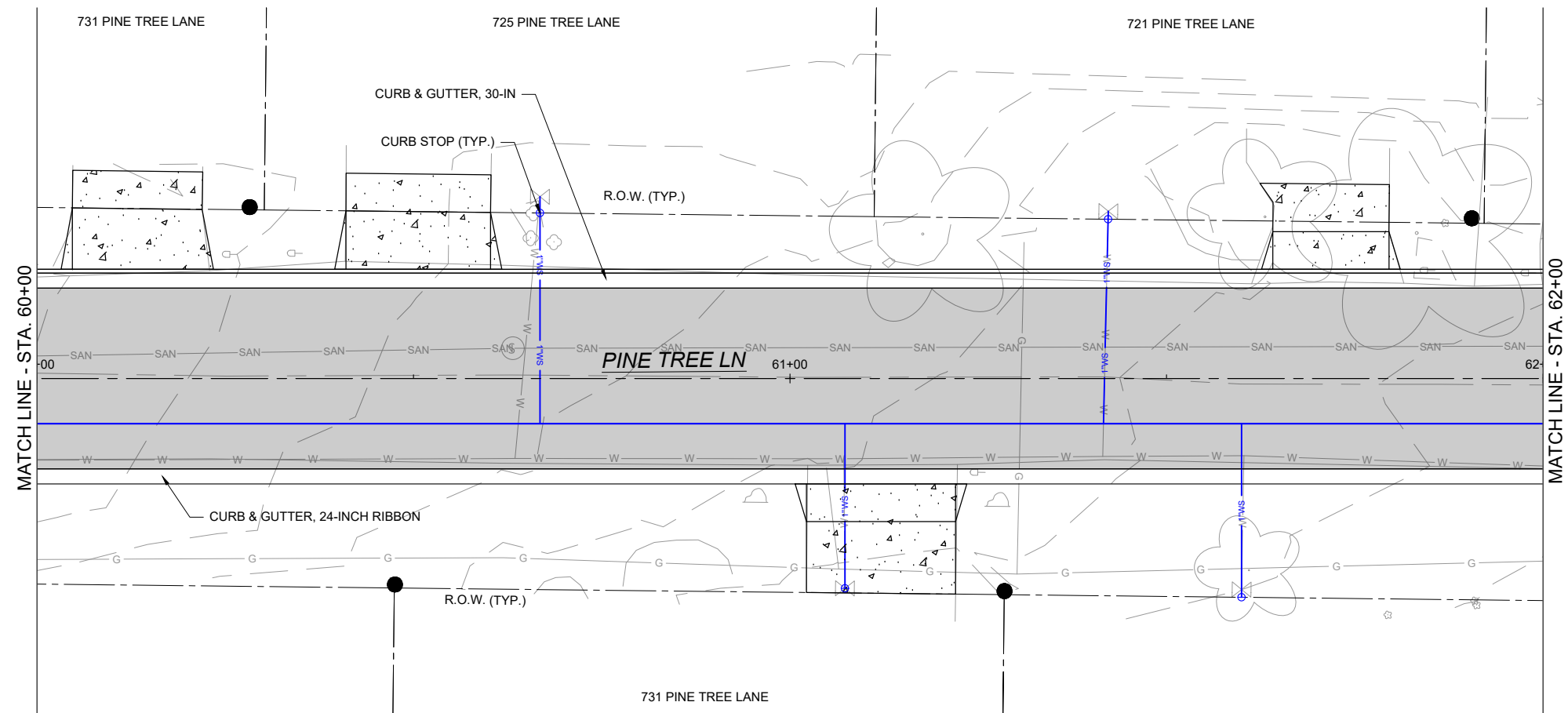
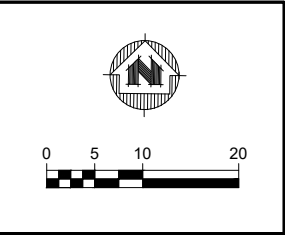
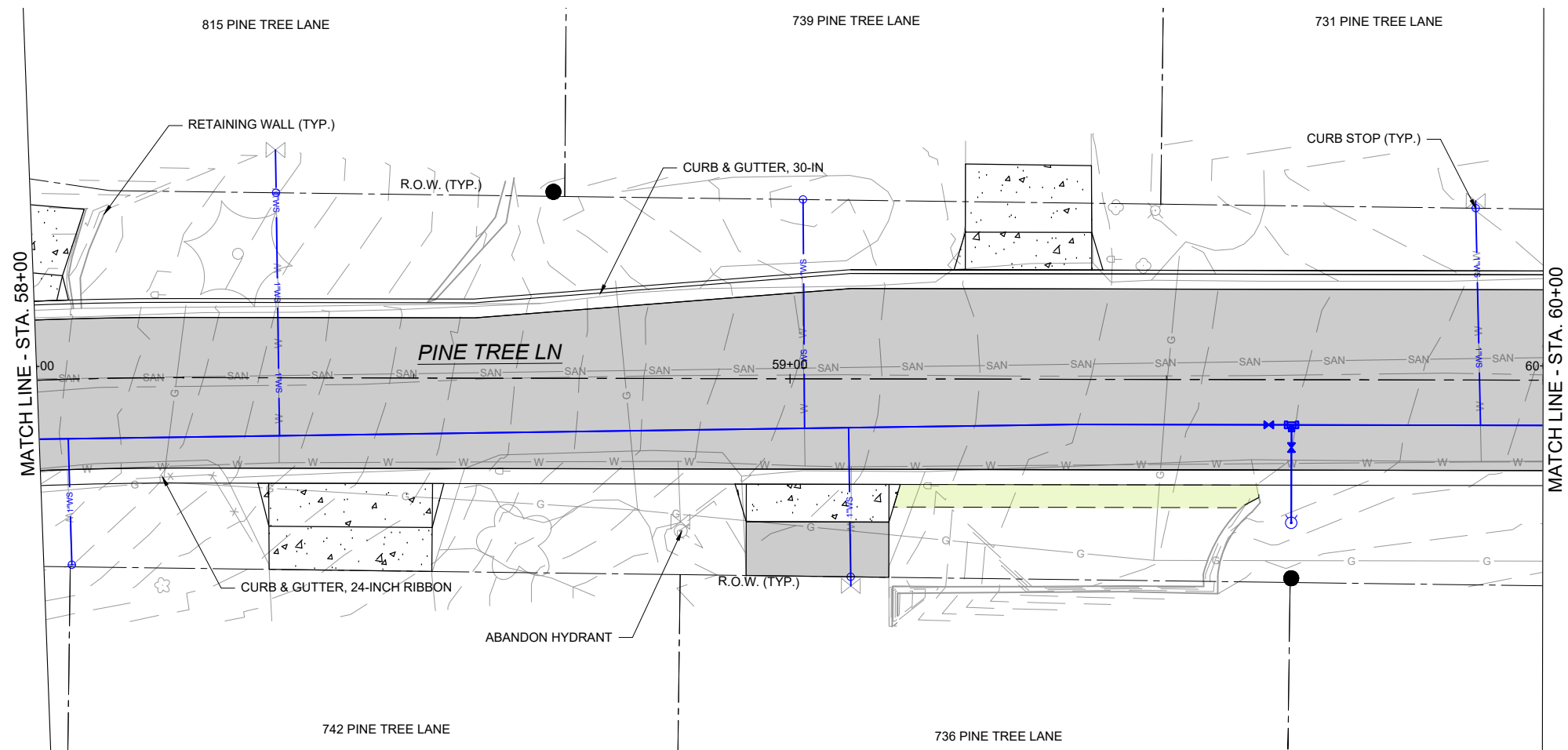
PLOT DATE: 9/21/2022 10:05 AM, G:\19\19995\19995004\CADD\Construction Documents\Phase 2\19995004 Plan & Plan Sheets - Mariane and Pinetree.dwg

MSA

ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 2
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

PP2	PROJECT NO. 19995004
	SHEET



PROJECT DATE: .	DRAWN BY: MJW	NO. 1	DATE 9/21/2022	REVISION PRELIMINARY	BY MJW
	DESIGNED BY: MJW	-	-		-
	CHECKED BY: JMD	-	-		-

PRELIMINARY



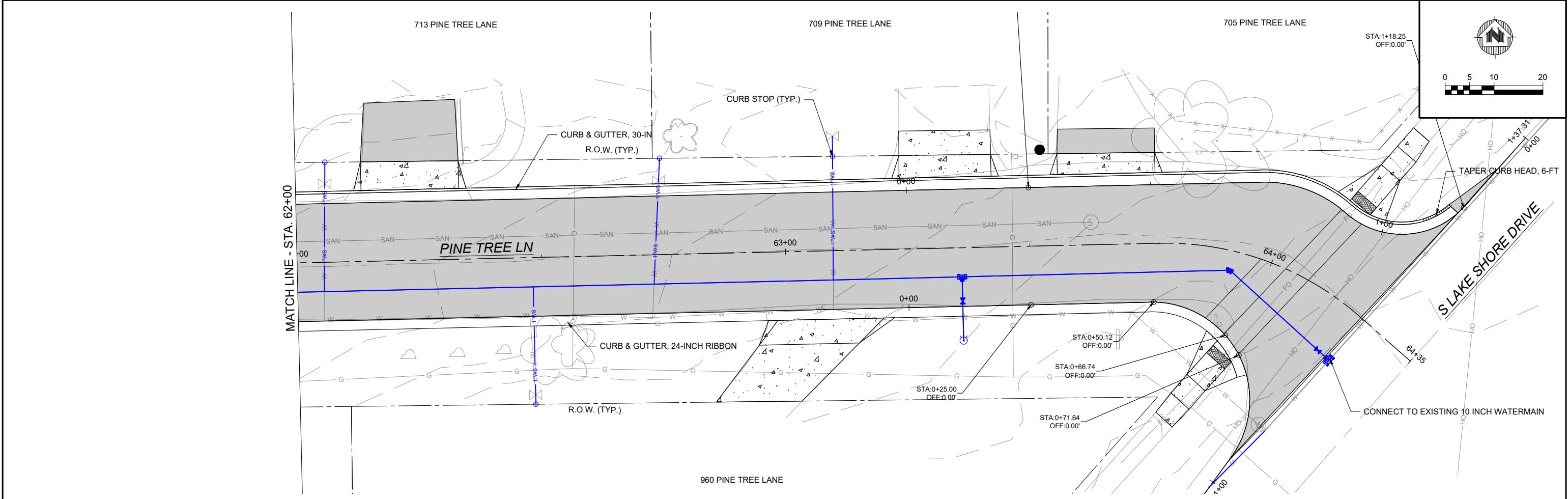
ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 2
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

PP3

PROJECT NO.
19995004
SHEET

PLOT DATE: 9/21/2022 10:06 AM, G:\19\19995\19995004\CADD\Construction Documents\Phase 2\19995004 Plan & Plan Sheets - Mariane and Pinetree.dwg



PROJECT DATE:	DRAWN BY:	NO.	DATE	REVISION	BY
	MJW	1	9/21/2022	PRELIMINARY	MJW
	DESIGNED BY:				
	CHKD BY:				

PRELIMINARY



ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 2
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

PP4

PROJECT NO.
19995004
SHEET



PROJECT DATE:	DRAWN BY:	NO.	DATE	REVISION	BY
10/4/2022	MJW	1	10/4/2022	PRELIMINARY	MJW
	DESIGNED BY:				
	CHECKED BY:				
PLOT DATE: 10/4/2022 12:51 PM, G:\191\19995\19995004\CADD\Construction Documents\Phase 2\19995004 Overview Sheet - Pine and Mariane.dwg					

PRELIMINARY



ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 2
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

OVERVIEW - MARIANE TERRACE & PINE TREE LANE

PROJECT NO. 19995004
SHEET EX1

- PUBLIC INFORMATION MEMO - PINE TREE LANE AND MARIANNE TERRACE IMPROVEMENTS

PROJECT OVERVIEW:

The City of Lake Geneva has planned improvements for both Pine Tree Lane and Marianne Terrace in order to improve roadway conditions, stormwater management, and public utilities. The limits of the project begin at the intersection of Pine Tree Lane and South Lake Shore Drive and extend west along Pine Tree and Marianne Terrace, approximately 1350 feet of roadway. The new proposed standard section includes two, 12-ft travel lanes with curb and gutter, though widths and locations of asphalt roadway width and curb do vary throughout the project. Watermain will be replaced as well and storm sewer improvements will be completed at the intersection of Pine Tree Lane and Marianne Terrace where feasible.

