



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

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE
MONDAY, SEPTEMBER 26, 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

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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 August 22, 2022 Public Works Committee meeting minutes as prepared and distributed
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. Parking Manager Report
 - a. August Revenue
7. ADA Compliance Report
8. 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.*

9. 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.

10. Discussion / Recommendation 2022 Road Paving Program (*MSA*)

Wrigley Drive & Cook Street and Pine Tree Lane & Marianne Terrace Improvements

11. Discussion / Recommendation Main St./Hwy 50 WisDOT project

12. Discussion / Recommendation month to month waived parking fees and increasing parking rates (*Parking*)

Continued from 8-22-22 PWC with request for Parking Manager to bring back policy options at September PWC meeting.

13. 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, second by Halverson. Motion carried 8-0.

14. Discussion / Recommendation on Traffic signals: Townline, Center Street, Grant Street (*Ald. Fesenmaier*)

Continued from August 22, 2022 PWC Meeting.

15. Discussion/Recommendation regarding Library Sidewalk Repairs and to identify a funding source

9-6-22 FLR: Motion by Howell to refer back to the Public Works Committee, second by Halverson. City Administrator Nord stated that this had been discussed in the past. They were asked to provide the cost and locations. Motion carried 5- 0.

16. 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.

17. Future Agenda Items

WisDOT functional classification of roadways

18. 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
MONDAY, AUGUST 22, 2022 4:00 P.M.
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (LOWER LEVEL)

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

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

Roll Call: Chairperson John Halverson, Ald. Fesenmaier, Ald. Hedlund, Ald. Yunker, and Ald. Dunn

Ald. Fesenmaier motioned to suspend the rules and move item 8, the Tap Grant South Street Trail Project up on the agenda and to allow public to make comments after the presenter, second by Ald. Halverson. Motion carried 5-0.

Discussion / Recommendation of TAP grant and the impact on South St. (Chairman Halverson)

Michael J. Baird, P.E., WisDOT SE Region

Ald. Halverson posed the question if the Tap Grant can be changed substantially to what was presented or if any changes would be allowed. Mr. Baird stated any changes would need to be done through the change management process. There are potential opportunities; nothing is a guarantee that you would be able to get what want. There is an opportunity to look into potentially changing the project such as project limits independent utility and a logical term point. He stated, from the time the city applied for the grant to current market conditions there's been a magnitude of difference now with funds available vs. what this project would now cost.

Ald. Halverson asked Mr. Baird if that would also include the changing of the width of the path? Mr. Baird stated changing the width of the path would have to go through the change management process and they would also need to review the bike/ped to see if the change would meet the grant criteria of shared use paths. In general, an 8FT path is used for shorter distances to get around obstacles or to get around site conditions where if we were in a wider path of greater needs or right-of-way needs or impact something we don't want to impact where narrowing for a short distance would allow for that.

Ald. Halverson asked if shortening to a 6FT path would be an option. Mr. Baird stated this would not be acceptable due to a sidewalk being 5FT and it would be viewed as a wide sidewalk. Mr. Baird said he wouldn't envision a 6FT use being eligible for a shared use path.

Ald. Halverson stated there's also concern about knocking down trees. Mr. Baird stated suggested looking into re-routing or going from 10FT to 8 FT path and said he would recommend referring to engineers as he's not an Arborist.

Ald. Halverson stated there are two major concerns that would need to go for changes. Mr. Baird stated the two issues would need to work with Jake Varns, the local program manager on the change management request, and then those changes would need to be approved by the central office in Madison.

Ald. Fesenmaier asked that when Mr. Baird mentioned the logical terminus and ending point to the trail – is it typical that a trail would end at a street; meaning it wouldn't go to an intersection. Looking at the path – the L that goes from the high school and it only goes half way south. Is that typical to approve a plan that ends up nowhere?

Mr. Baird stated that it matters what that point in the middle of nowhere is. Typically, we would like it to have it go to an intersection, another path, park or some kind of generator. However, if that's a municipal

boundary it can limit building beyond a certain point. Would need to be looked at in change management.

Ald. Fesenmaier asked if it was possible to speak with Jake Varns before submitting changes. Mr. Baird said yes, and he could be part of that conversation as well.

Ald. Fesenmaier to suspend the rules to allow anyone to comment after presenter, second by Halverson. Motion carried 5-0.

Ald. Fesenmaier asked if it's in the realm due to certain inhibitors to do a modified path in the existing location or possibly switching locations? Mr. Baird stated it would be hypothetically possible, but switching locations would much more complicated than right sizing the current project to conditions and funding limitations.

Male resident (not identified) to the extent the city council terminates the project what's the pathway of potential reimbursing government for moneys spent which he believes is around \$120,000. Mr. Baird stated the city would have to pay any federal money which has been spent to date. The city is currently paying 20% they would now have to pay the 80% also. This doesn't include contracts with any other vendors.

Dave Schoeder, 420 Manning Way – If there's federal or state funding for this project is there any requirement for the trail being ADA accessible? Mr. Baird stated it would have to be in compliance with ADA standards.

Susan Raya, 112 Barron St. raised the question regarding change management process and categorizing the project in existing category or could it be changed to safe routes to schools. Mr. Baird stated it would be easier to change in existing category; some categories wouldn't have funding at all, and that Jake would be better to address the question.

Louis Proiser 479 South St. – noted item #8 page 22 was missing information that there are four homes that face South St. and six additional side homes that face South St. She read from page 34 of the City approved Bike Ped study. Louis stated there's already a path from Badger High School and Big Foot Beach State Park. She stated that the South St. L section is unnecessary, and that the change management process should have a trail that goes to the new YMCA from the middle school and high school.

Marcie Homan, 1566 Orchard Lane & Barbara Dinan, 500 S. Edwards Blvd. Pres. & Vice Pres. Joint School Board. Both stated that the school has never seen the plan She stated that the school thought the plan was referring to the path from the YMCA to Curtis St. and connecting to the middle school and not the issue with South St.

Kelly Nichol – 1190 Rolling Lane – opposed to the South St. trail due to safety issues based on Park and Open Space plan criteria for a multi-use plan. wants to focus on safety issues 2014 park and open space plan outlining criteria for what a multi-use plan.

Jeff Waters (no address provided) opposed to South St. trail and requested motion and action to halt spending from the committee and to terminate or change further development propose to the next council meeting to take possible action to end the project and return money to government.

Karen Yancy, Geneva Lake Conservancy opposed to the South St. trail due to the loss of trees, scenic beauty, land and storm water as impervious surfaces are negative to conservation causing more run off/pollution into the lake.

Ald. Fesenmaier motioned to halt outside spending on any of the firms the city is using that would charge extra money on item #8, second by Yunker. Ald. Fesenmaier clarified this is to the engineering firms working on the South St. project, second by Ald. Yunker. Ald. Fesenmaier would like to utilize city staff so we no longer incur additional bills from engineering consultants on the project and to have the City Administrator oversee this because his name is on the grant. Ald. Hedlund clarified that we're asking to pause the project, she stated, yes with an agenda item to be placed on the next City Council meeting. Motioned carried 5-0.

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

Sherie Ames, 603 Center St. addressing item 5c. Street Projects and spoke in opposition of the work being done on the street projects – specially in her alley and the Alderman for stopping the open comments on the South St. trail.

Director of Public Works Report

Update Center Street Culverts (**Kapur**)

Survey returned and will send surveyor out to check out some additional spots to correct the lining. Will probably be done together at the same time as the other dam. Anticipated construction will correlate with GLLC construction.

Bloomfield Rd. (**Kapur**)

Signal arms were installed last week roadway paving sholdering on eastside done this week. Signals turned on after WisDOT inspection. Signals will operate on flashing mode on Bloomfield Road (information on page 12 of the packet).

Update 2022 Streets Project (**MSA**) project has not been completed and the engineer representative wasn't on Zoom, but Director Earle has spoken to him to address issues.

Update Disc Golf Bridge (**Ellena**)

Engineer is working to get the bid out in September

Update on WisDOT SH 120

Things are progressing very preliminary, but the project is 5-7 years out.

WIS DOT HWY 50 Project (**DPW**)

Dir. Earle has meeting in early September to provide input.

Ald. Fesenmaier asked if letters were sent out to residents that took place around the city. Dir. Earle said it will be addressed to industry standard by the engineer, MSA so driveway tie ins and along both edges are not compacted.

Item F HWY 50 project some of them required choices. #3 City Curtis street intersection (that it is appropriate intersection and put cross walk there).

Vehicles and trailers approved through City permit.

Approval of the July 25, 2022 Public Works Committee meeting minutes as prepared and distributed

Ald. Hedlund motion to approve Ald. Hedlund, second by Ald. Halverson. Motion carried 5-0.

Parking Manager Report

July Revenue net of tax total is \$365,000 or a 2% decrease behind last year. Elder stated we've been seeing the 2% decrease consistently month to month for a while now. Percentages for the month for coin 1.3%, credit cards at the kiosk 73.7%, and the park mobile app 25.1%. The high water mark day was July 3rd at \$16,000.

ADA Compliance Report

Dir. Earle stated that in the future anytime we do a project in the Right of Way we will share what the city will be working on to address ADA areas in and around by the city.

Discussion / Recommendation Fairwyn request for four-way stop sign at Sonata Way & Cadence Circle (DPW)

Dir. Earle clarified that it's a one way stop sign not a four-way and the challenge is there are a lot more people living there now.

Ald. Fesenmaier said she had a resident contact her to put 3 stop-signs rather than one because it's a main thoroughfare. Dir. Earle has no issue and suggested to obtain expertise of the Police Department.

Ald. Fesenmaier send the stop sign issue to the Police Department / Chief to the who intersections within Symphony Bay subdivision, second by Ald. Halverson. Motion carried 5-0.

Discussion / Recommendation City Engineering (City Administrator)

Dir. Earle referenced the letters in the packet from the Utility Director and Building Inspector/Zoning Administrator recommending Kapur. Ald. Hedlund pointed out that in the letter from the Utility Commission it recommended using Kapur with an option to also use other engineering firms and ask for Dir. Earle's input. Dir. Earle stated he could foresee contracting for 5 to 8 years with an annual review to ensure the services were being met. Ald. Fesenmaier would like something more formal and would like Dir. Earle to type up a motion of recommendation for the committee incorporating all departments reference points for RFQ's, annual reviews, etc. that can be read into the record.

Ald. Fesenmaier motioned to continue to next month to look at something written and vote that into the record so the committee knows what we voted on, second by Ald. Hedlund. Motion carried 5-0.

Discussion / Recommendation month to month waived parking fees and increasing parking rates (Parking)

Parking Manager, Elder presented process of Event Permit and waiving of parking fees. Each stall has a daily value of \$20 x the number of days for the event. Ald. Hedlund stated that \$53,000 is a lot of money when we waive parking as citizens bare the cost and the event host vendors sell their wares making profit, but don't have to pay parking. He's opposed to citizens chipping in the money so enterprise can make a profit. He also stated that he thinks the city should charge for parking on Warren and/or Maxwell as they're only one block from the lake. He also stated that we don't charge enough to bag a meter and the city should be taking in and we also need to raise our rates on the tickets – there's currently no risk reward. Ald. Hedlund stated the Event Permit holders should pass along the charge to vendors to pay parking fees. Ald. Fesenmaier stated the front-end people have a policy based on criteria and asked if it's possible to increase repeat ticket violators. Ald. Dunn said to make it possible for the organization sponsoring to flat out pay for parking or add it to the fees or whomever is financially benefitting and perhaps establish a discount rate.

