



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, JUNE 28, 2021 4:00 P.M.
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (LOWER LEVEL)

Members: Chairperson Cindy Flower, Mary Jo Fesenmaier, Rich Hedlund, Tim Dunn, and John Halverson

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

1. Links to the City of Lake Geneva's live video stream can be found at www.cityoflakegeneva.com/video
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AGENDA

1. Meeting called to order by Chairperson Flower
2. Roll Call
3. Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda. Comments will be limited to 5 minutes
4. Approval of the March 22, 2021 and April 26, 2021 Public Works Committee meeting minutes as prepared and distributed
5. Director of Public Works Report
 - a. Update regarding City Snow Plowing
 - b. Update regarding Lakefront Attendants
 - c. Update regarding Cemetery
 - d. Update regarding the Disc Golf Bridge
 - e. Update regarding the Driehaus Fountain
 - f. Update regarding Tube Markers
6. Parking Manager Report
7. Discussion/Recommendation regarding RFP's for the 2022 Street Improvement Project
8. Discussion/Recommendation regarding Pay Request #1 for the 2021 Street program filed by Wolf Construction in an amount not to exceed \$150,963.03
9. Discussion/Recommendation regarding Pay Request #2 for the 2021 Street program filed by Wolf Construction in an amount not to exceed \$357,733.08
10. Discussion/Recommendation regarding Pay Request #3 and Change Order #2 for the 2020 Street program filed by Payne and Dolan in an amount not to exceed \$14,865.13
11. Discussion/Recommendation regarding possible no left turn into 350 N Edwards Blvd

12. Discussion/Recommendation regarding possible “church-pass” parking permit for Sunday mornings in certain areas of the City
13. Discussion/Recommendation regarding possible “media-pass” parking permit for downtown
14. Discussion/Recommendation regarding Proposal for Outside Terrace filed by Flat Iron Tap
15. Presentation of American with Disabilities Information
16. Discussion/Recommendation regarding the adoption of an ADA Transition Plan
17. Discussion/Recommendation regarding the adoption of PROWAG Standards to City Ordinances
18. Discussion/Recommendation regarding Library Park sidewalk upgrades
19. Discussion/Recommendation regarding possible vacation of Right-of-Way on Logan Street at Cty Rd H
20. Discussion/Recommendation regarding the Four Seasons Nature Preserve tower and boardwalk
21. Discussion regarding the trash and recycling pick up schedule
22. Discussion/Recommendation regarding speeding issues on Hwy H and George St
23. Discussion/Recommendation regarding vandalism at Dunn Field and Skate Park
24. Adjourn

<i>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.</i>

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE MINUTES
MONDAY, MARCH 22, 2021 4:00 P.M.
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (LOWER LEVEL)

Members: Chairperson Cindy Flower, Mary Jo Fesenmaier, Rich Hedlund, Tim Dunn, and John Halverson

Chairperson Flower called the meeting to order at 4:00 p.m.

Roll Call

Present: Flower, Fesenmaier, Hedlund, and Dunn

Absent: Halverson

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

Shari Straube; 1014 Wisconsin St; Spoke in opposition to the additional streets to the paid parking program.

David McConnell; 21 Lake View Dr; Spoke in opposition to the additional streets to the paid parking program.

Ted Krause; 1112 Wisconsin St; Spoke in opposition to the additional streets to the paid parking program.

Buzz Yaeger; 1084 Edgewater; Spoke in opposition to the additional streets to the paid parking program.

Sherri Ames; 603 Center St; Spoke in opposition to the additional streets to the paid parking program.

Alderperson Halverson joined the meeting at 4:12 p.m.

Karen Gallo; 222 Warren St; Spoke in opposition to the additional streets to the paid parking program.

Colorado Goldwyn; 150 West St; Spoke in favor of increased recycling pickup throughout the City.

Wendy Smith; 1004 Geneva St; Spoke in opposition to the additional streets to the paid parking program.