In follow-up to the City of Lake Geneva Public Works Committee Meeting held Monday, September 26, 2022 at 4:00 PM, direction was given by the Committee on how to proceed for several points of interest to both the City and residents along the project limits.

A summary of items of public interest and committee direction received:

- Locations of curb and gutter throughout the project limits: Project includes curb and gutter along full project length. Curb cross section to vary depending on drainage and driveway locations. MSA will work with residents on cross section of curb through driveways given either during design or installation to help with the driveway approach or drainage concerns.
- Stormwater improvements are significant at the intersection of Pine Tree Lane and Marianne Terrace. The intersection has been reduced in size for better control of runoff and storm water, additional inlets have been added to Pine tree lane along with additional inlets to the high side of Marianne Terrace for rain events that exceed the capacity of the initial inlets. See exhibit for the layout.
- Width of Roadway: Roadway to be widened minimally to two, 12-ft travel lanes and curb. Areas of the roadway are planned to be narrower to minimize disturbance of landscape, driveways, or steep slope along Pine Tree Lane. The exhibit does reflect the proposed road widths and curb & gutter.
- Sidewalk ramps located at Pine Tree Lane and South Lake Shore Drive: Ramps to be replaced entirely with concrete, warning fields, and to slopes allowing ADA compliance are anticipated.
- Existing overflow parking area along north west edge of Marianne Terrace: Paved areas outside proposed roadway cross section and existing driveways are not to be replaced with asphalt or impervious surface. Areas are to be restored to green space. Full curb head will also be used in this area outside driveways entrances.
- Local lake access: Access to the lake at end of Marianne Terrace is not to be part of this project.

Both Pine Tree Lane and Marianne Terrace are to remain open to local traffic throughout the project outside temporary interruptions in access as a result of roadway, utility and driveway work. It is the intent to provide another public meeting

ANTICIPATED PROJECT SCHEDULE:

The construction schedule is subject to change based on weather and product/service availability. See below for the anticipated project schedule.

Project Bidding

- November & December of 2022

Project Construction Start

- Early Spring of 2023

Project Construction Finish

- Spring / Summer of 2023

PROJECT QUESTIONS:

Any questions related to the project, please contact Joe DeYoung (See below). Additionally the project will be an item on the Public Works Committee Meeting scheduled for October 24, 2022 @ 4:00 PM for further question or comment.

Joe DeYoung, PE – Engineer
MSA Professional Services, Inc.
Phone: 608-242-6646
jdeyoung@msa-ps.com





PROJECT DATE:	DRAWN BY:	NO.	DATE	REVISION	BY
10/4/2022	MJW	1	10/4/2022	PRELIMINARY	MJW
	DESIGNED BY:				
	CHECKED BY:				

PRELIMINARY



ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

2022 STREET IMPROVEMENTS - PHASE 2
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

OVERVIEW - MARIANE TERRACE & PINE TREE LANE

PROJECT NO.
19995004
SHEET
EX1

2022 STREET IMPROVEMENTS - PHASE 2
ENGINEER'S ESTIMATE OF PROBABLE COSTS - WATER MAIN INSTALLATION
CITY OF LAKE GENEVA, WALWORTH COUNTY, WI

ITEM NO.	ITEM DESCRIPTION	EST. QTY	UNITS	UNIT PRICE	TOTAL PRICE
WATERMAIN					
1	Valve Box, Top Section, Undistributed	10	EA	\$ 500.00	\$ 5,000.00
2	8" C900 PVC Watermain	1396	LF	\$ 115.00	\$ 160,512.40
3	6" C900 PVC Watermain	56	LF	\$ 130.00	\$ 7,332.00
4	8" Gate Valve and Box	4	EA	\$ 2,400.00	\$ 9,600.00
5	6" Gate Valve Box	4	EA	\$ 1,750.00	\$ 7,000.00
6	Complete Hydrant Assembly	4	EA	\$ 5,500.00	\$ 22,000.00
7	8"x6" Watermain Tee	4	EA	\$ 500.00	\$ 2,000.00
8	11.25 Degree Watermain Bend	2	EA	\$ 650.00	\$ 1,300.00
9	45 Degree D.I. Watermain Bend	5	EA	\$ 700.00	\$ 3,500.00
10	1" Polyethylene Water Service and Connection	634	LF	\$ 60.00	\$ 38,017.20
11	1-Inch Curb Stop and Box	25	EA	\$ 330.00	\$ 8,250.00
12	1-Inch Water Service Tap with Corporation	25	EA	\$ 350.00	\$ 8,750.00
13	Connect to Existing Watermain	1	EA	\$ 3,850.00	\$ 3,850.00
14	Abandon Existing Watermain Facilities	1	LS	\$ 3,000.00	\$ 3,000.00
Subtotal (Items #1-#14)					\$ 280,111.60
Contingency, 15%					\$ 42,016.74
TOTAL: Items #1-#14					\$ 322,128.34

Chapter 78. Utilities

ARTICLE I. IN GENERAL

Sec. 78-8. Committee powers and duties.

- (5) Construction work. The Commission shall immediately supervise any utility construction work. Notwithstanding the foregoing, any construction exceeding the sum of \$250,000 shall be reviewed by the Public Works Committee and must be approved by the City Council. No sewer and water extensions beyond City limits are permitted unless specifically authorized by the City Council.

From: Niedzwiecki, Mark J - DOT [<mailto:mark.niedzwiecki@dot.wi.gov>]
Sent: Wednesday, August 31, 2022 4:18 PM
To: City Clerk <cityclerk@cityoflakegeneva.gov>; Tom Earle <tearle@cityoflakegeneva.com>; City Administrator <cityadmin@cityoflakegeneva.com>
Cc: Levy, Andrew J - DOT <Andrew.Levy@dot.wi.gov>
Subject: Functional Classification Change Proposals - City of Lake Geneva

Lana, Tom, and Dave,

I would like to introduce myself. My name is Mark Niedzwiecki, and I work in the Planning Section for the Wisconsin Department of Transportation out of the Southeast Region office in Waukesha. One of my duties is to work with municipalities regarding the functional classification of their roadways. Typically, the classification of roadways is updated approximately every ten years following the release of decennial census data. Due to the new census numbers, local and regional developments, and new traffic count data, it is necessary to review the functional classification of roadways within your Urban Area.

To assist our discussions, I have attached the existing functional classification map, and also a map and table that summarizes the changes that WisDOT is proposing for your municipality. There is also [Supplemental Documentation](#) available here. It appears there are three proposed changes for the City of Lake Geneva.

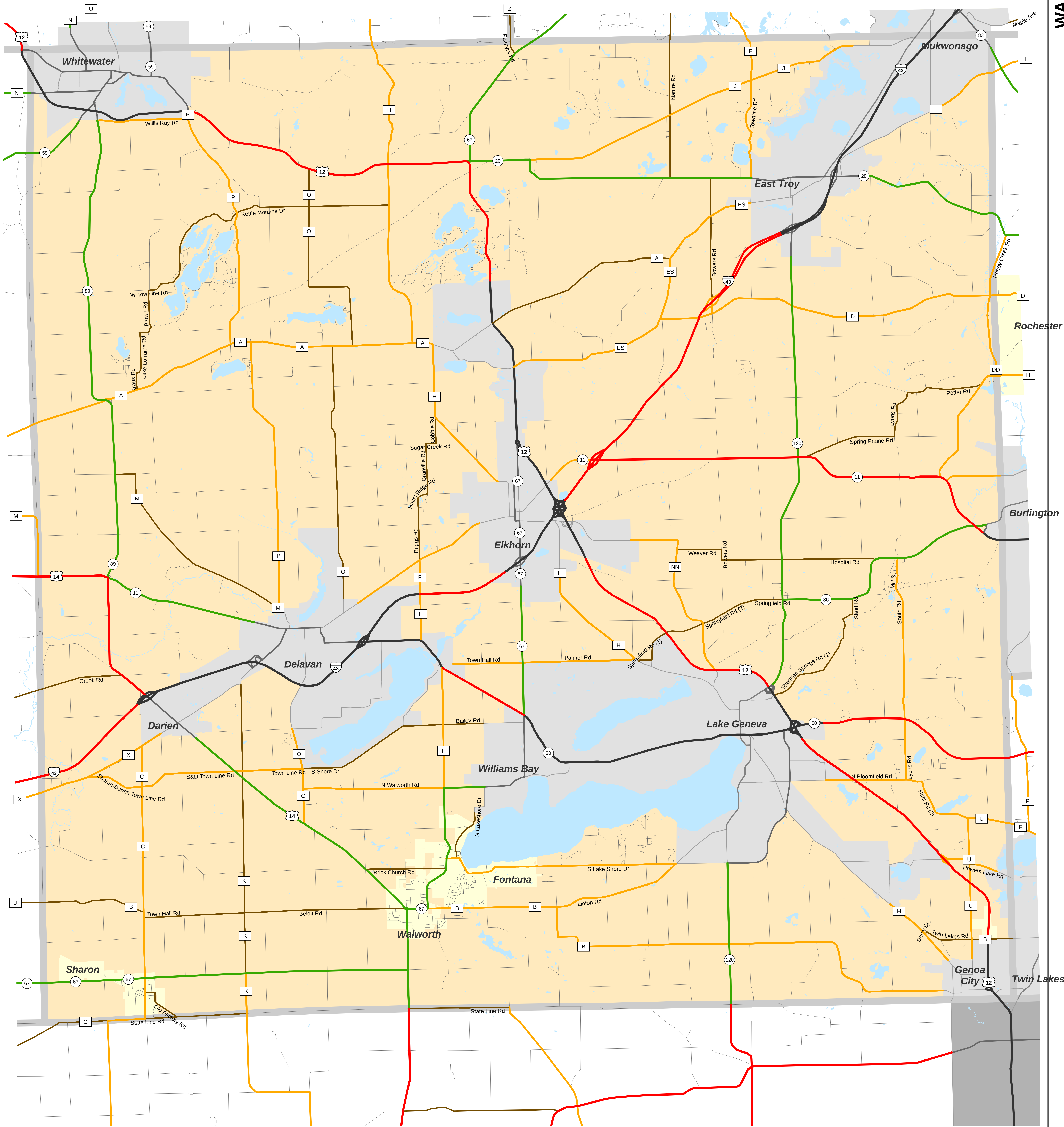
I would be happy to meet with you to explain and discuss any of the changes and address any concerns you may have. The final step would be to obtain a resolution from the City that approves the changes as proposed in the table document. We ask specifically for the resolution to approve the table because when the map is finally submitted to the Federal Highway Administration (FHWA), it does not include all of the annotations and such, so we would have to request a second resolution if the first resolution approved the map. Please feel free to give me a call or email if you have any questions or if you would like to schedule a meeting to discuss these proposals further.