Pricing on the Parking Kiosks can be made via computer and Ald. Fesenmaier would like to see variable rates for holidays, weekends etc. Ald. Hedlund stated he thinks a policy needs to be established.

Parking Manager, Elder stated based on other area comparable and projections. Currently at \$2.00 per hour if city went to a \$3 per hour it would create an additional \$990,000, if the city went to a \$3.5 hour rate equivalent to \$1.5 million, \$3 to \$3.5 hourly rate on weekends only similar to Fontana additional

\$635,000 \$3.5 on weekends only additional \$953,000. If were to increase rates would have to increase ticket price (doesn't include holidays). Parking Manager to bring back a couple of policies next month in September. No action taken.

Discussion / Recommendation on possible updates to utility right of way in the 1000 block of Lake Geneva Blvd (DPW)

Dir. Earle point out that the right-of-way was never intended to be improved that it's a utility right-of-way that the city owns. The neighbor to the north has a building out back and was able to improve, and he's unsure if it was permitted, and there are issues with it being a dead-end which is a challenge he said he would be looking into snow removal.

Ald. Fesenmaier stated a raise order was issued for the building on Laurie St. and recently property owner was fined for taking down a city tree. Ald. Hedlund motion to continue to next month, second by Ald. Yunker. Motion carried 5-0. DPW staff to get a hold of property owner to come to September PWC meeting.

Discussion / Recommendation on special assessment for sidewalks including, but not limited to property on Lake Geneva Boulevard to connect Kwik Trip to the intersection on Wells Street (Ald. Fesenmaier)

Ald. Fesenmaier would like the city to apply special assessment giving the public a chance to finish the sidewalk, and she would like to see all of the sidewalks throughout the entire city as part of phase level project. It was removed from the comprehensive plan for budgetary reasons.

Ald. Fesenmaier motioned to proceed with special assessment for the sidewalks on Lake Geneva Blvd. that would filter [sic] into Eastview School to initiate the process (address # 752, 754, 794, 828), second by Ald. Dunn. Motion carried 5-0.

Ald. Fesenmaier motion to have staff to put an amount in the budget for a special sidewalk assessment for the entire city, second Ald. Dunn. Motion carried 5-0.

Discussion / Recommendation on Lake Shore Drive east side shoulder next to Big Foot Beach State Park (Ald. Fesenmaier) Ald. Fesenmaier pointed out that this is the shoulder is marked as a bike trail on the Bike and Ped plan. Looking at the east side and there's a three to four feet when put in fill the drop off. Dir. Earle stated he would have this done either the fall of 2022 or spring of 2023.

Discussion / Recommendation on Traffic signals: Townline, Center Street, Grant Street (Ald. Fesenmaier)

Ald. Fesenmaier Motion to continue to next meeting, second by Ald. Halverson. Motion carried 5-0.

Discussion / Recommendation speed limit on Maytag Road (Ald. Fesenmaier)

Ald. Fesenmaier recommend sending to Police Dept. for speed trailer to collect data to make suggestions, second Ald. Halverson. Motion carried 5-0.

Future Items

Manning Way (Ald. Dunn) fine with a yield sign to pedestrians (anywhere bike trail crosses motor way that there be one – motorist yield to pedestrians) – stop signs on the path (yield sign legal issue ask Kapur)

Adjourn

Motion to adjourn Ald. Hedlund, second Halverson at 5:55 pm

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.

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: Kapur Updates – September 26th PWC meeting

Bloomfield and Edwards Signal

Punchlist items remain including asphalt repair, sign placement, and pavement markings. A retainage will be held until restoration is complete. We anticipate complete close out of the project in 2021.

Center Street Culvert Lining

I walked through the culvert on Friday September 9th during low flow. The condition of the culvert did not appear to change from the inspection in Fall 2021. No new concerns were raised. The capacity analysis is still proceeding; however, has been delayed to assist the City with subdivision construction inspection services as the construction season finishes up. It is anticipated that initial recommendations will be available in November.





To: City of Lake Geneva - PWC
From: Joseph DeYoung, P.E.
Subject: 2022 City of Lake Geneva Street Projects
Date: September 21, 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 is currently working on the pay application and punch list associated with the project. Several comments from residents have been brought to the attention of MSA and have been dealt with on a case-by-case basis. Items range from mailboxes, damaged C&G, and erosion control that have been added to the punch list or corrected by the contractor.

The alley projects have received the most calls related to inlet protection and restoration. This is typical with alley projects and being able to separate the difference of what is public and what is considered private ownership is important. MSA will be following up on several issues related to transition within the alley. As stated previously the punch list will take care of the things that are under the control of the municipality, but MSA is not recommending the contractor repair issues related to private drives.



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: September 2022 Director's Report

OPERATIONS UPDATE

PUBLIC WORKS OPERATIONS

Stop signs were placed on the bike trail on Manning Way to address Ald. Dunn's request from prior Public Works Meetings.

Most of the DPW crew was focused on the set-up & clean-up of the annual Venetian Fest which ran from August 17-21st, and DPW crews hauled over 12,000 lbs. of garbage from the event. The Street Department did a good job of restoring parks, bathrooms and city areas after major events in public ROW & parks – Maxwell Street Days, Fat Tire Ride, Farmers Market, Honkey Talk, Walk to End Alzheimer's, 2 Church in the Park, six shelter/pavilion rentals, and weddings in the park and at the Riviera.

Director Earle has met and is working with DPW Staff Advisors/Committee Chairs on the Cemetery, Park and Tree Boards to prepare the 2023 budget projections.

The installation of post replacements for the Lion's Den and the fencing at Veteran's Park are currently in process. DPW successfully hosted the Electronic Recycle event (see image). We recycled over 8,000 lbs. of electronics and had the highest level of participation to date.





City of Lake Geneva

Department of Public Works

1065 Carey St.

Lake Geneva, WI 53147

262.248.6644

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

PUBLIC WORKS OFFICE & ADMINISTRATION

DPW held the BID opening for the Four Seasons Nature Preserve on August 24th and Chris Humphreys Contracting LLC was the lowest bid.

DPW and Utility staff participated in the annual hearing tests at the end of August. 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.

CITY OF LAKE GENEVA
PARKING SALES BY DAY - AUG

	CASH	CREDIT CARD	TOTAL
1-Aug	137.6	7,064.81	7,202.41
2-Aug	200.3	8,099.82	8,300.12
3-Aug	155.6	5,654.87	5,810.47
4-Aug	173.65	7,958.99	8,132.64
5-Aug	145.85	9,649.52	9,795.37
6-Aug	95.55	12,234.75	12,330.30
7-Aug	132.95	7,131.31	7,264.26
8-Aug	172.5	5,566.97	5,739.47
9-Aug	197.05	7,345.31	7,542.36
10-Aug	121.55	8,059.14	8,180.69
11-Aug	177.4	8,083.77	8,261.17
12-Aug	101.95	8,044.81	8,146.76
13-Aug	138.75	11,713.15	11,851.90
14-Aug	112.15	9,181.28	9,293.43
15-Aug	160.55	5,697.41	5,857.96
16-Aug	118.7	6,343.14	6,461.84
17-Aug	142.75	5,831.00	5,973.75
18-Aug	132.35	6,748.53	6,880.88
19-Aug	143.45	7,685.03	7,828.48
20-Aug	157.85	8,821.56	8,979.41
21-Aug	106.75	9,970.99	10,077.74
22-Aug	158.15	5,519.71	5,677.86
23-Aug	105.9	5,175.76	5,281.66
24-Aug	152.15	5,148.17	5,300.32
25-Aug	116.95	3,909.63	4,026.58
26-Aug	145.7	7,849.24	7,994.94
27-Aug	97.6	12,478.04	12,575.64
28-Aug	103.25	7,402.84	7,506.09
29-Aug	112.65	3,412.45	3,525.10
30-Aug	129.05	4,703.41	4,832.46
31-Aug	120.45	4,457.56	4,578.01
	<u>4,267.10</u>	<u>226,942.97</u>	<u>231,210.07</u>

Net of Tax 219,649.57

Coin	4,267.10	1.4%
CC	226,942.97	73.6%
Parkmobile	<u>77,272.00</u>	<u>25.0%</u>
	308,482.07	100%

2021	239,730.83
2020	260,285.34
2019	237,644.55
2018	233,504.03

AVG 2019-2021	245,886.91
OVER (UNDER)	(26,237.34)

PARKMOBILE		net of tax
2022	77,272.00	73,243.60
2021	80,325.00	76,137.44
2020	27,069.00	25,657.82
2019	13,346.50	12,650.71
2018	9,083.75	8,610.19
2017	4,432.00	4,200.95

2021 PM + Kiosk	315,868.27
2020 PM + Kiosk	285,943.16
2019 PM + Kiosk	250,295.26
2018 PM + Kiosk	242,114.22

AVG 2019-2021	284,035.56
OVER (UNDER)	8,857.60

New Asphalt Installation

Residential Proposal

Jon Higgins

Project:

Alley Drive

1121 Lake Geneva Blvd
Lake Geneva, Wisconsin 53147



Carrie Johnson
Business Development

Service Provider Information

Company Info



Pavement Solutions LLC
7617 IL Route 31
Richmond, IL 60071

P: 815-675-0696

F: 815-675-6106

<http://www.pavementsolutions.org>

Contact Person

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

About Us

We Solve Problems & Make Pavement Maintenance Simple

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

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

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

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

Proposal: Alley Drive



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

1. The area under consideration for a new asphalt surface comprises approx. 3,095 square feet.
2. **RED AREA**
Excavate to a depth of 9"; haul waste material off site.
Install 6" of new base aggregate, in lifts.