Sarah McConnell; 21 Lake View Dr; Spoke in opposition to the additional streets to the paid parking program.

Robin Kokodynski; 920 Geneva St; Spoke in opposition to the additional streets to the paid parking program.

Cynthia Clemco & Nick Grizalia; 1122 Geneva St; Spoke in opposition to the additional streets to the paid parking program.

Clerk Kropf read the correspondence from the following:

Leo Potter; Spoke in opposition to the additional streets to the paid parking program.

Nicole Pease; Spoke in opposition to the additional streets to the paid parking program.

Bill & Jimalee Binn; Spoke in opposition to the additional streets to the paid parking program.

Michael Schitling; Spoke in opposition to the additional streets to the paid parking program.

Linda Schubert; Spoke in opposition to the additional streets to the paid parking program.

Yvonne Kavanaugh; Spoke in opposition to the additional streets to the paid parking program.

John Kavanaugh; Spoke in opposition to the additional streets to the paid parking program.

Barbara Lucksinger; Spoke in opposition to the additional streets to the paid parking program.

Jennifer Klug; Spoke in opposition to the additional streets to the paid parking program.

Elizabeth DeVito; Spoke in opposition to the additional streets to the paid parking program.

Jessica Salgado; Spoke in opposition to the additional streets to the paid parking program.

Todd & Barb Krause; Spoke in opposition to the additional streets to the paid parking program.

John Summers; Spoke in opposition to the additional streets to the paid parking program.

Anthony DeVito; Spoke in opposition to the additional streets to the paid parking program.

Kevin Flemming; Spoke in opposition to the additional streets to the paid parking program.

Motion by Flower to move the parking item next on the agenda, second by Fesenmaier. Motion carried 5-0.

Discussion regarding possible paid parking on Geneva Street, Madison Street, Warren Street, and Maxwell Street

Hedlund stated that he had requested this item to be placed on, only for Geneva Street. He added that he sees many out of state cars parked in that area before 9:00 a.m. and thought it would be good idea. After hearing the input from the citizens he stated that he changed his mind and that it doesn't appear to be a good idea. Dunn stated that he is opposed to adding these streets to the paid parking program and is fearful that this would discourage visitors from town. Halverson and Flower echoed that they are opposed to this proposed change as well. Halverson added that the idea of a parking garage was proposed some time ago and it was overwhelming shut down. No action taken.

Approval of the February 22, 2021 Public Works Committee meeting minutes as prepared and distributed

Motion by Hedlund to approve the minutes, second by Halverson. No discussion. Motion carried 5-0.

Director of Public Works Report

Update regarding Bloomfield and Edwards Blvd Traffic Signal Agreements with City, Schools, Township and State

Director of Public Works Tom Earle stated that the Attorney is working with the WI DOT, school and Township regarding this matter.

Update regarding City Snow Plowing

Earle stated that they have had 18 events this winter and that there may be more coming.

Update regarding Engineering Services RFQs for 2022 Paving

Earle explained that the RFQ's are due tomorrow and once they are received they will be reviewed by the committee.

Update regarding 2020 Street Program sidewalks

Earle noted that the project should be starting within the next couple of months as the weather starts to get warm.

Director Earle stated that the RFQ's for the TAP grant are due this week and that he will having a final meeting to finalize details with more information to follow.

Fesenmaier inquired if Director Earle had received anything regarding the Bigfoot Beach. Earle added that he has not heard anything from the WI DNR to date.

Fesenmaier also inquired about the City entrance sign near Bigfoot Beach. Halverson stated that the Chamber of Commerce decided that they did not want to pursue replacing the sign and that the DPW had taken the sign down. Earle added that the City doesn't have present intent to replace it, but that he could add it to the budget for future.

Earle explained that the bollards slated to be installed on Townline Road will be installed once the pavement temperature reaches 45 degrees for 24 consecutive hours. No action taken.