Mark Niedzwiecki

Pronouns: he/him/his
Urban and Regional Planner | WisDOT, DTSD, SE Region
GIS, Jurisdictional Reassignments, Connecting Highways
D: 262-548-8700

WALWORTH
Functional Classification 01/19/2012

WALWORTH



Legend

Existing	Planned	Other

(In urban areas, only connecting links of rural routes are shown).

WALWORTH

Chart “C” Communities

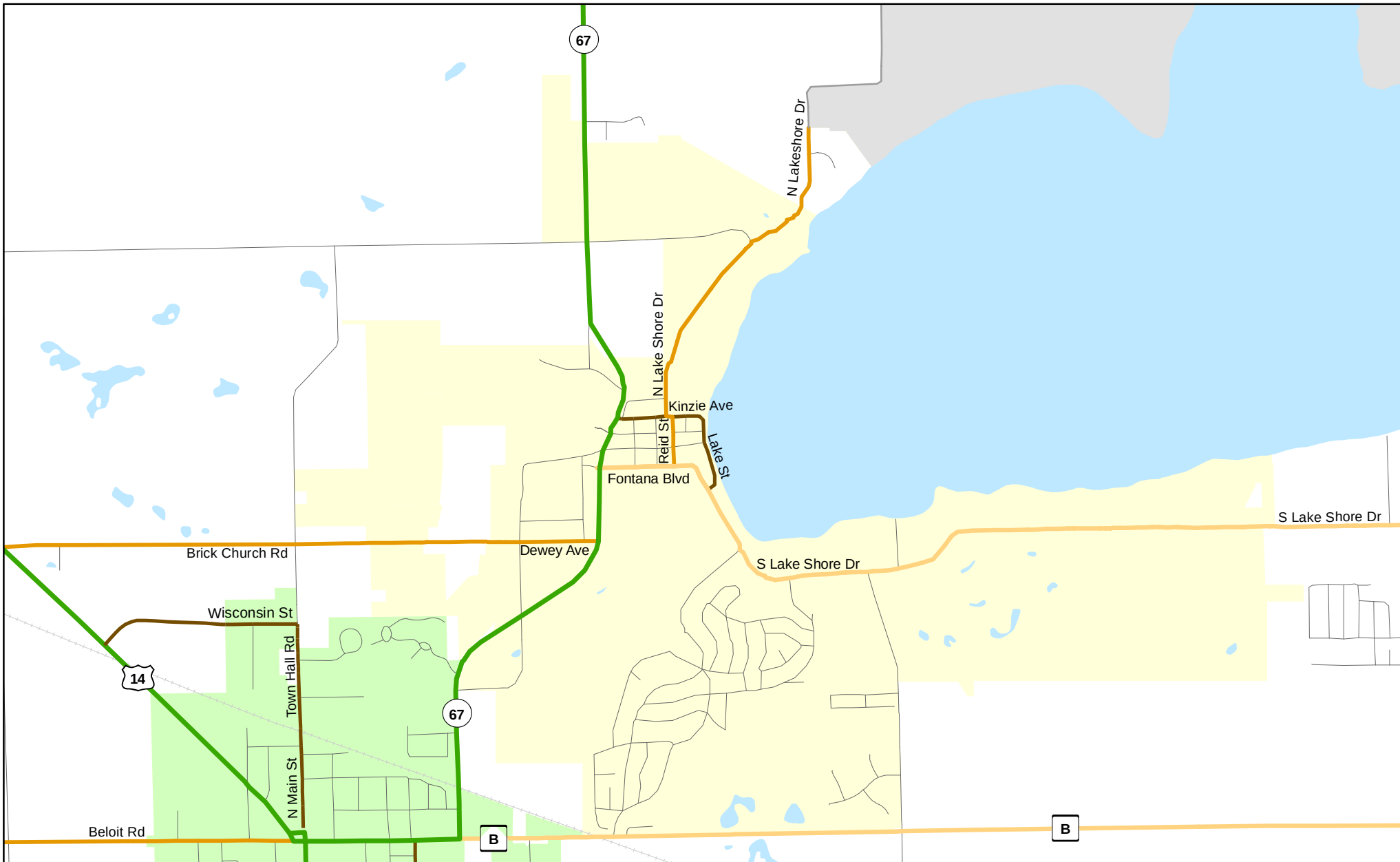
Page

- 3 Fontana
- 4 Walworth



Chart C Community: FONTANA
County: Walworth

Functional Classification 01/19/2012



Functional Classification

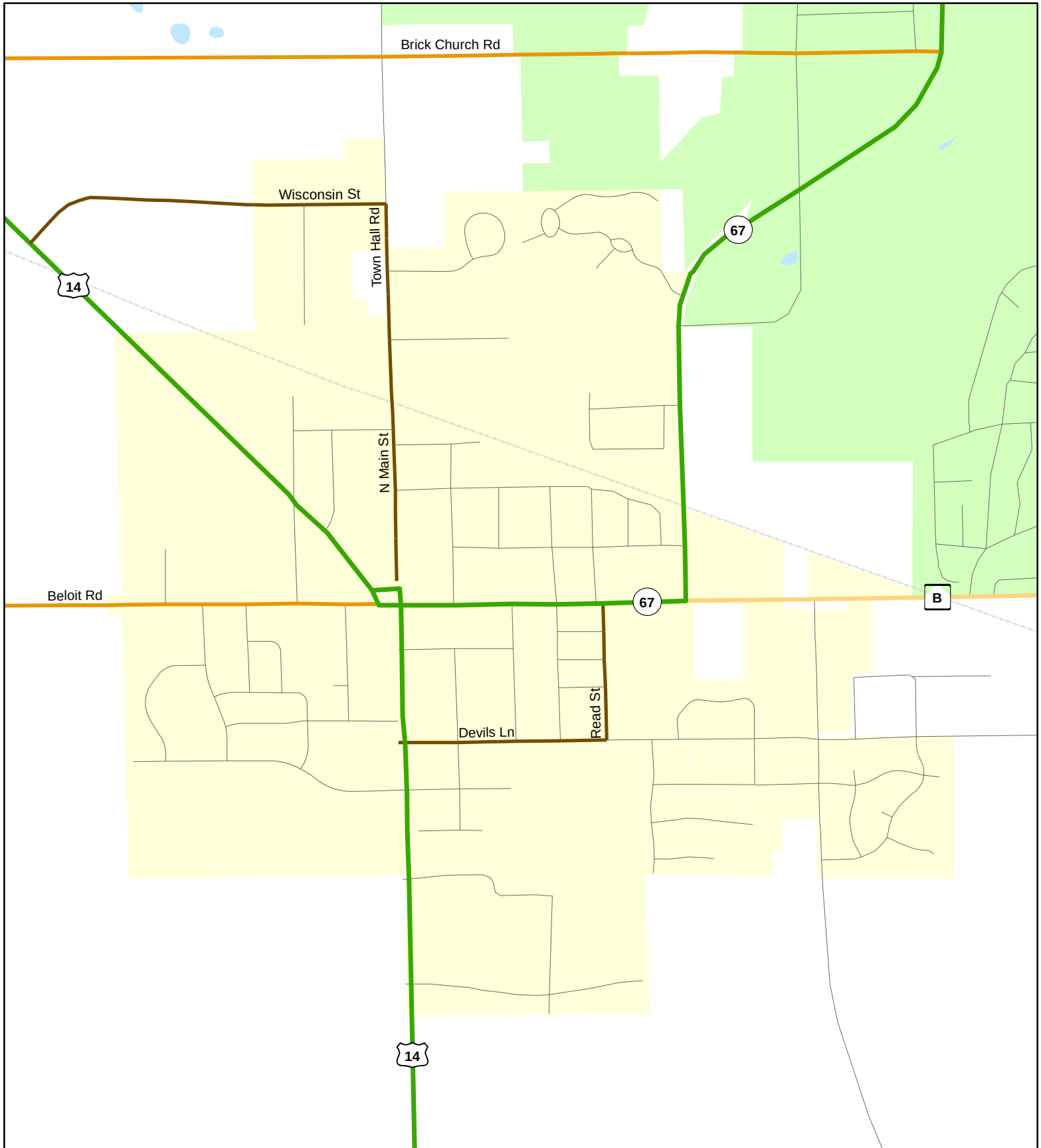
- | | | | | |
|----------------------------|------------------------|-------------------------|-------------------------|-------------------------|
| Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Chart C Minor Collector |
| planned Principal Arterial | planned Minor Arterial | planned Major Collector | planned Minor Collector | |

WisDOT Bureau of Planning and Economic Development
FHWA approval: 01/19/2012
PDF created: 07/05/2011



Chart C Community: WALWORTH
County: Walworth

Functional Classification 01/19/2012



Functional Classification

- | | | | | |
|----------------------------|------------------------|-------------------------|-------------------------|-------------------------|
| Principal Arterial | Minor Arterial | Major Collector | Minor Collector | Chart C Minor Collector |
| planned Principal Arterial | planned Minor Arterial | planned Major Collector | planned Minor Collector | |

WisDOT Bureau of Planning and Economic Development
FHWA approval: 01/19/2012
PDF created: 07/05/2011

RECOMMENDED FUNCTIONAL CLASSIFICATION CHANGES

WisDOT Region:	South East (SE)
County:	Walworth
Urban(ized) Area:	Lake Geneva - Bloomfield - Williams Bay
Population:	7,651 - 3,539 - 2,564

Urban Area:

LAKE GENEVA - BLOOMFIELD - WILLIAMS BAY

Starting Mileage:

IH	PA	MA	COL	LOC
	19.6	14.05	24.39	133.78

TOTAL
191.82

No.	Route	Limits	From	To	IH	PA	MA	COL	LOC	Reason
1	N Lake Shore Dr	UAB - STH 67	uMA	to uCOL			-0.86	0.86		ADT below 1500, continuity improvement
2	Palmer Rd	CTH H - Como Rd	uMA	to uCOL			-0.08	0.08		Continuity improvement
3	S Lake Shore Dr	Baker St - STH 50	uPA	to uCOL		-0.26		0.26		ADT is below arterial levels but still serves commercial land use area
4	Baker St	S Lake Shore Dr - Wells St	uMA	to uLOC			-0.07		0.07	Low ADT (380)
5	Springfield Rd (2)	Springfield Rd - CTH H	uLOC	to uCOL				0.16	-0.16	Continuity improvement, connects incoming MIC with MA
6	Springfield Rd (1)	Springfield Rd - CTH H	uCOL	to rLOC						This road is shown in UA map but appears to be rural, mileage is shown on county map
7	S Lake Shore Dr	Willow Rd - Pilgrim Church Dr	uMA	to uCOL			-1.50	1.50		Lower speed limts, continuity improvement
8				to						
9				to						
10				to						
11										
12										
13										
14										
15										
16										