BLUE AREA

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

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

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

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

Total Price: \$13,866.00

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

1. The area under consideration for a new asphalt surface comprises approx. 3,095 square feet.
2. Same process as above except installing Modified Binder N50 Mix.
3. **If group opts for 10' wide alley:**
Surface \$12,844.00
Binder \$12,194.00

Total Price: \$13,161.00

Proposal: Alley Drive

Image



Notes:

Price Breakdown: Alley Drive



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

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

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

Optional Services:

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

Authorization to Proceed & Contract

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

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

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

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

Proposal: Alley Drive



Acceptance

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

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

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

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

Date: _____

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

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

Sealcoating Commercial | Owners Resp & Conditions

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

Paving Residential | Owner Responsibility & Conditions

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

Warranty & Conditions

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

Attachments



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

Company Attachments

[1 Yr Terms and Conditions 2022](#)



PROJECT DATE:	DRAWN BY:	NO.	DATE	REVISION	BY
	MJW	1	6/1/2022	PRELIMINARY	MJW
	DESIGNED BY:				
	MJW				
	CHECKED BY:				
	JD				

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PRELIMINARY

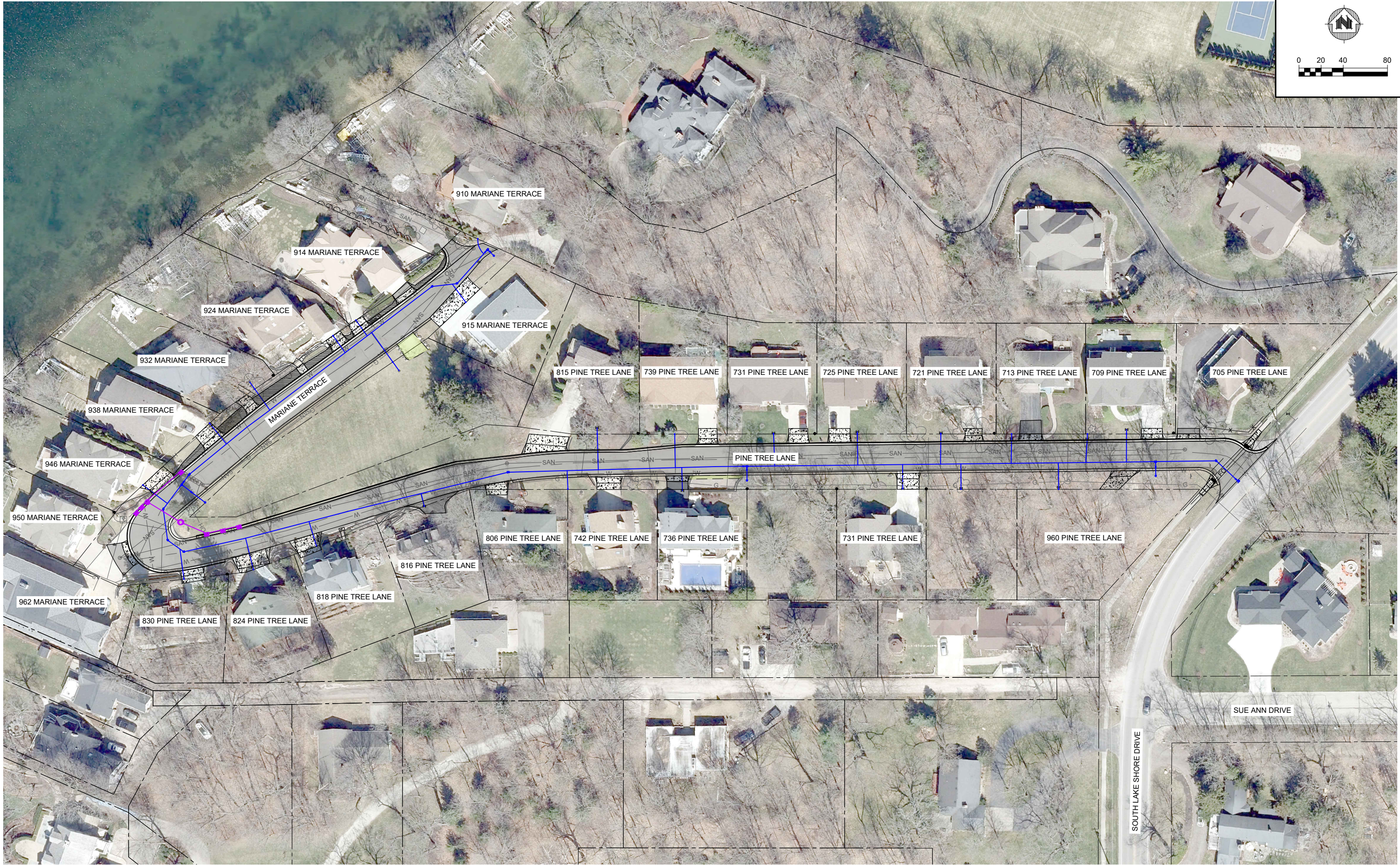


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WRIGLEY DRIVE ADA IMPROVEMENTS
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

OVERALL LAYOUT PLAN

PROJECT NO:
19995004
SHEET
C400



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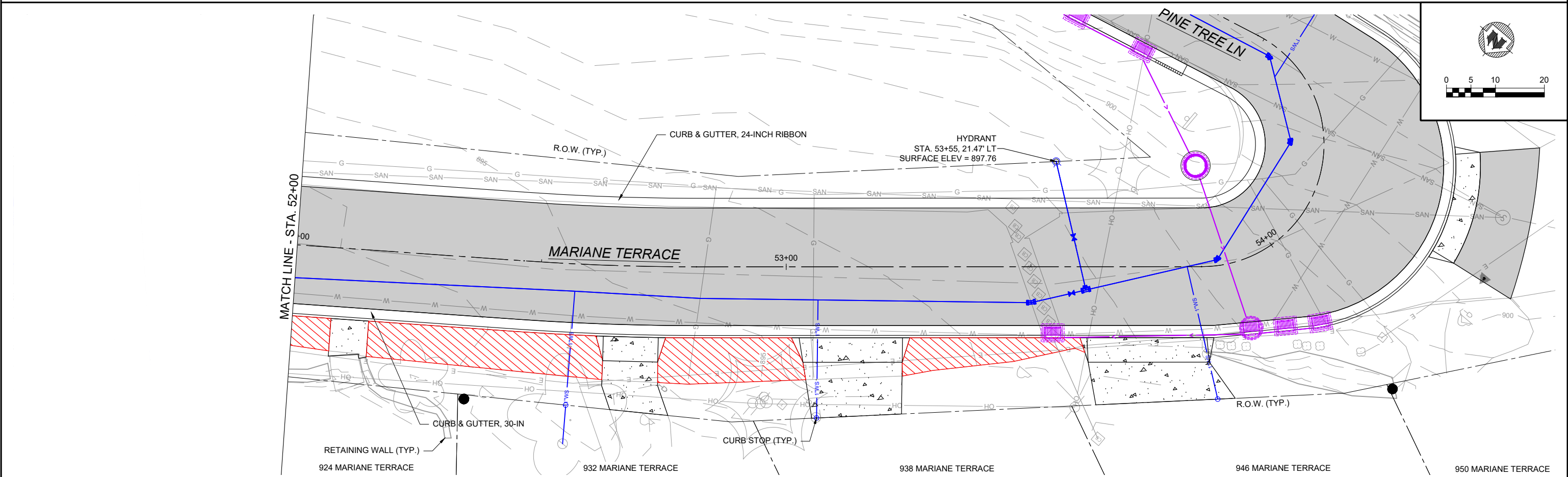
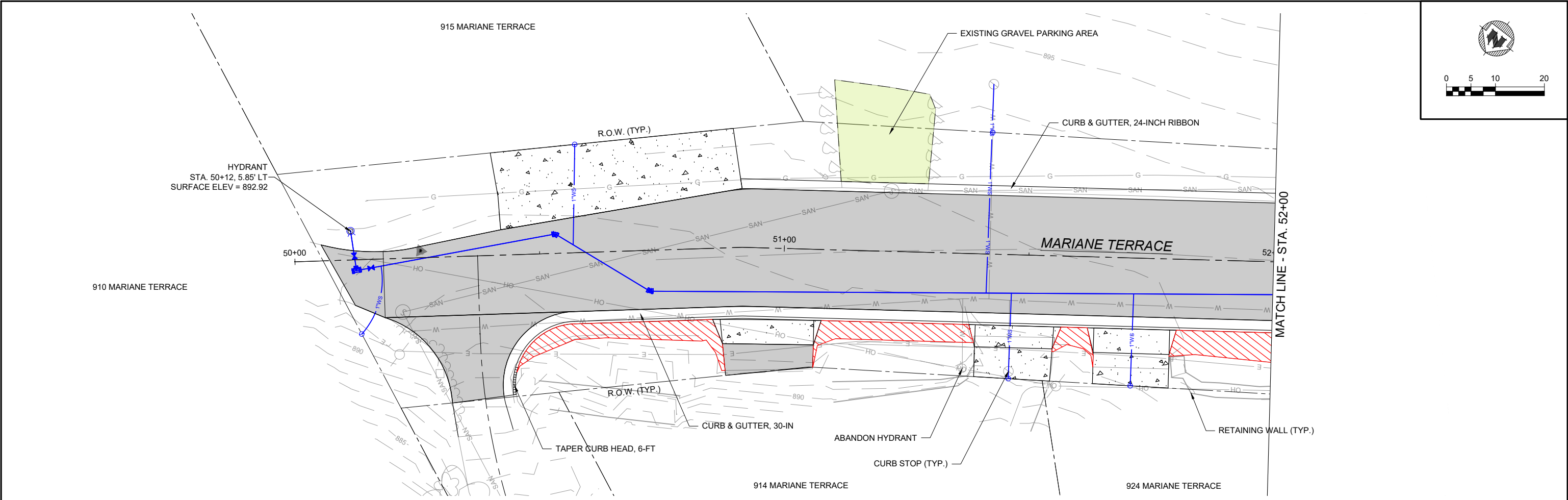