Change:

0	-0.26	-2.51	2.86	-0.09
---	-------	-------	------	-------

End Mileage:

0	19.34	11.54	27.25	133.69
---	-------	-------	-------	--------

191.82

End %:

0.0%	10.1%	6.0%	14.2%	69.7%
------	-------	------	-------	-------

desirable range

4% - 11% 7% - 14% 3% - 16% 62% - 74%

AGENDA

Working Meeting – City of Lake Geneva

Project ID's: 3170-09-00/70 STH 50 – Resurfacing from Forest St to Grand Geneva Way Walworth County

Wednesday, September 7th, 2022
10:00 am – 12:00 pm

1. Discuss letter submitted to the Wisconsin Department of Transportation (Department) on March 30th, 2022 by the City of Lake Geneva (City), as well as the Department response memo sent August 2nd, 2022.
 - A. Decorative Signal Poles
 - I. The City and the Department both agree include a 35% increase in cost from standard signals as a placeholder in the SMFA.
 - II. *The Department is waiting for the City to provide an overview sheet of the locations in which they desire more decorative style signal poles (only downtown intersections, all intersections, etc.)*
 - B. Enhanced crossing at West Street
 - I. Installation of Rectangular Rapid Flash Beacons (RRFB) and enhanced crosswalk markings at this location are in agreement with current department policy.
 - a. However, due to lack of historic crash concerns, 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).
 - II. *The Department is waiting for the City to confirm desire for inclusion.*
 - C. N-S crossing at Curtis Street
 - I. The City and the Department both agree to include this crossing in the project scope.
 - D. Pedestrian accommodations between Curtis Street and Edwards Drive/STH 120
 - I. 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:
 - a. 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.
 - II. 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.
 - a. This cost includes:
 - i. 5' Concrete Sidewalk
 - ii. Required curb & gutter installation
 - iii. Storm Sewer
 - iv. Real Estate Acquisition
 - III. 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.
 - a. This cost includes:
 - i. 10' Asphalt Path
 - ii. Required curb & gutter installation
 - iii. Storm Sewer
 - iv. Real Estate Acquisition

- IV. 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.
 - a. This cost includes:
 - i. Sidewalk
 - ii. Required curb & gutter installation
 - iii. Storm Sewer
 - iv. Retaining Wall
 - v. Real Estate Acquisition
- V. *The Department is waiting for the City to confirm desired type and location(s) for pedestrian accommodations based on the above outlined construction costs and Department contribution.*

E. Expansion of STH 50 between Curtis Street and Edwards Blvd/STH 120

- I. The City requested that the Department reconsider the Connecting Highway Agreement Section 1 (E) regarding expansion of the roadway between Curtis Street and Edwards Blvd. using data from a traffic analysis provided by the City.
- II. The Department reviewed this segment using both 2021 traffic counts taken by the Department and the City provided traffic data. Both data result in the same conclusion that an expansion is not justified at 100% State cost based on our current policy of Performance-Based Practical Design, as outlined in our Facilities Development Manual Chapter 11-1-5.
 - a. However, an expansion can be included in the project scope if the City agrees to pay the construction cost difference to increase the scope from the resurfacing to a roadway expansion.
- III. 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. Removal of parking in these areas is a low-cost alternative that would improve LOS throughout the corridor and could be included in this project at City request.
- IV. *The Department is waiting for the City to confirm what their desired next steps are.*

F. Reconfiguration of north leg of Edwards Blvd/STH 120 Intersection

- I. The Department is unable to include a conversion of the eastern SB left turn lane to a northbound left turn lane with raised median as requested by the City due to negative impacts to overall intersection safety.
- II. The Department has developed a design with modifications to pavement marking only that would provide a northbound left turn lane into the third entrance at 350 N. Edwards Blvd. without negatively impacting intersection safety. See attached intersection design.
- III. *The Department is waiting for the City to confirm what their desired next steps are.*

G. N-S crossing on the east leg of Edwards Blvd/STH 120 Intersection

- I. The Department has reviewed this crossing location and determined that a crossing in that location would be unsafe due to the crossing distance and skew between the porkchop islands in the northeast and southeast quadrants.
 - a. However, the Department 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 intersection design.

2. Discuss possible pavement replacement between Maxwell Street and Wells Street (omitting Warren Street to Cook Street/Wrigley Drive reconstructed by the City in 2018)

- A. City questions or concerns?

3. Discuss status of utility work request

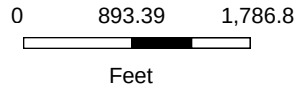
- A. Per Josh Gajewski, topic of discussion at 6/20/2022 Board of Commissioners meeting, but no updates received

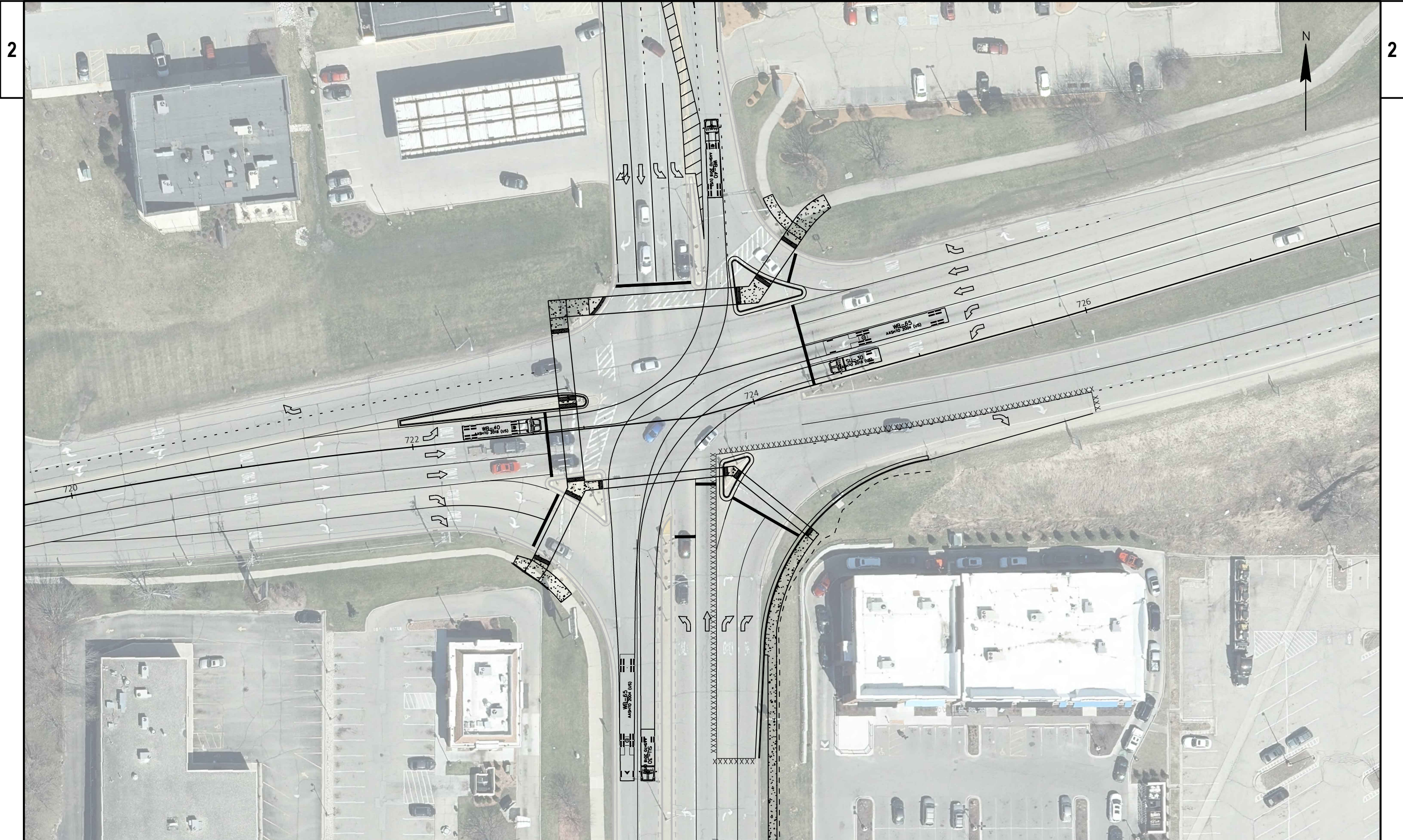
Legend

- County Municipalities
- Alley
- Hydrology
- ETZ
- City Limits

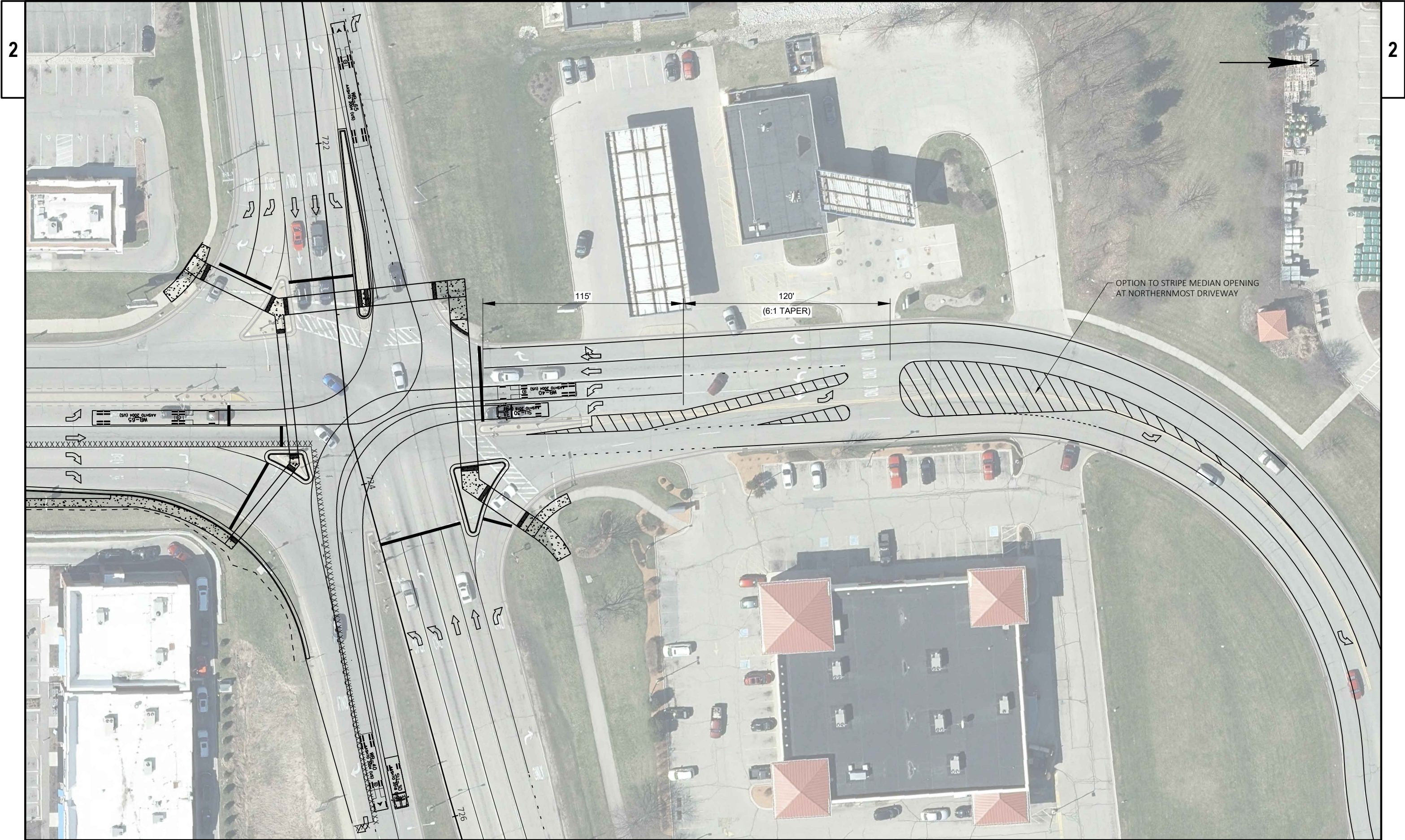
Data on this map may or may not be accurate, current, or otherwise reliable. For reference only.

Note

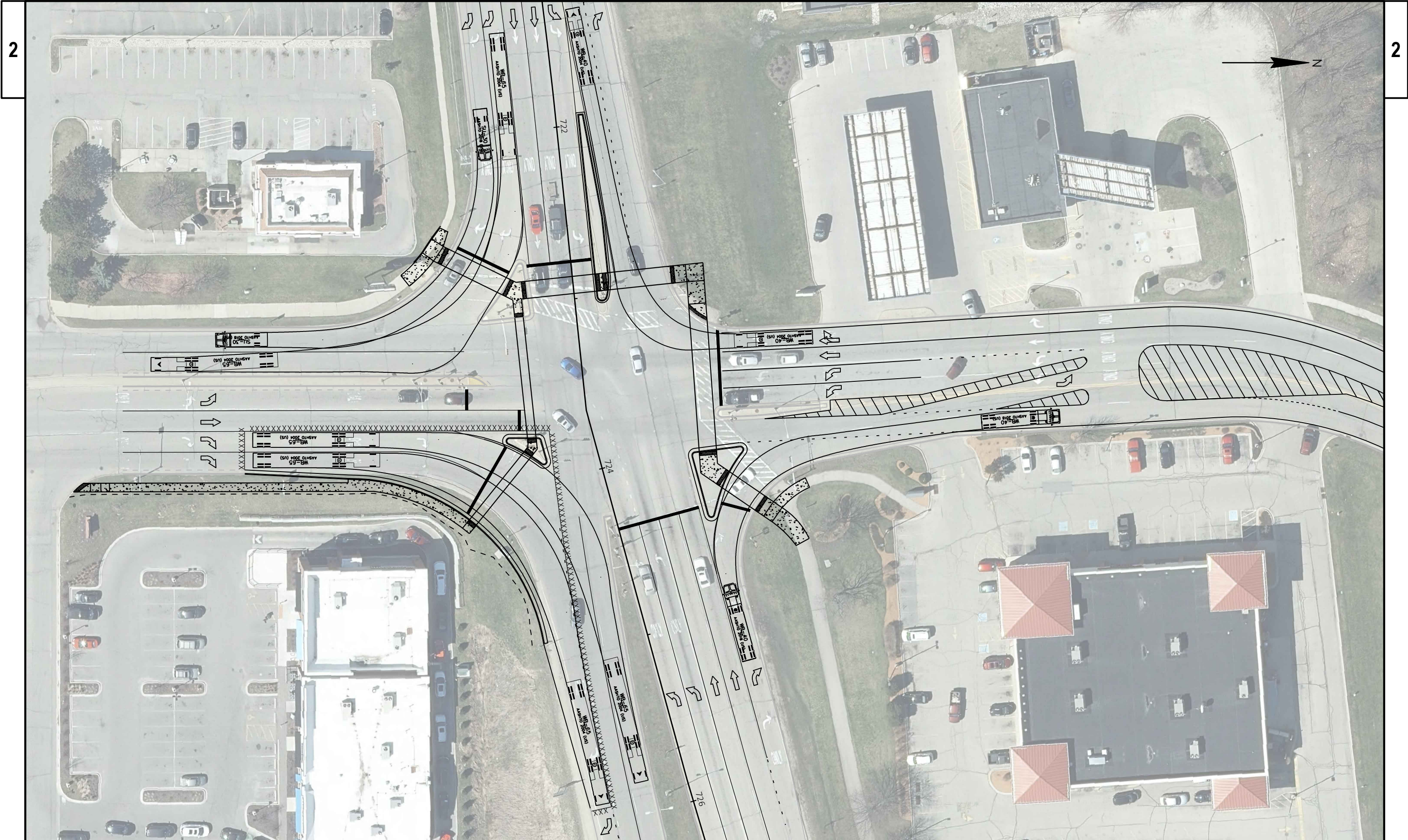




PROJECT NO: 3170-09-70	HWY: STH 50	COUNTY: WALWORTH	PROPOSED STH 120 INTERSECTION GEOMETRY	SHEET	E
------------------------	-------------	------------------	--	-------	---



PROJECT NO: 3170-09-70	HWY: STH 50	COUNTY: WALWORTH	PROPOSED STH 120 INTERSECTION GEOMETRY	SHEET	E
------------------------	-------------	------------------	--	-------	---



PROJECT NO: 3170-09-70	HWY: STH 50	COUNTY: WALWORTH	PROPOSED STH 120 INTERSECTION GEOMETRY	SHEET	E
------------------------	-------------	------------------	--	-------	---

Main Street Angle Parking Between Center Street and Cook Street

Kiosk 899	\$ 52,707.00
Kiosk 803	\$ 26,589.00
Kiosk 717	\$ 36,528.00
Kiosk 771	\$ 33,087.00
Kiosk 712	\$ 26,366.00
Kiosk 772	\$ 32,818.00
Kiosk 808	\$ 40,604.00
PM	\$ 60,700.00
TOTAL	\$ 309,399.00

89 Stalls

AVG per stall	\$ 3,476.39
---------------	-------------

Parallel Stall	23'
Current Angle Stall	10' 5"
Exchange rate	2.21
Potential Parallel Stalls	40

At \$2/hour:

Eliminating Parking on Main St between Center and Cook would reduce parking revenues by \$309,000

Converting the angle parking to parallel parking would reduce parking revenues by \$170,000

Converting three angle parking stalls to one parallel stall at the beginning and end of each block face would reduce parking revenues by \$56,000

At \$2/hour M-R and \$4/hour F-Su:

Eliminating Parking on Main St between Center and Cook would reduce parking revenues by \$510,000

Converting the angle parking to parallel parking would reduce parking revenues by \$280,500

Converting three angle parking stalls to one parallel stall at the beginning and end of each block face would reduce parking revenues by \$92,400

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.

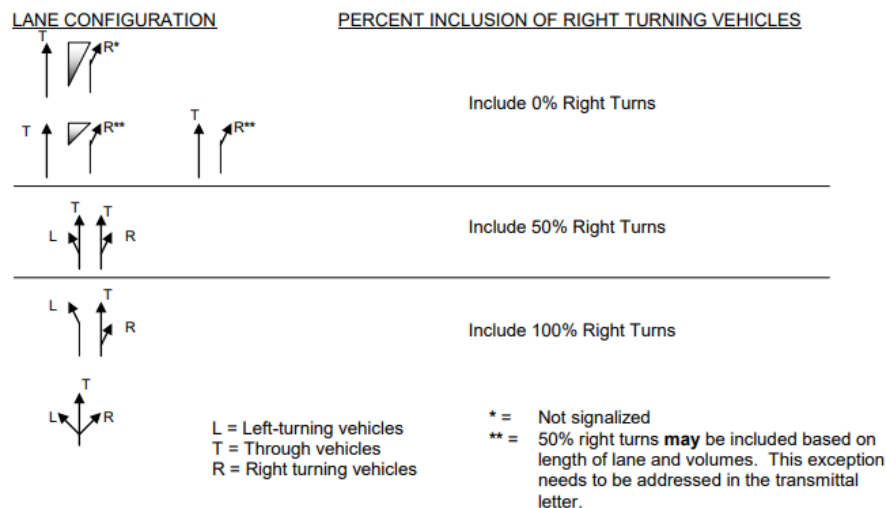


Figure 1. Right Turn Inclusion Percentages

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.

P:\WALCO\220492-CTH H at Center St\30-ReportStudy\8.0_Report\Technical Memorandum.docx

ATTACHMENT 1: LOCATION MAP AND EXISTING GEOMETRY



Location Map

WALWORTH COUNTY, WISCONSIN

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**
3800 County Trunk N N
Elkhorn, WI 53121-3003

DISCLAIMER: THE INFORMATION PROVIDED ON THIS MAP HAS BEEN PRODUCED AND PROVIDED BY OR FOR SOURCES BELIEVED TO BE RELIABLE. WALWORTH COUNTY, WISCONSIN, DOES NOT WARRANT THE ACCURACY, COMPLETENESS, OR QUALITY OF THE INFORMATION. THE INFORMATION ON THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.



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 WAS REPRODUCED AND PROCESSED FROM SOURCES BELIEVED TO BE RELIABLE. HOWEY ANYWAY, EXPRESS OR IMPLIED, IS MADE REGARDING ACCURACY, COMPLETENESS, QUALITY, RELIABILITY OR USE OF ANY OF THE INFORMATION. THE INFORMATION CONTAINED HEREIN WILL NOT 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

[N] SB (Center St.)

Total: 1102

In: 549 Out: 553

190
90
269

7

[W] EB (CTH H)

Total: 12354

In: 5576 Out: 6778

176

5364

36

16

9

46
83
1382

Out: 1331 In: 1511

Total: 2842

[S] NB (Center St.)

6

294

6542

1205

In: 8041

Total: 15056

Out: 7015

[E] WB (CTH H)

5

15

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

[N] SB (Center St.)

Total: 62

In: 33 Out: 29

7 5 21

3

[W] EB (CTH H)

Total: 784

In: 366

Out: 418

8

357

1

3

2

7

3

64

1

Out: 74

In: 74

Total: 148

[S] NB (Center St.)

18

404

68

In: 490

Out: 442

Total: 932

[E] WB (CTH H)

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

[N] SB (Center St.)

Total: 86

In: 41 Out: 45

11 7 23

[W] EB (CTH H)

Total: 932

In: 416

Out: 516

11

398

7

27

500

108

In: 635

Out: 545

Total: 1180

[E] WB (CTH H)

1

5

7

124

Out: 122 In: 136

Total: 258

[S] NB (Center St.)