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WALWORTH COUNTY, WISCONSIN

OVERVIEW - MARIANE TERRACE & PINE TREE LANE

PROJECT NO: 19995004
SHEET EX1



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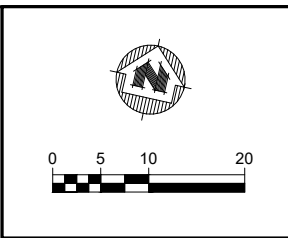
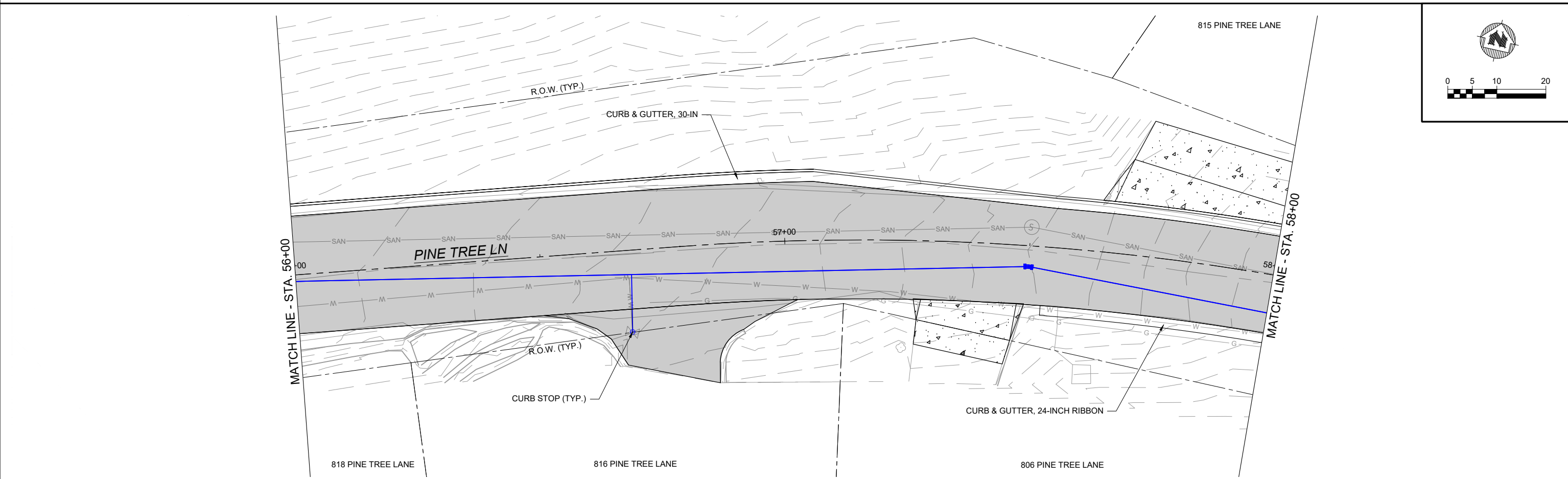
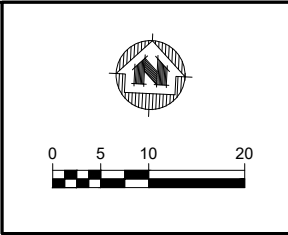
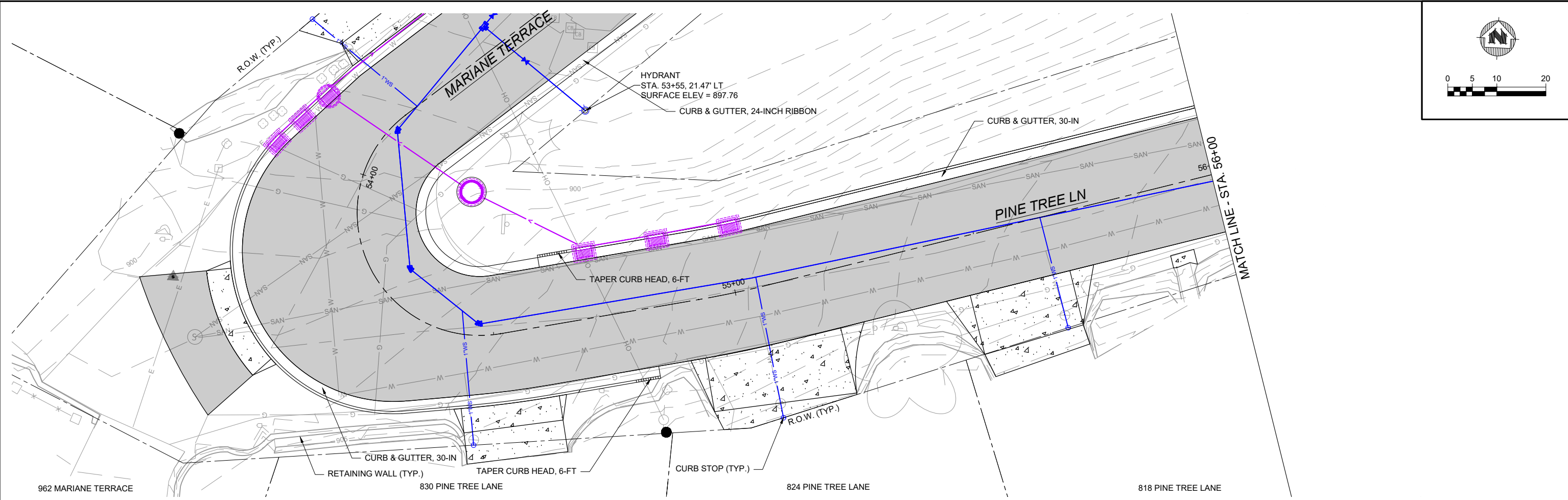
2022 STREET IMPROVEMENTS - PHASE 2
CITY OF LAKE GENEVA
WALWORTH COUNTY, WISCONSIN

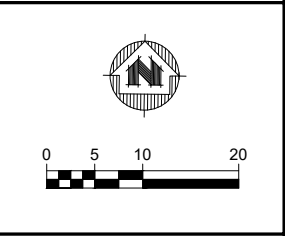
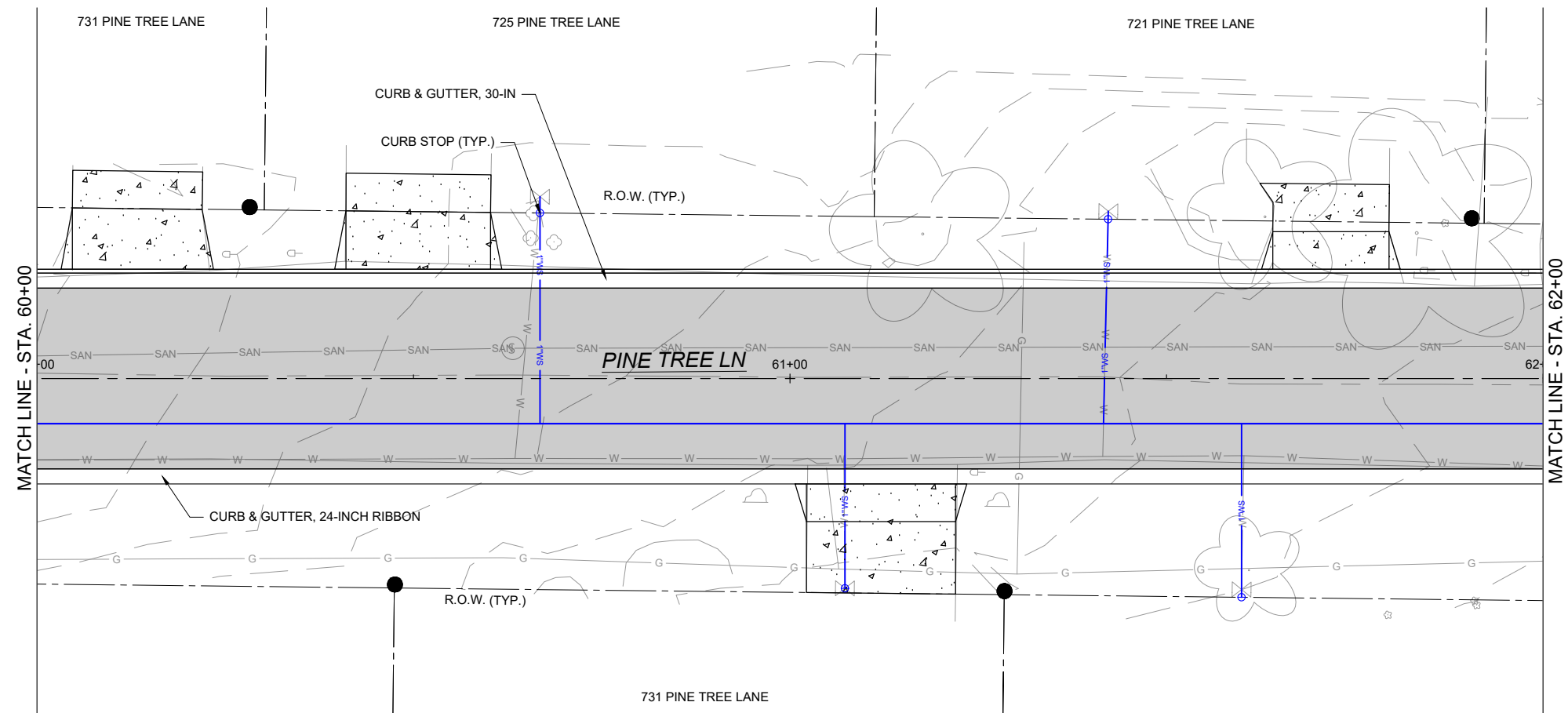
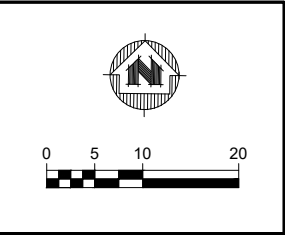
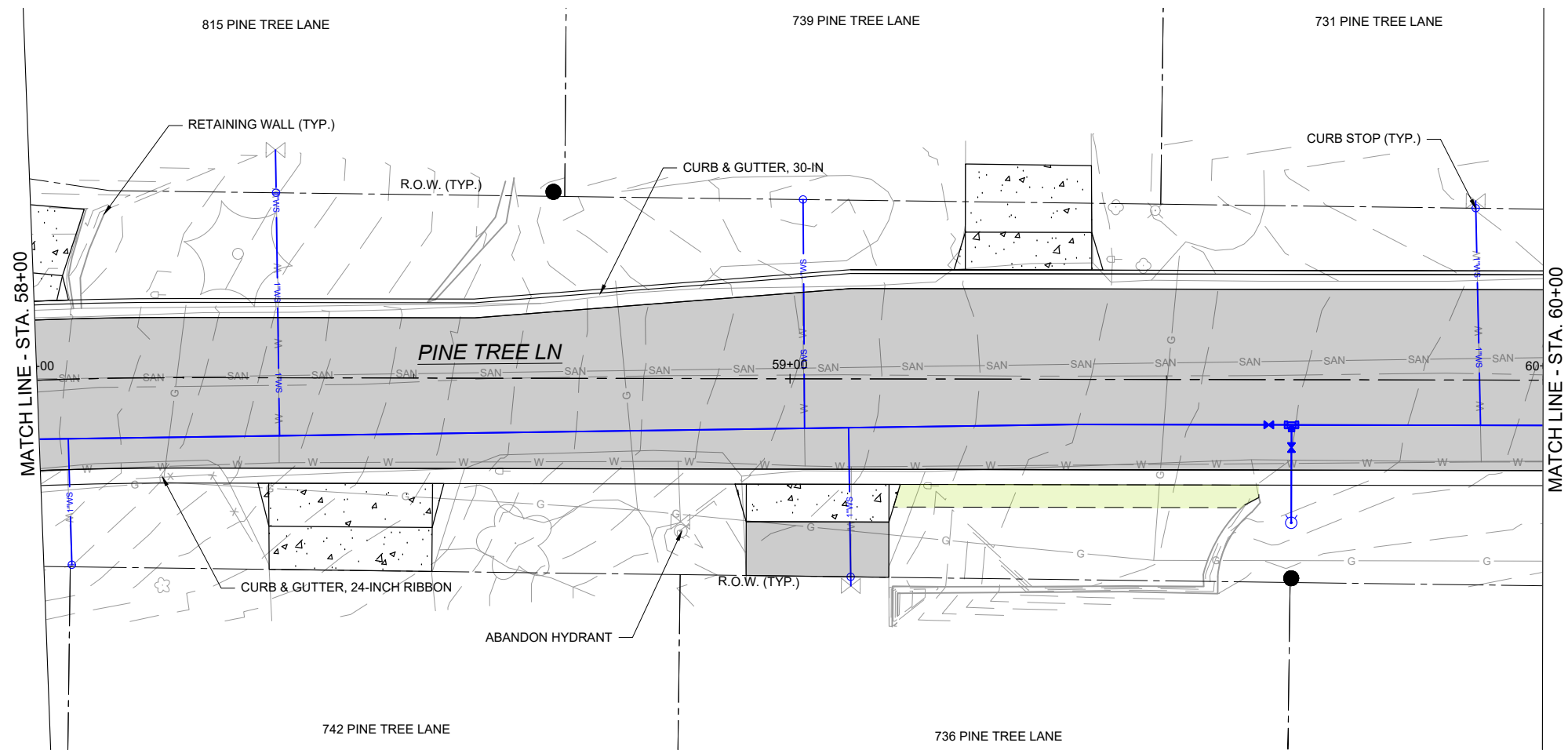
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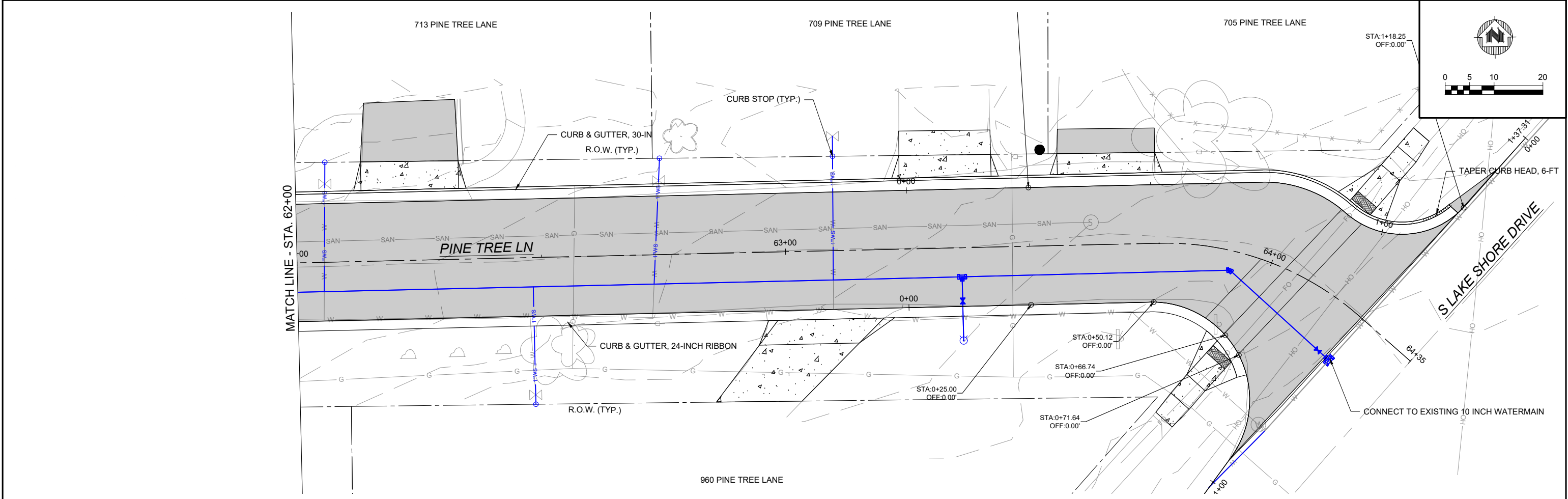
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PP3