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

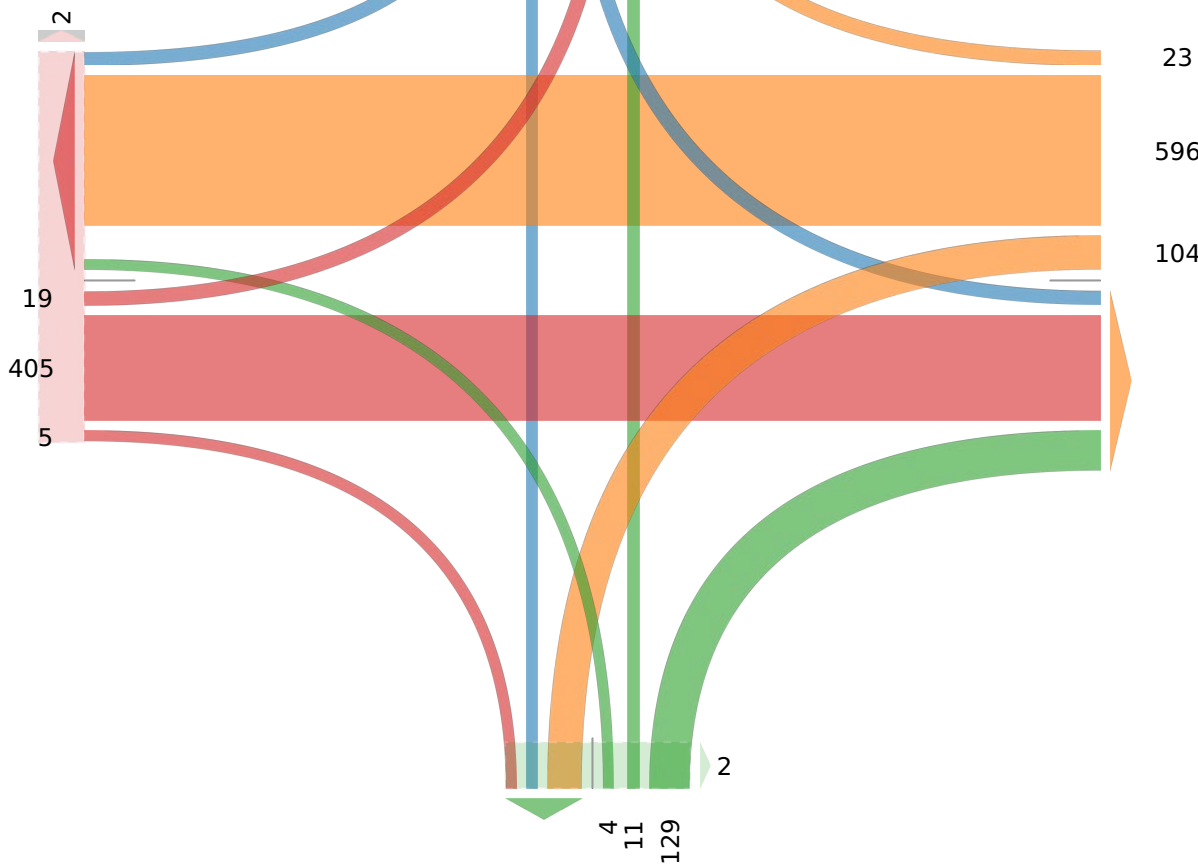
[N] SB (Center St.)

Total: 93

In: 40 Out: 53

16 18

[W] EB (CTH H)
Total: 1045
In: 429 Out: 616



Out: 552 In: 723
Total: 1275
[E] WB (CTH H)

Out: 115 In: 144
Total: 259
[S] NB (Center St.)

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. [\[More\]](#)

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](#)

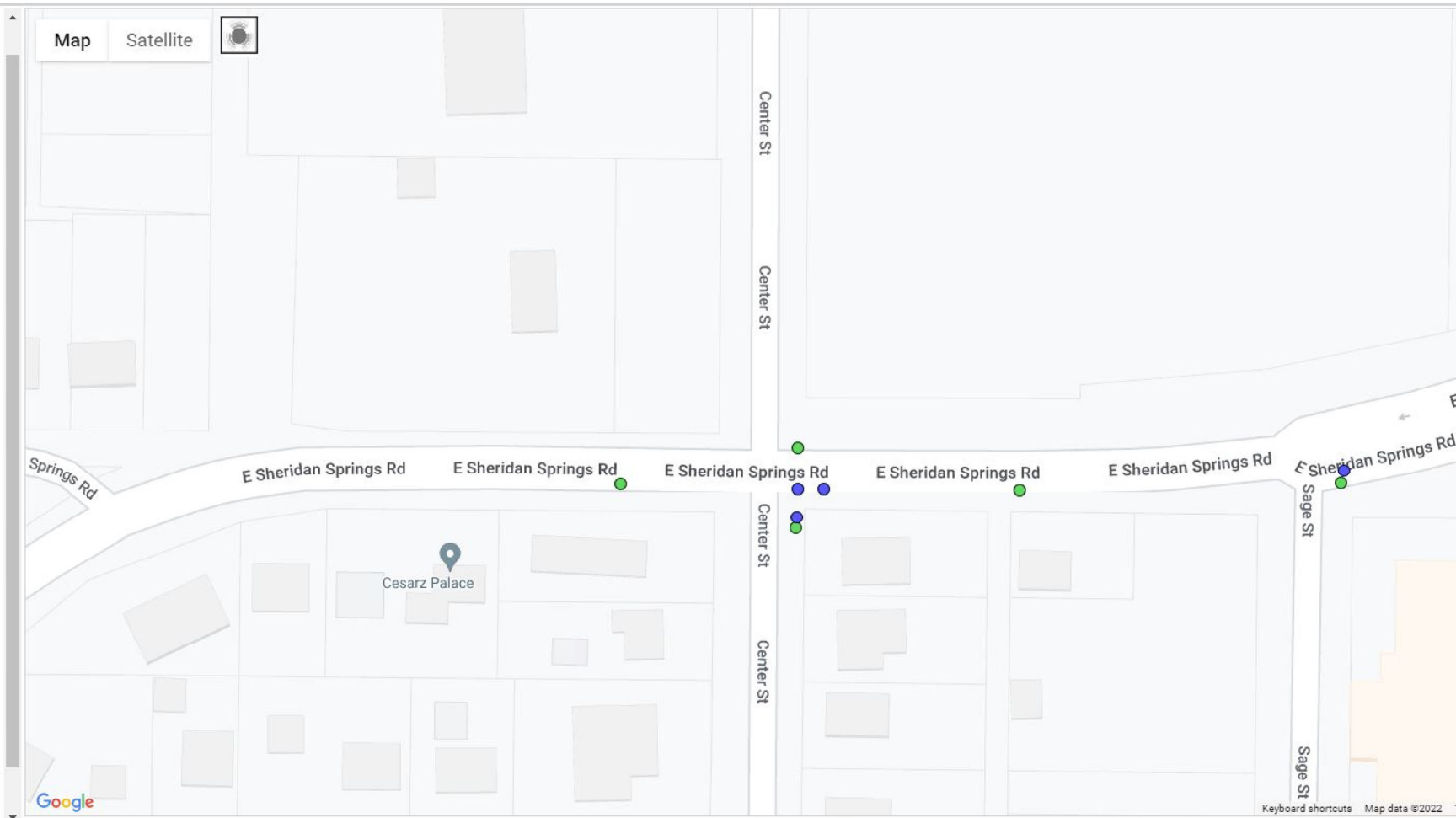
Crash Flags ? [\[Definitions\]](#)

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

Combine crash flags using: ☐ AND ☒ OR

Deer Flag ?

▼



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

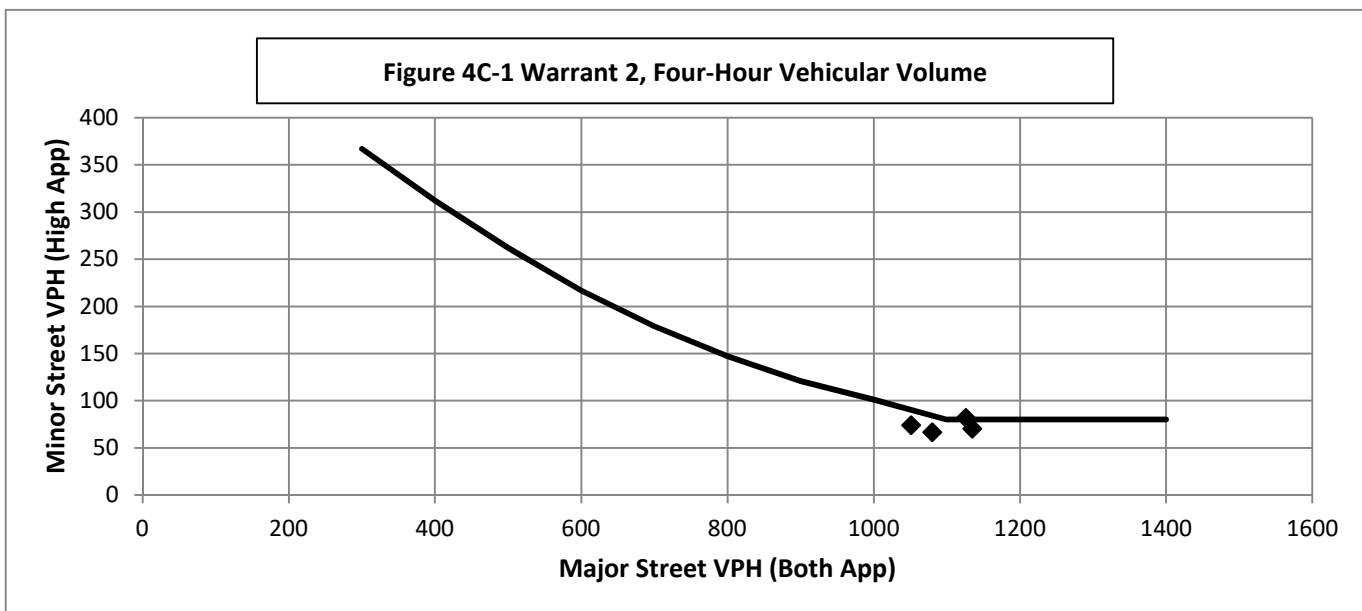
100%

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:

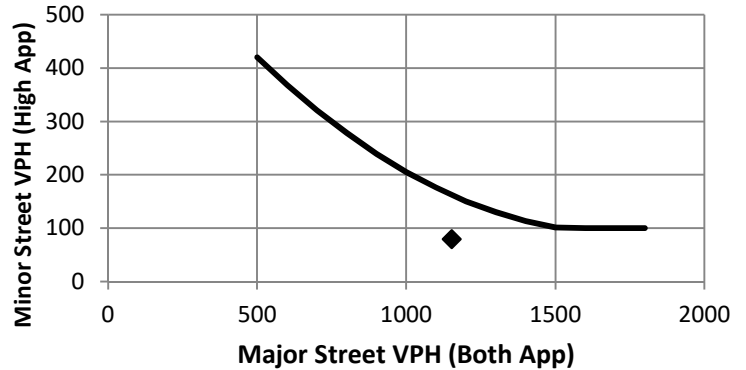
Check peak hour only

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

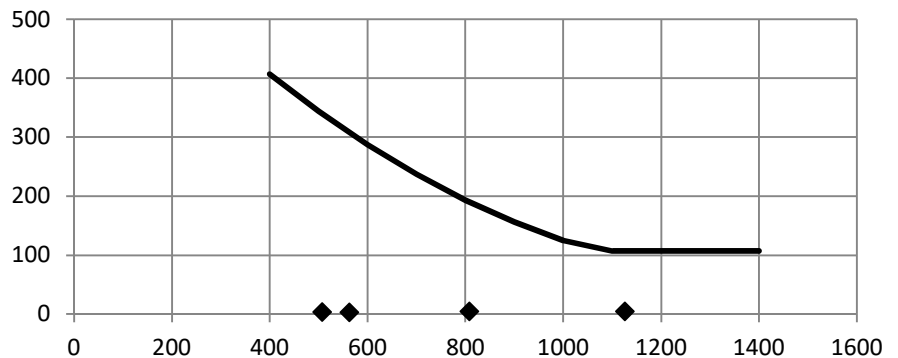
Avg. walk speed less than 3.5 ft/s?