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	MJW				
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	JMD				

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

PP4

PROJECT NO.
19995004

SHEET

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

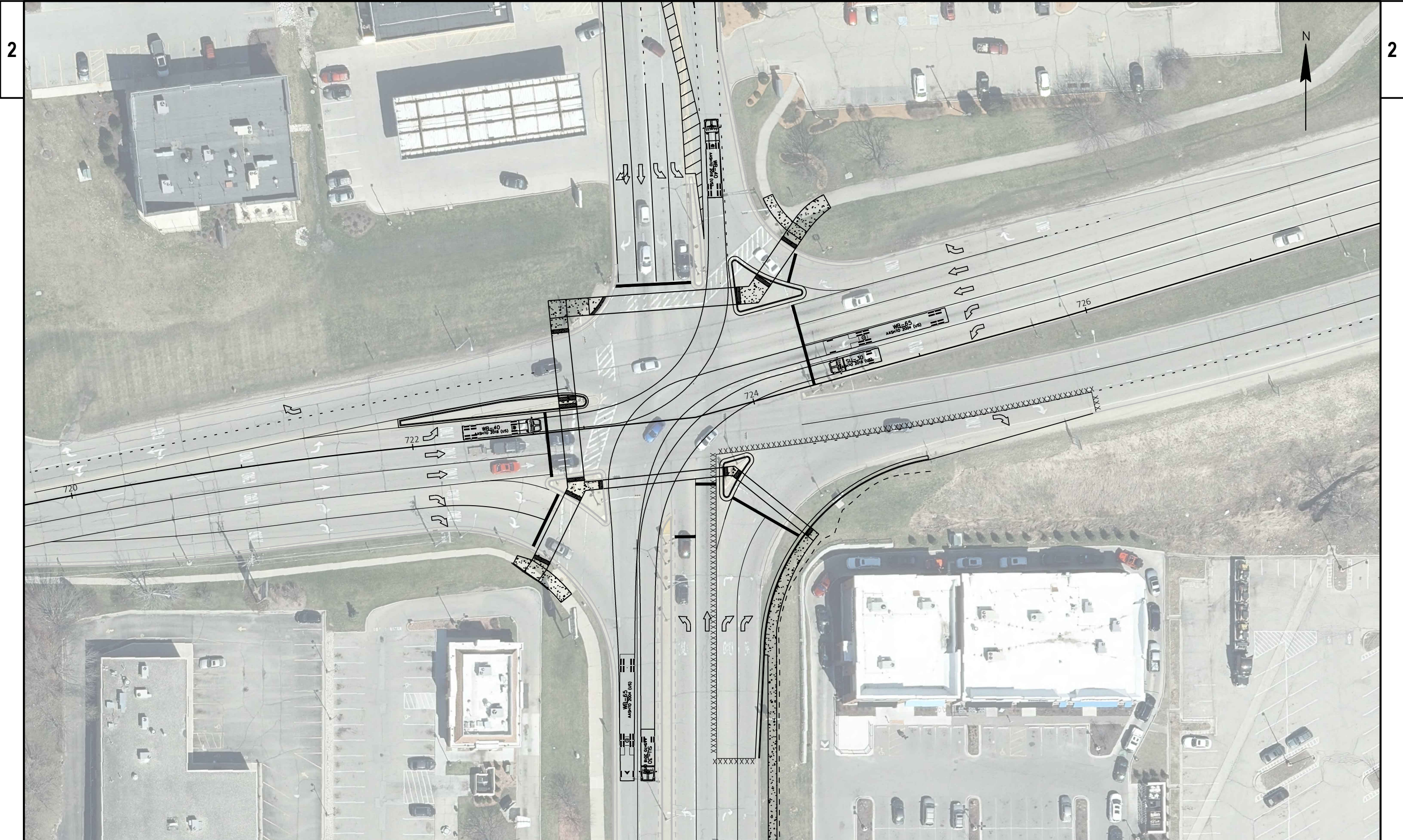
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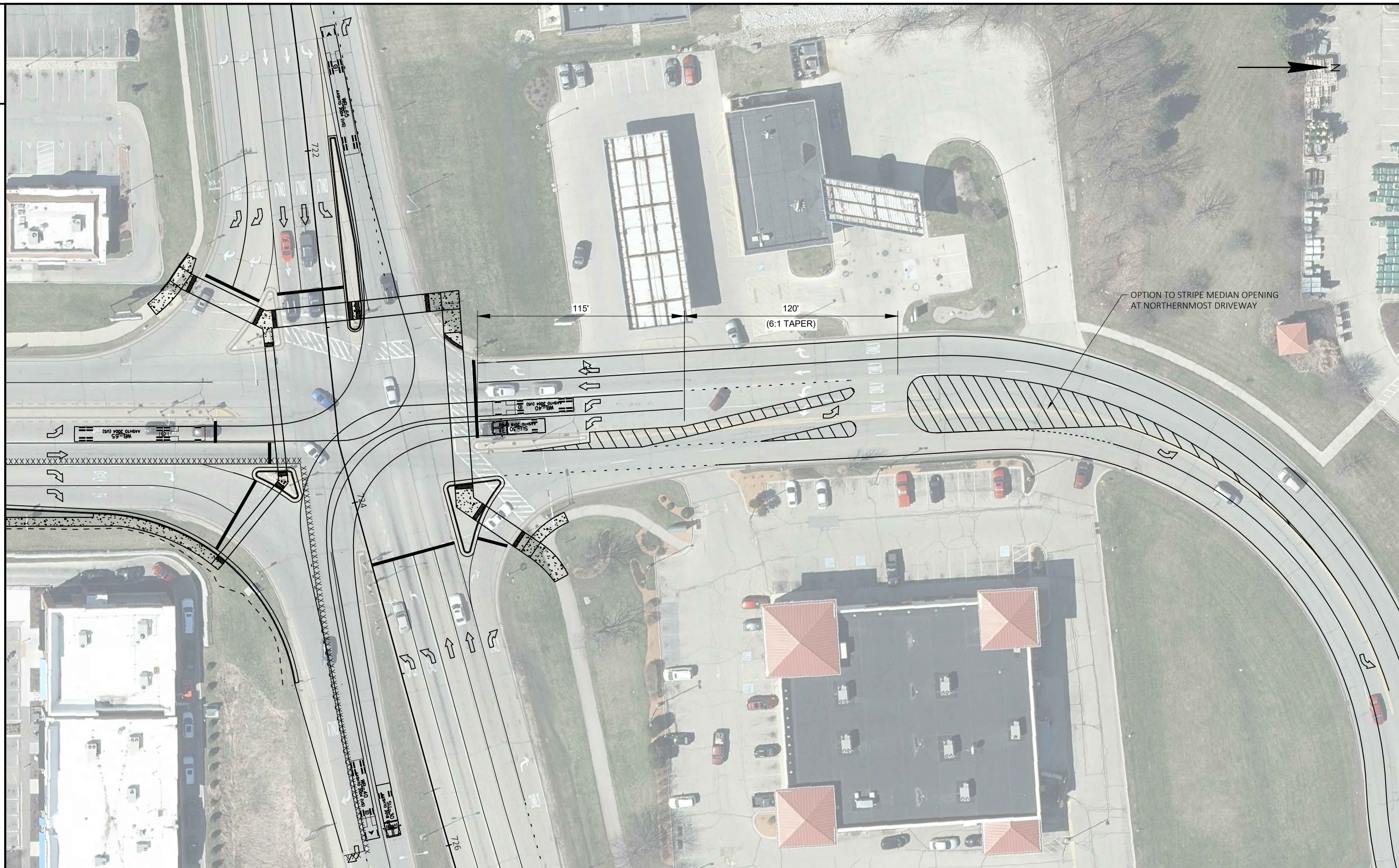
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09/16/2022



2

2



PROJECT NO:	3170-09-70
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HWY: STH 50