No

Criterion A Satisfied?

No

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



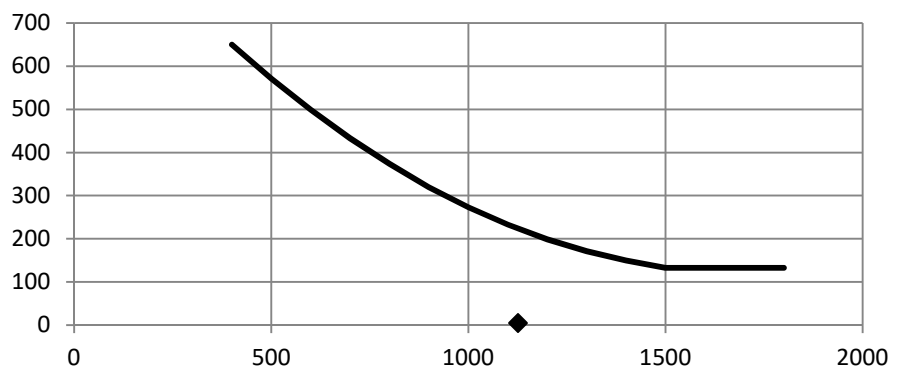
Criterion B: Peak Hour

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

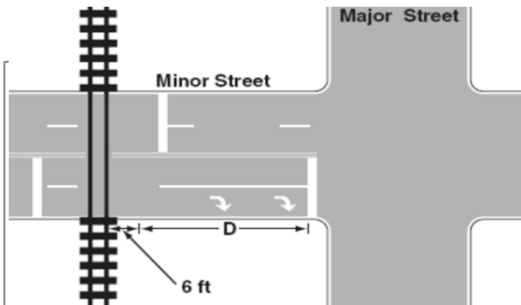
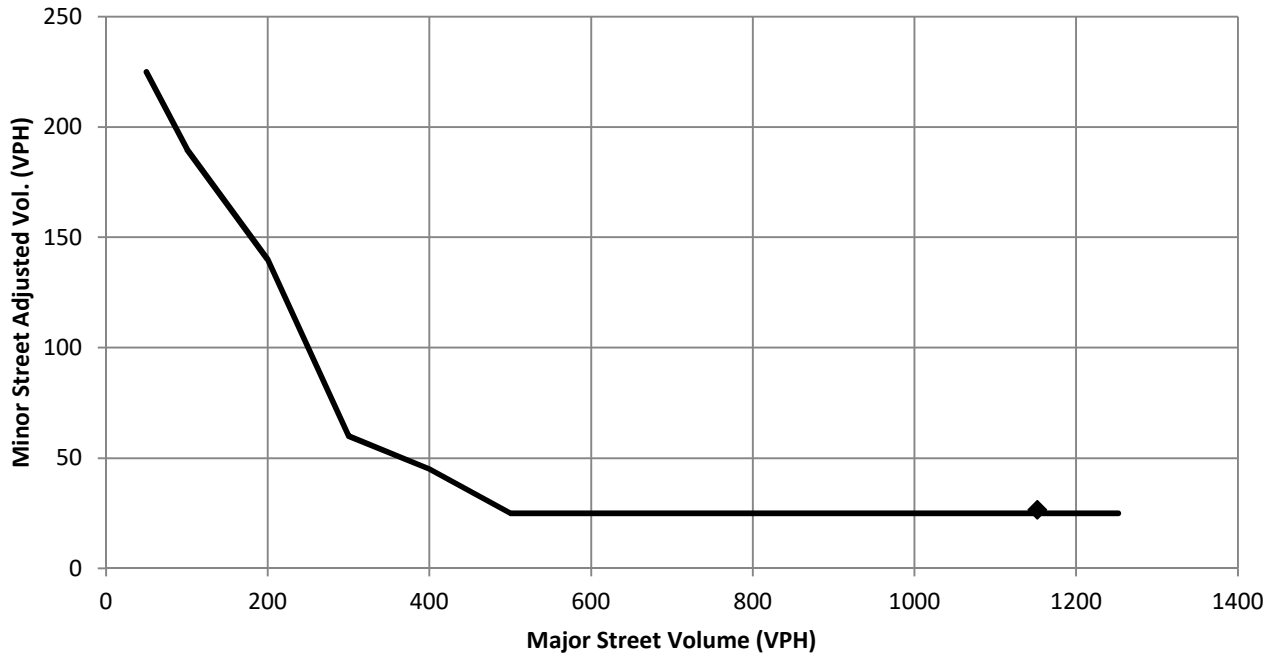


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)



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

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

10 East Doty
Suite 615
Madison, Wisconsin
53703

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

www.hntb.com

February 4, 2003

The Honorable Mayor & Council Members
City of Lake Geneva

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

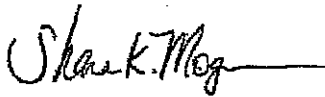
OFFICES: ALABAMA, WA; ANNAPOLIS, MD; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, SC; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; COLUMBUS, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; EL PASO, TX; FAIRFIELD, CA; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA; 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







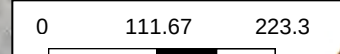


Legend

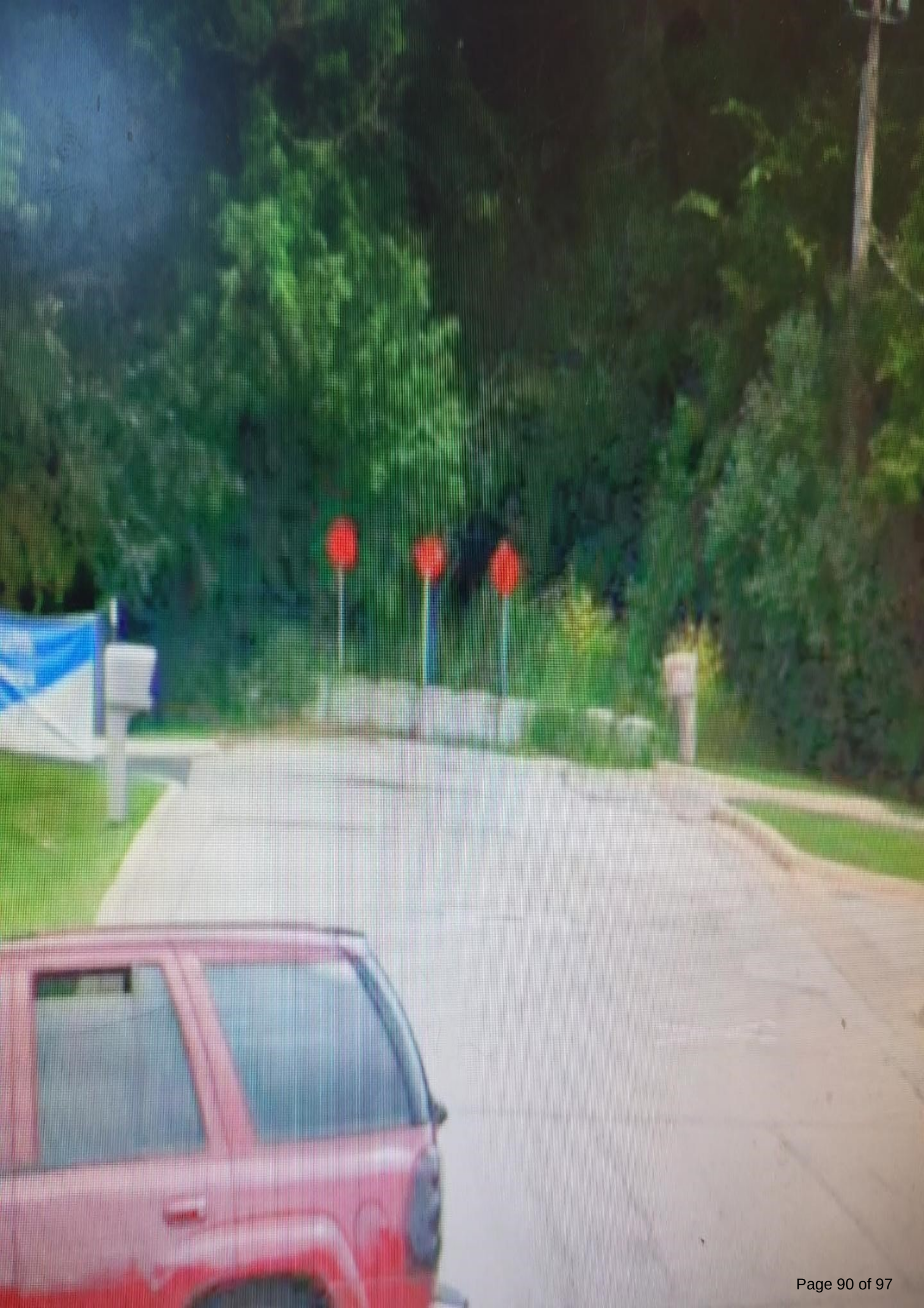
- Street Names
- Private Roads
- Addresses
- County Municipalities
- Tax Parcels (Air Photo)
- Alley
- Right-Of-Way
- Hydrology
- ETZ
- City Limits

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

Note

Feet
© Kapur and Associates

8/17/2022





**DONATION PROPOSAL
APPLICATION
CITY OF LAKE
GENEVA**

Application should be completed and submitted to the Lake Geneva City Administrator. Please attach any supporting information as needed.

Date: Sept. 21, 2022

Applicant / Contact Person: Mary Jo Fesenmaier

Address: 1085 S. Lake Shore

Phone: 262-903-1856 Email: _____

Donation Type:

☒ Monetary (unrestricted)

☐ Monetary (restricted)

☐ Land / Real Property

☐ Facility Enhancement

☒ Service / Labor

☒ Material / Equipment

☐ Memorial Item

☐ Partnership

☐ Other (Please Define): _____

Donation Description:

Landscape items boulders, rocks, plants,
etc.

Location: (If applicable, where are you proposing to donate the item(s)? Maps & photos are encouraged. Please be specific):

Lake Geneva Boulevard
behind Kwik Trip (see map)

Amount, or value, of donation: \$500 Is it the desire of the donor to name or rename any amenity or facility? Yes or No (Circle One). If yes, please explain.

If applicable, wording on recognition if desired:

n/a

As the applicant and donor I have read and understand the City of Lake Geneva Donation Policy. My signature indicates the desire for the proposed donation to be considered by the City of Lake Geneva.

Applicant's Signature: Mary Jo Fesenmaier Date: 9/21/2022

Thank you!

For City Use Only

☐

Donation Accepted by the City of Lake Geneva

☐

Donation Not Accepted by the City of Lake Geneva

Reason(s) for Not Approving:

Date Donor Notified: _____

By: _____

____ Endowment Required: _____ %

____ Memorandum of Understanding Required

____ Contingency Required: \$ _____

Application Reviewed By:

[Signature]

Forward to Following Committee:



Donation Policy

PURPOSE

The purpose of the City of Lake Geneva's Donation Policy is to establish a policy, within most departments, for donations proposed at facilities, public parks, open spaces and trails on City property or on public easements. If you are interested in making a donation, please fill out the [Donation Proposal Application](#).