COUNTY: WALWORTH

PROPOSED STH 120 INTERSECTION GEOMETRY

SHEET

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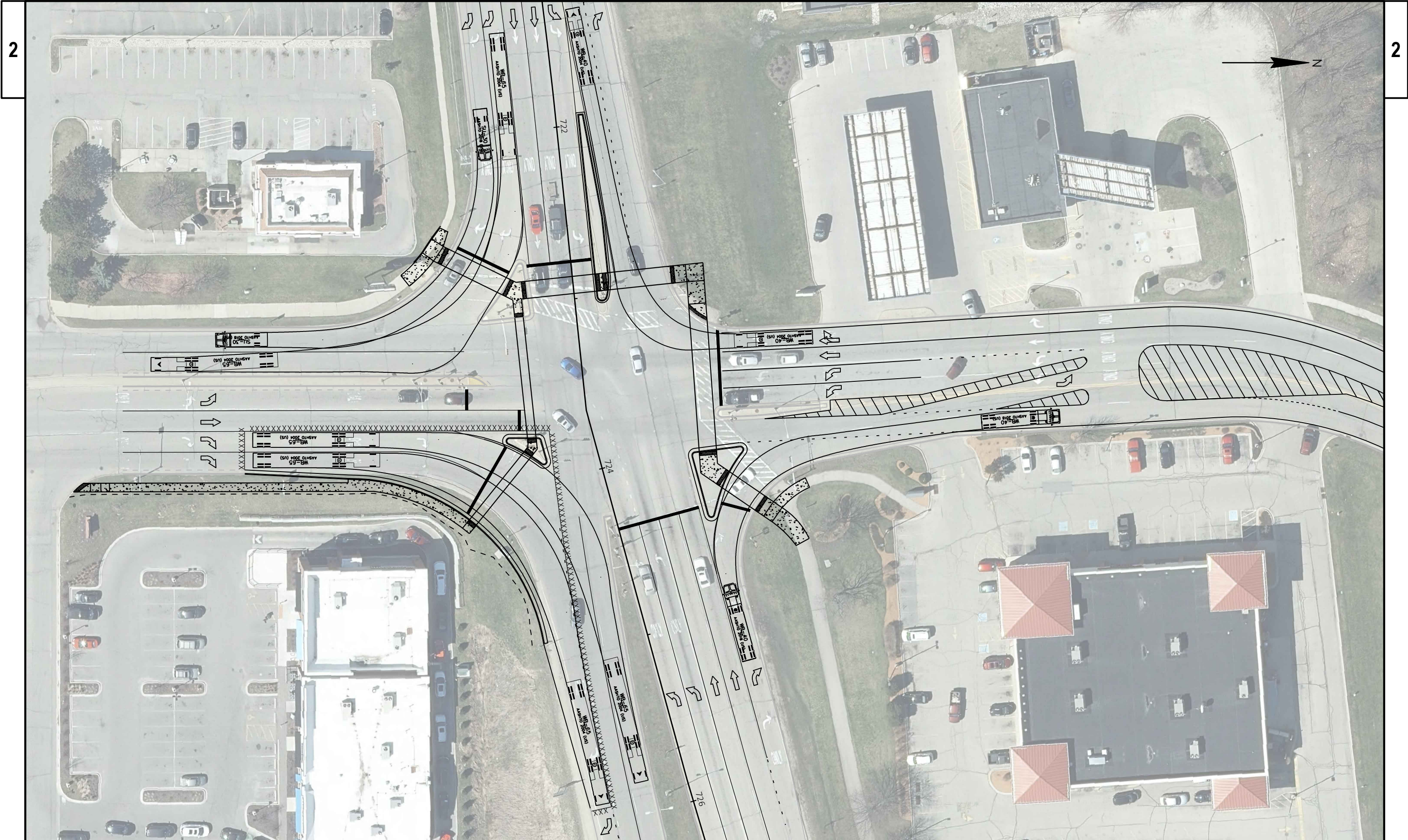
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PLOT BY : REIMBOLD, CASANDRA J

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42



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

To: Mayor Klein/City Council
From: Chief Rasmussen
Date: September 12, 2022
Re: Symphony Bay stop signs

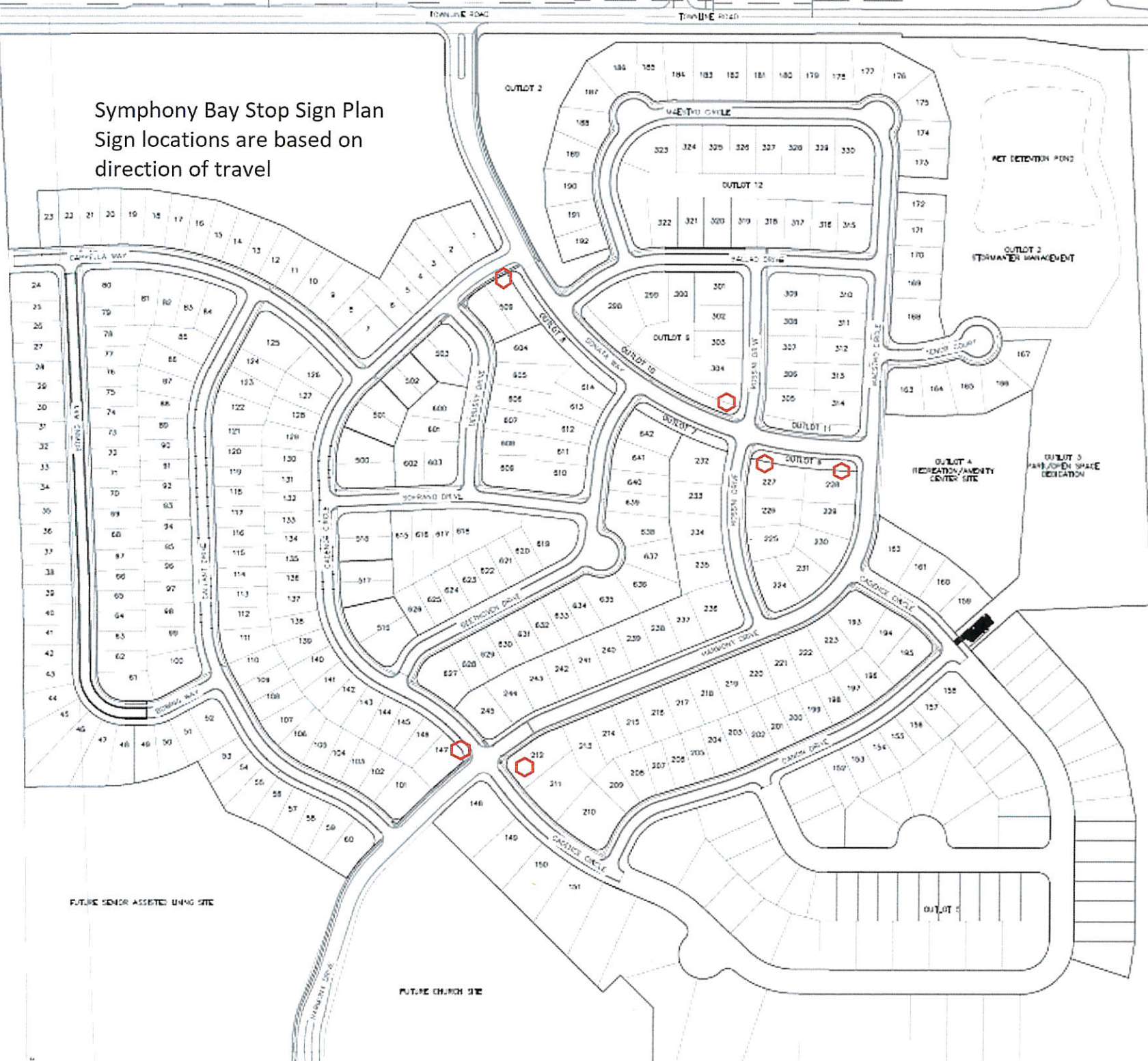
I have been asked to evaluate the installation of stop signs throughout the Symphony Bay subdivision, even though I am not a traffic engineer and I did not stay at the Holiday Inn Express last night.

Based on my years of experience in law enforcement, I would recommend the installation of stop signs at the following intersections:

- on Cadence Circle at Sonata Way
- the NW and SE Corners on Rossini Way at Sonata Way
- on Sonata Way at Maestro Circle
- on Cadence Circle at Harmony Drive in both directions.

I would also recommend review of Symphony Bay subdivision annually as development continues.

Symphony Bay Stop Sign Plan
Sign locations are based on
direction of travel



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.

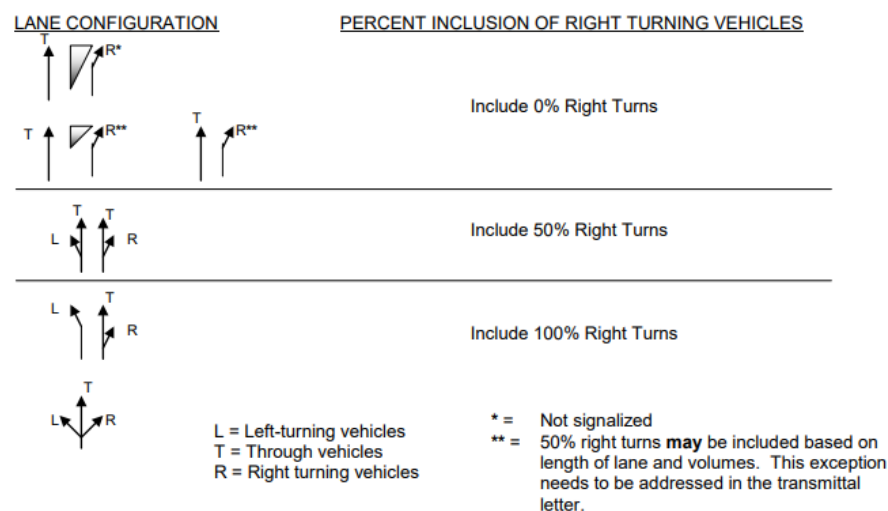


Figure 1. Right Turn Inclusion Percentages

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 no intersect at this intersection, therefore **Warrant 8 not evaluated.**

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

Conclusions

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

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

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

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ATTACHMENT 1: LOCATION MAP AND EXISTING GEOMETRY





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 PRODUCED AND PROVIDED FROM SOURCES BELIEVED TO BE RELIABLE. NO WARRANTY IS EXPRESSED OR IMPLIED. IT IS MADE REGARDING ACCURACY, COMPLETENESS, QUALITY, RELIABILITY OR USEFULNESS OF THIS INFORMATION. THE INFORMATION CONTAINED HEREIN WILL BE ACCEPTED AS AN OFFICIAL DOCUMENT.



ATTACHMENT 2: TRAFFIC COUNT DATA

CTH H & Center Street Traffic Study - TMC

Wed Jun 22, 2022

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

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

All Movements

ID: 969660, Location: 42.604181, -88.433268

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

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

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

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

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

CTH H & Center Street Traffic Study - TMC

Wed Jun 22, 2022

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

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

All Movements

ID: 969660, Location: 42.604181, -88.433268

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

[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

294

6542

1205

In: 8041

Total: 15056

Out: 7015

[E] WB (CTH H)

9

46
83
1382

15

Out: 1331 In: 1511

Total: 2842

[S] NB (Center St.)

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

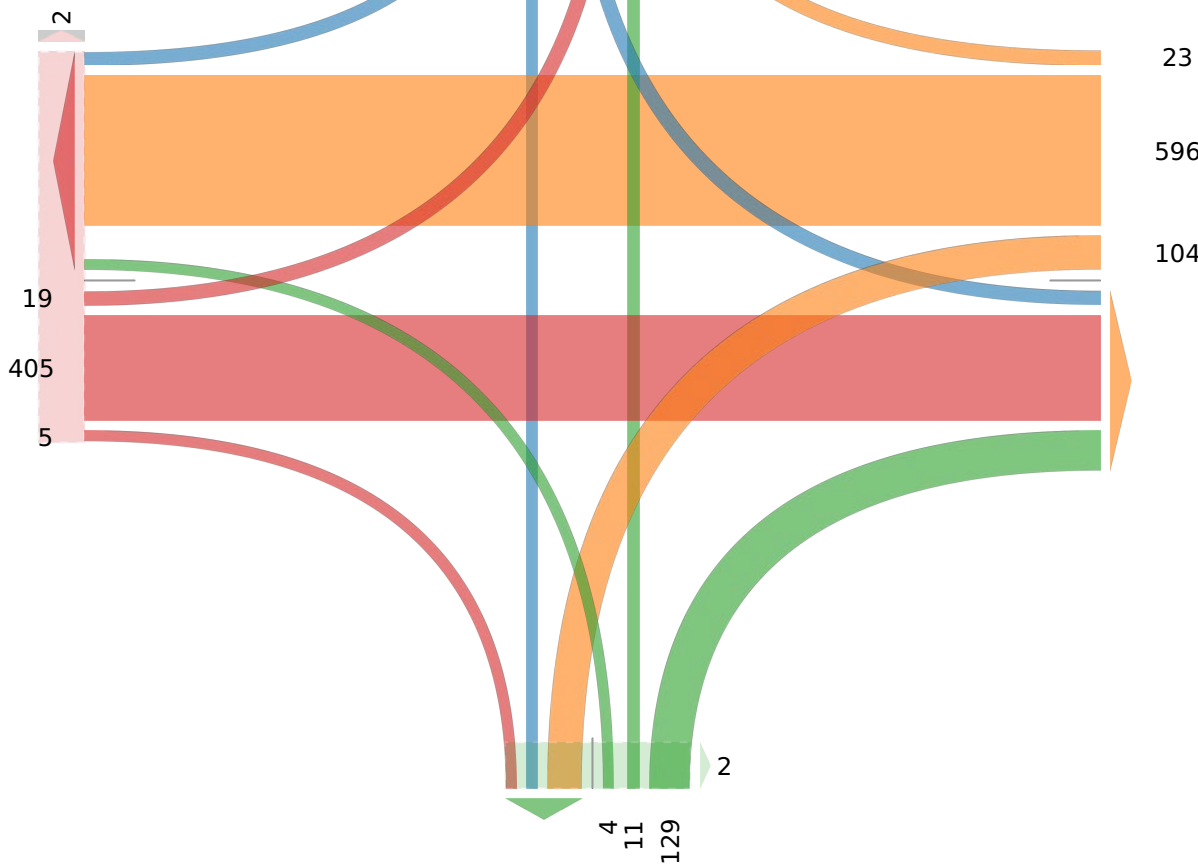
[N] SB (Center St.)

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. [\[More\]](#)

Apply Reset

Counties ?

WALWORTH ▼

Center Map

Date Range ?

Begin Year/Month: 2017 ▼ MAR ▼

End Year/Month: 2022 ▼ MAR ▼

Crash Severity ?

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

Clear Selection

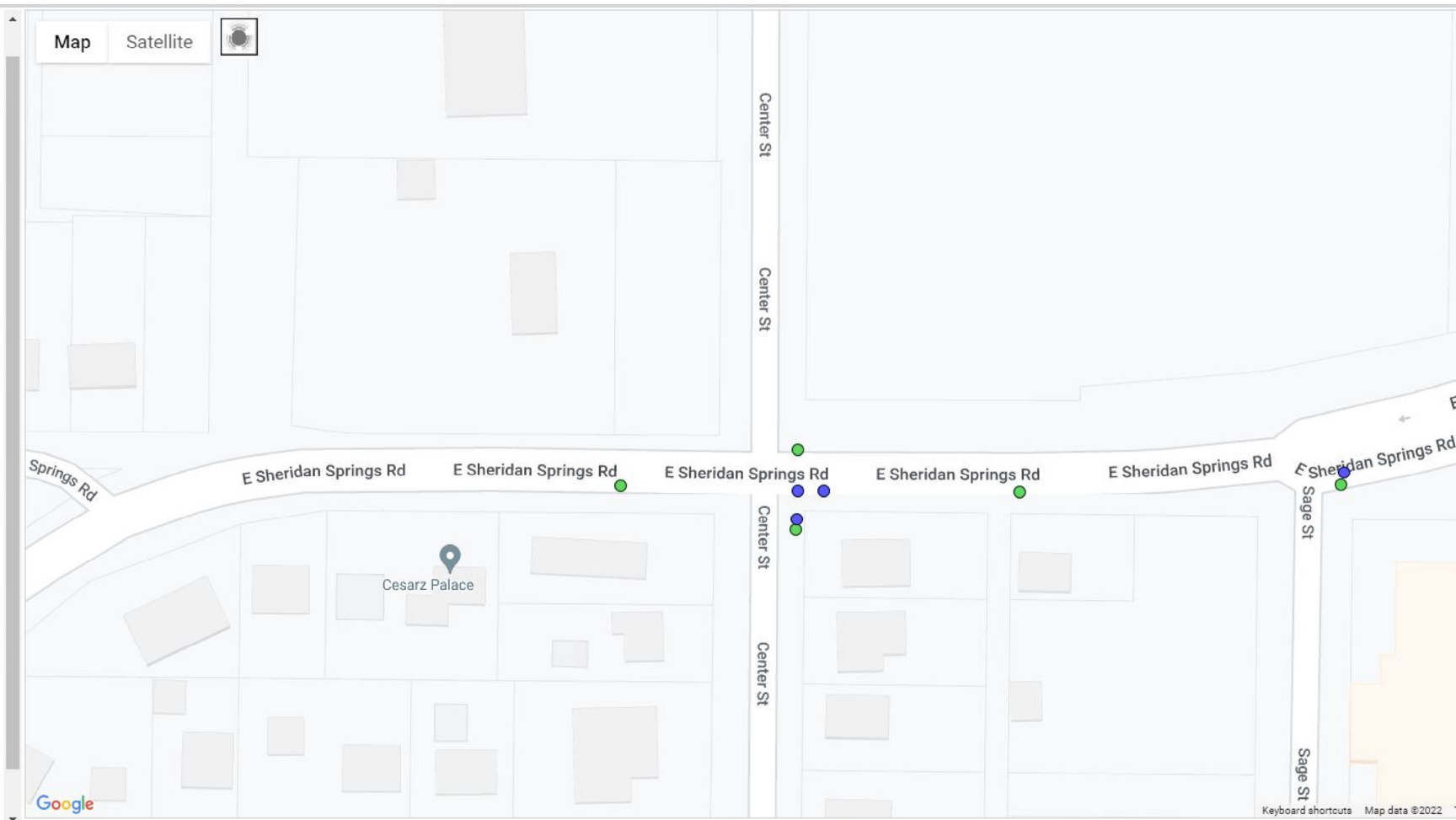
Crash Flags ? [Definitions]

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

Combine crash flags using: ☐ AND ☒ OR

Deer Flag ?

Exclude Deer Crashes ▼



2017TYPE

5/14

PROP. DAMAGE (DISTRACTED/IMPATIENT)

2018

11/20

2 INJURY (C)

2019

6/21

PROP. DAMAGE (TREN)

1/22

1 INJURY (C)

2020

12/08

1 INJURY (C) (G5+ DRIVER)

2021

5/06

PROP. DAMAGE

6/29

PROP. DAMAGE

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

0 CRASHES PREVIOUS 5 YEARS

ATTACHMENT 4: WARRANT ANALYSIS

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

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

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

County: Walworth

City: of Lake Geneva

Major Street: CTH H

Minor Street: Center Street

Critical Approach Speed: 30 mph

Critical Approach Speed: 25 mph

Lanes: 1 lane

Lanes: 1 lane

% Right Turns Included

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

From North (SB) 100%

Total number of approaches at intersection? 4 or more

From East (WB) 100%

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

From South (NB) 50%

Manually set volume level? No

From West (EB) 100%

Analysis based on EXISTING volume data.

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

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

Warrant Analysis Conducted By:

Name: David S. Hemmerich, PE

Agency: Baxter & Woodman, Inc.

Date: 7/11/2022

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

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

Satisfied? No

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

Satisfied? No

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

Satisfied? No

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

Warrant 2: Four-Hour Volume

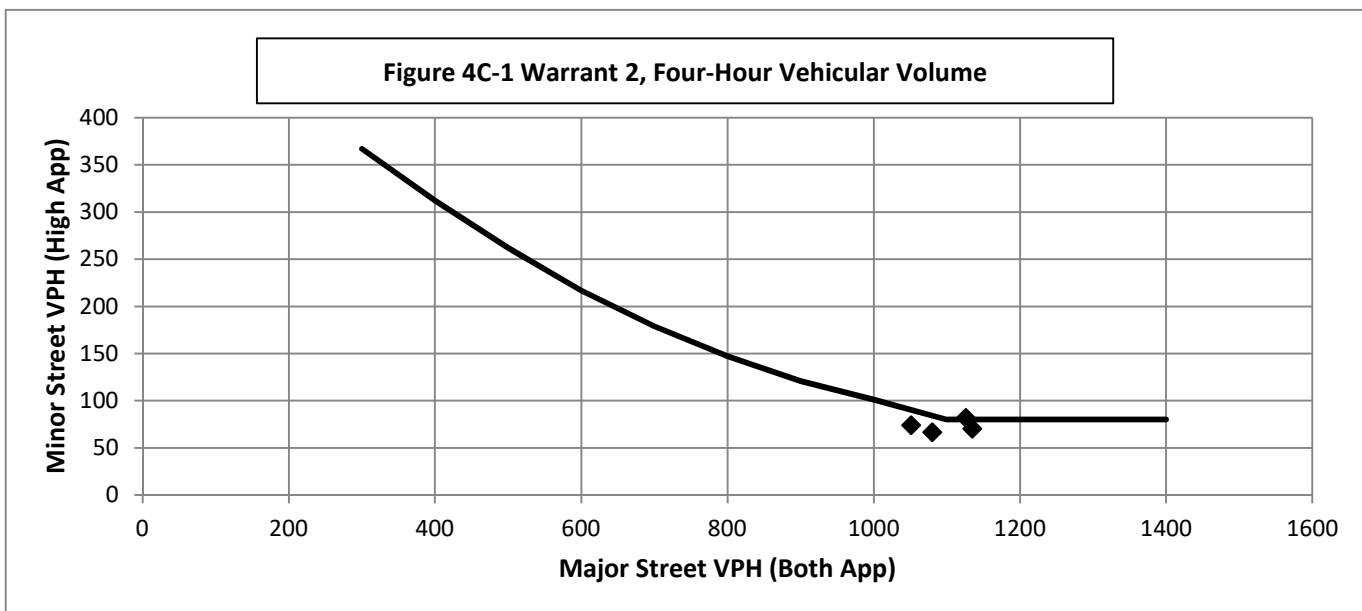
100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

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



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Condition justifying use of warrant:

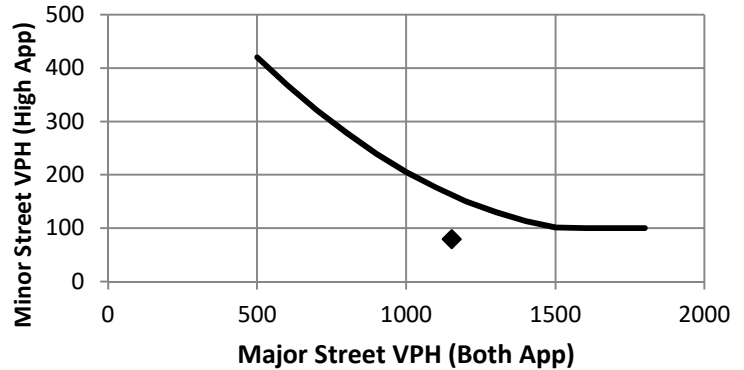
Check peak hour only

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

Manually Set Peak Hour? Yes

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

Figure 4C-3 Warrant 3, Peak Hour



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Criterion A: Four Hour

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

Manually Set Major Rd Vol?