POLICY

There are occasions when interested parties wish to donate to City of Lake Geneva. It is the policy of the City of Lake Geneva to consider all donation requests and decide if accepting the gift is in the best interest of the community. Donations generally come in the form of facility enhancements, monetary gift, memorial items, services / labor, equipment / materials, land / real property, or partnership projects.

SCOPE

This policy applies to all City Departments except Utilities, Police, Fire and Library.

PROCESS

A Donation Proposal Application must be submitted by the donating party to the City Administrator. As necessary, the City Administrator will consult with city staff to consider the proposal and generate a report to accompany the donation proposal. The City Administrator will then place the proposal (and report) on the appropriate committee, commission or council agendas for consideration and action. The following guiding principles will be considered when evaluating a donation:

- appropriate and safe location for placement, easements, utilities, existing structures
- durability, high-quality materials, longevity, appearance and aesthetics
- liability, safety
- future or ongoing maintenance, budget impact
- future site development plans
- natural environment
- accessibility, usefulness
- overall public acceptance/approval
- must be in compliance with all city ordinances and policies

Depending on the nature of the donation, the City may request supplemental information such as: detailed project budget, copies of cost estimates, site plans, engineered drawings or conceptual drawings associated with the project, and proposed timeline to construct.

Once the proposal is reviewed, City staff will respond to the applicant if the donation was accepted or with the reasons the donation was rejected.

IMPLEMENTATION

The following guidelines are provided for the funding, installation, removal, maintenance, recognition, and liability of donations:

1. Funding - All costs, including initial installation, labor and materials are the responsibility of the donor unless the City agrees to some other written agreement with the donor. Some projects may require an endowment to ensure the longevity of the gift and to assist the City with future maintenance.

In special situations, such as when the donor is allowed to hire a contractor, a memorandum of understanding or a project agreement may be required. A contingency fund may also be required, of up to 15% of project's cost, to cover necessary change orders and overruns associated with the project. Remaining contingency funds will be applied to the endowment fund for future maintenance costs.

2. Installation – As applicable, an installation timeline shall be developed for all donations. Work performed by the City, contractor, or donor shall be identified. A City employee will be assigned as a manager for the project.

3. Removal or Relocation of Donor Project - Unless specifically agreed to in writing, the City may, at any future date, elect in its sole discretion to remove or relocate the donation. No permanent right, title, or interest of any kind shall vest in the Donor's behalf by virtue of donation acceptance.

4. Vandalism & Maintenance - All normal maintenance costs are at the City's expense, however, no special maintenance and/or replacement is guaranteed. Improvements made in a public space become the property of the City of Lake Geneva and will be maintained accordingly by the City under the administrative direction of the appropriate Department Director. The Department can offer no guarantee or obligation, legal or otherwise, to maintain or replace signs, plaques, materials, equipment, structures, or other donated resources that are vandalized, lost, stolen or otherwise damaged or destroyed.

5. Donor Recognition - Permanent forms of recognition, such as plaques, signs or decals, may be permitted only with the approval of the City Administrator or designated City Department Manager / Director. Permanent recognition plaques shall be harmonious and integrated with the character and features of the facility. Other details, such as materials and wording, must be included as part of the written proposal. If naming of a facility is desired, the City's Naming/Renaming Policy will be applied.

6. Liability - In no event shall the City be liable for value or tax assertions/claims by the Donor. The Donor(s) agree(s) to hold the City harmless and indemnify the City for any and all claims which might arise from any person, entity or corporation, resulting from the Donor's use of the City property or right-of-way for installation purposes, or arising from the Donor's performance or improvement/item donated pursuant to this policy.

7. Donation Value – The City will assign a value to all donations made which may vary from what the group or individual making the donation may believe the worth to be. GASB No. 72 states donated assets are to be reported at acquisition value: the appraised or measured value at the time of donation (an entry price). Common examples include donated infrastructure, art, and historical treasures.

Memo to the City of Lake Geneva

To: Public Works Committee **Date:** February 11, 2020

From: Greg Governatori, P.E.

CC: Dave Nord – City Administrator
Tom Earle – Director of Public Works

Subject: Alternatives for YMCA Path replacement

BACKGROUND AND REQUEST:

At the request of the Public Works Committee, we have completed a brief alternatives analysis for possible routes to replace the existing multi-use path behind the YMCA. The existing path connects Darwin Street to the back of the YMCA and then continues on city property to Curtis Street. The existing 1500' segment of path is in extremely poor condition and will require extensive improvements to meet current multi-use path standards. This section requires pavement and base removal, excavation, new base structure, culvert and drainage improvements, ditching, retaining walls, and fencing. The replacement of this section is estimated at \$275,000.00

The attached exhibit shows possible alternatives for providing a new pedestrian path to replace the connection from Darwin to Curtis that is behind the YMCA. As part of this analysis we have also considered pedestrian traffic as well as the bike path connectivity for the segment.

All right of ways are 66' except for Cass street which is only 50'. All roadways within the area are 28' feet wide from back of curb to back of curb (Typical City minor roadway section). Curtis Street and Darwin streets have approximately 19' of available right-of-way from the back of curb to the property line which would be adequate for the construction of a 10-foot multi-use path

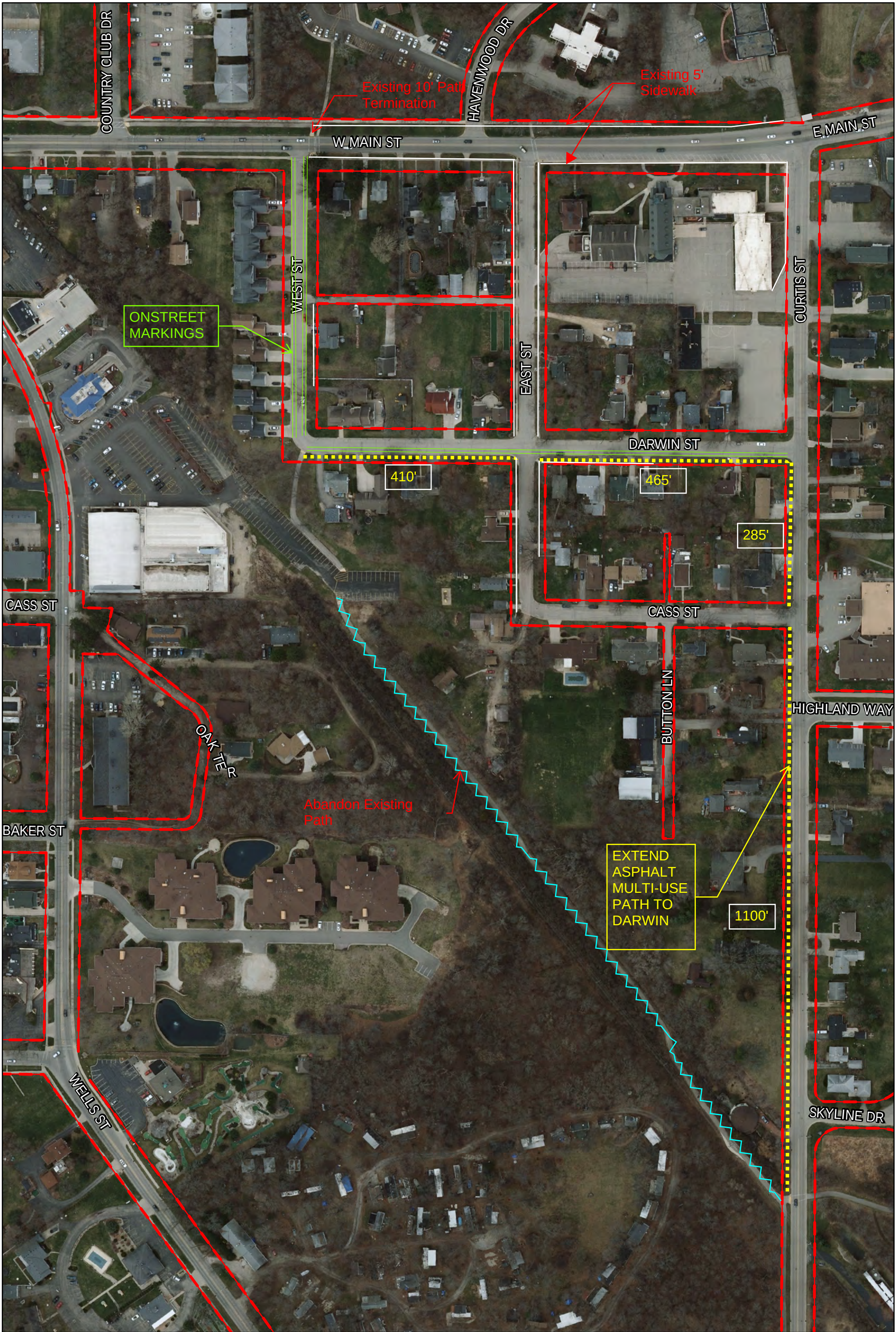
Curtis Street, Darwin Street, Cass Street, East Street and West street are all possible routes for either a new off-street multi-use path, or on street bike lane markings. Sidewalk currently exists on various sections of East, West and Darwin streets as shown on the attached exhibit.

Due to this restriction an off-street multi use path may be considered as it will provide both pedestrian and bicycle accommodations. A alternative would be to provide a sidewalk with onsite bike lane striping.

Estimated costs to construct 2300 feet of 10-Foot Asphalt Multi-Use path (60/sy) = \$153,000.00

Estimated cost to install new 5' concrete sidewalk (one side) and provide on street bike lane markings (12/SF) = 158,000

(Cost estimates include pedestrian crossings, pavement markings, ADA upgrades, and engineering)
Cost do not include removal or restoration of old YMCA path section – Estimated at \$40,000 to remove asphalt, walls, etc, place topsoil, seed and matting (1670 Square yards)



**KAPUR & ASSOCIATES, INC.****Lake Geneva YMCA Multi-Use Path Cost Estimate**

City of Lake Geneva, Walworth County, Wisconsin

YMCA Multi-Use Path Estimate (EXHIBIT E)					
Item No.	Item Description	Unit	Estimated Quantity	Unit Price	Total Price
204.0110	Removing Asphaltic Surface	SY	1833	\$ 7.00	\$ 12,833.33
204.0170	Removing Fence	LF	220	\$ 4.00	\$ 880.00
204.0245	Removing Storm Sewer (8")	LF	25	\$ 10.00	\$ 250.00
205.0100	Excavation Common	CY	556	\$ 30.00	\$ 16,666.67
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	611	\$ 28.00	\$ 17,111.11
460.5224	HMA Pavement Type 4LT 58-28 S, Item also includes tack coat (455.0605).	TON	316	\$ 120.00	\$ 37,950.00
308.0312	Storm Sewer Pipe Class III	LF	40	\$ 85.00	\$ 3,400.00
615.0100	Guard Fence Timber or Rail	LF	220	\$ 50.00	\$ 11,000.00
628.2031	Erosion Mat Class III Type A	SY	1100	\$ 11.00	\$ 12,100.00
532.0225.S	Wall Modular Block Gravity Landscape	SF	2420	\$ 45.00	\$ 108,900.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	1100	\$ 12.00	\$ 13,200.00
10% CONTINGENCY				\$	23,429.11
BIKE PATH SUBTOTAL				\$	234,291.11
8% ENGINEERING COSTS				\$	18,743.29
BIKE PATH TOTAL				\$	276,463.51