No

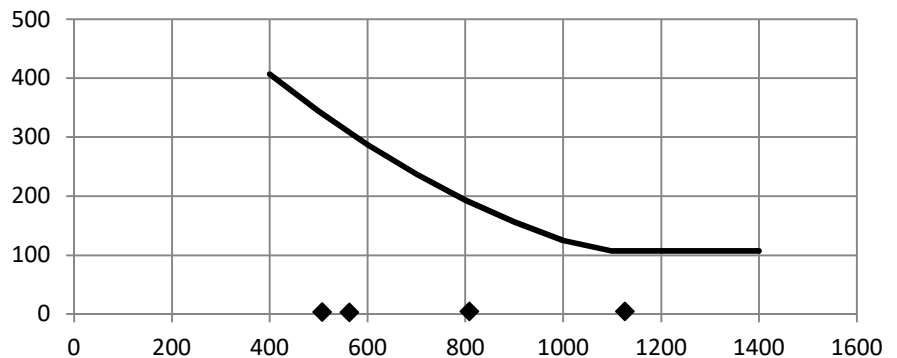
Avg. walk speed less than 3.5 ft/s?

No

Criterion A Satisfied?

No

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



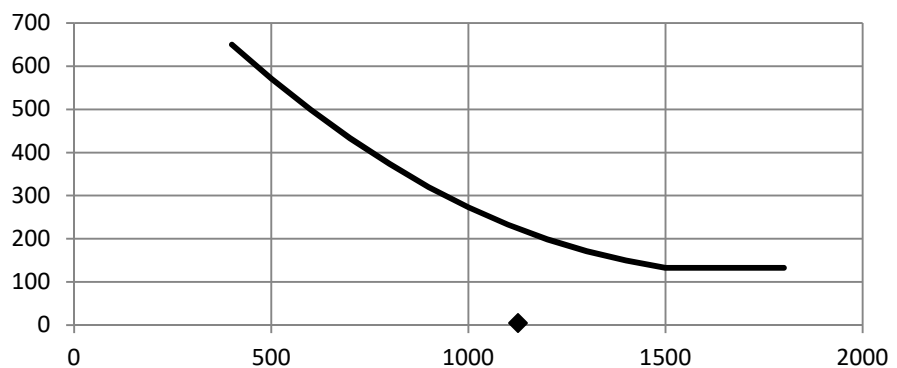
Criterion B: Peak Hour

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

Criterion B Satisfied?

No

Figure 4C-7 Warrant 4, Pedestrian Peak Hour



Warrant 5: School Crossing

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To: No

Criteria

Fulfilled?

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

Warrant 6: Coordinated Signal System

100%

Warrant Evaluated? Yes

Warrant Satisfied? N/A

Manually Set To: No

Criteria

Fulfilled?

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

Warrant 7: Crash Experience

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To: No

Criteria

Met?

Fulfilled?

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

Warrant 8: Roadway Network

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To: No

Criteria

Met?

Fulfilled?

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

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

Fulfilled?

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

Warrant 9: Intersection Near a Grade Crossing

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

Manually Set To:

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

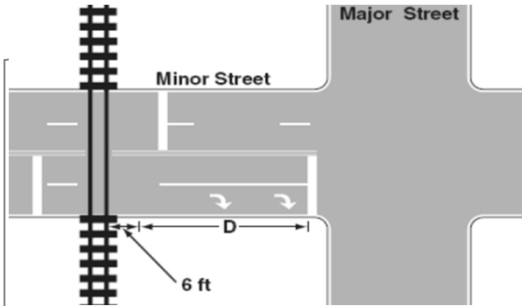
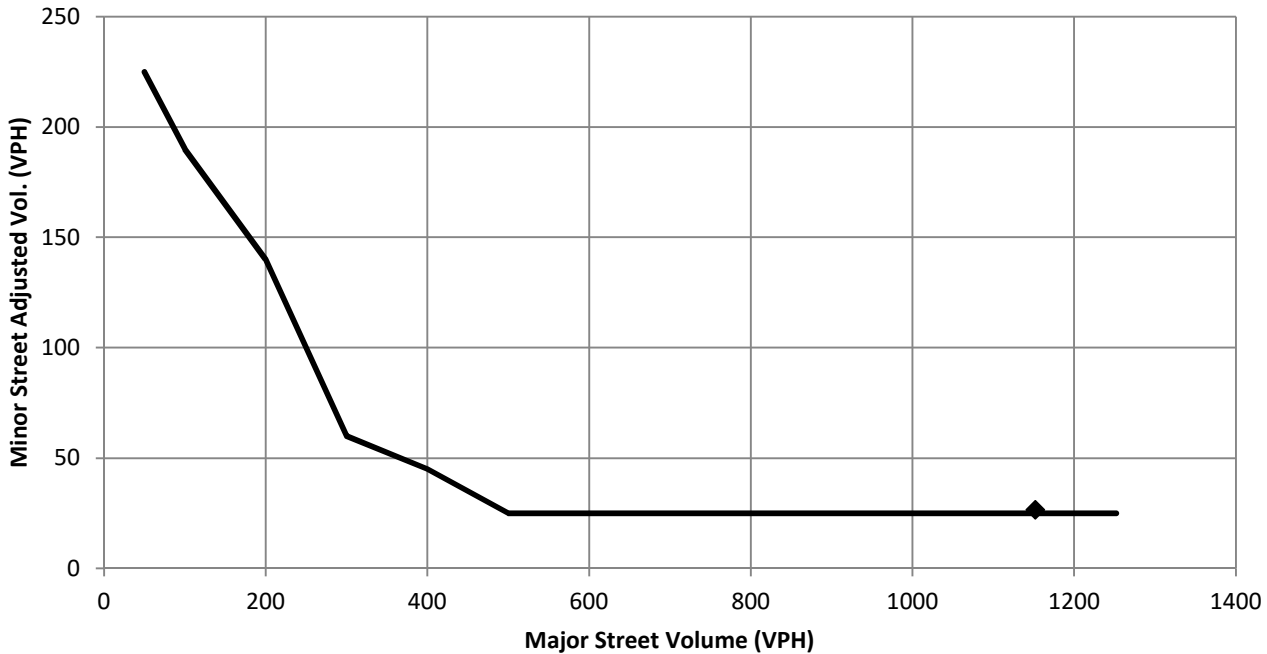


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)



Conclusions/Comments:

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

Updated: 12/6/2017

ATTACHMENT 5: 2003 TIA SUMMARY PAGE



ARCHITECTS ENGINEERS PLANNERS

11414 West Park Place
Suite 300
Milwaukee, Wisconsin
53224

February 4, 2003

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

The Honorable Mayor & Council Members
City of Lake Geneva

10 East Doty
Suite 615
Madison, Wisconsin
53703

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

www.hntb.com

RE: Miller Properties Development - Traffic Impact Study

Dear Mayor Rude & Council Members:

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

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

The HNTB Companies

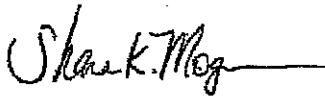
OFFICES: ALABAMA, WA; ANNAPOLIS, MD; ATLANTA, GA; AUSTIN, TX; BATON ROUGE, LA; BOSTON, MA; CHARLESTON, SC; CHARLESTON, WV; CHICAGO, IL; CLEVELAND, OH; COLUMBUS, OH; DALLAS, TX; DENVER, CO; DETROIT, MI; EL PASO, TX; FAIRFIELD, CA; FT. WORTH, TX; HARTFORD, CT; HOUSTON, TX; INDIANAPOLIS, IN; IRVINE, CA;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

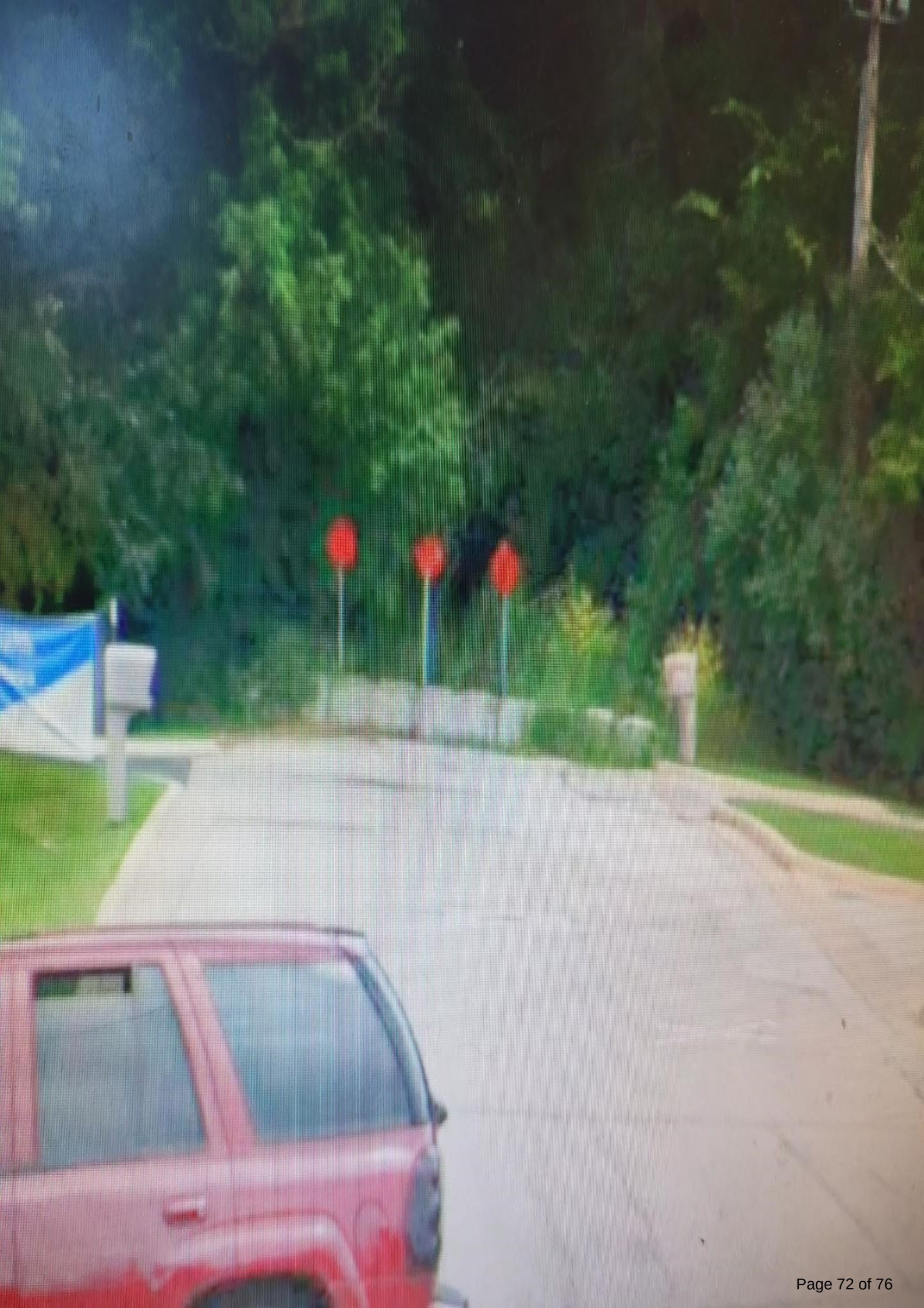
Data on this map may or may not be accurate, current, or otherwise reliable. For reference only.

Note

0 111.67 223.3

Feet

© Kapur and Associates, Inc. 08/17/2022





**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.