Parking Manager Report

Parking Manager Elder explained that a lot of the parking staff will be returning for the summer and that he will be hiring one more as well. He added that the new beach kiosks will be going in soon and will be running sometime in May. He added that March has brought approximately \$108,000 in parking revenues. The parking staff is continuing to work on sign placements through the City has the stall markers come down, while still enforcing parking. Fesenmaier stated that the City should be looking into a kiosk near the boat launch as well. Halverson inquired why the people parking now have to put the receipt in the dash of the car. Elder explained that this will help with the number of appeals from people who may put in their license plate incorrectly and it helps cut down on the amount of litter. No action taken.

Discussion/Recommendation regarding 2021-2022 TAPCo Signal Maintenance Contract

Earle explained that this is the annual contract with TAPCo to maintain the City's traffic signals. He added that he would recommend that the committee approve this as it helps aid with crash investigations.

Motion by Hedlund to approve the 2021-2022 TAPCo Signal Maintenance Contract, second by Flower. Flower inquired if this contract would cover the new signal on Bloomfield to be installed. Earle explained that the signal isn't within the City and that would be the responsibility of the WI DOT. Motion carried 5-0.

Discussion/Recommendation regarding 2021 Street Program Special Assessment Impacts including crosswalks, trees, etc

Flower explained that she placed this on the agenda based on the public input at the last Council meeting. That input included installing a crosswalk at Park Drive. Naomi Rausch from Kapur Engineering explained that the City would need to install ADA crossings and lights for a crosswalk in that area.

Motion by Flower to direct the City Engineer to review the possible inclusion of a crosswalk on Edwards Blvd to Park Drive from the west to the east side and that a task order be drafted for further committee consideration, second by Fesenmaier. Fesenmaier would like to see the crosswalk to have solar powered flashing signs at that crosswalk as is at Townline Road.

Motion to amend by Fesenmaier to include a flashing pedestrian sign, second by Dunn. Earle stated that may require a special permit to install but he will research it. Flower stated that she would like to see more information brought back to the committee for consideration.

Amendment failed 2-3, with Flower, Halverson, and Hedlund voting no.

The original motion was read and carried 5-0.

Flower questioned the removal of trees and inquired if trees will be replanted. Earle stated that if any trees are taken down, the City arborist will look at the urban forestry program to replace them. He added that he is not in favor of adding more trees in the right of way on a larger highway.

Discussion/Recommendation regarding Sidewalk Cost Share policy

Earle stated that he has made some changes to the existing policy that would make the policy more current. He has questions for the committee and would like their input. He noted that any costs should be paid within ninety days of the installation and if not, they would be put on the tax roll; this is past practice but is not in the policy currently. He added that he would like the policy to have a limit on how many times a property can apply for this. Another change would be the cost per square foot; currently the policy says \$4 a square foot but that quotes that he has received have been closer to \$20. There were also questions about allowing residents to tie into the annual street improvement project and would the City need to have a separate agreement with the property owner. Earle noted that since he has been with the City, no one has taken part in this program. Flower noted that the City should probably be responsible for half of the cost of sidewalks in the right of way; hazardous sidewalks are a liability for the City and they should be in the best condition possible. Flower would like to see adjacent sidewalks addressed during the street improvement projects, but that maybe sidewalks in front of streets that will not be repaired for ten of fifteen years could be considered on a case by case basis. Flower would like there to be considerations of tree roots causing any heaving in the sidewalk. This will be brought back next month for further discussion.

Discussion/Recommendation regarding possible vacation of Right-of-Way on Logan Street at Cty Rd H

Motion by Flower to continue, second by Hedlund. Motion carried 5-0.

Discussion/Recommendation regarding plowing of City Bike Paths

Motion by Flower to continue, second by Hedlund. Fesenmaier asked that there be documentation in the packet to accompany this item. Motion carried 5-0.

Discussion regarding garbage and recycling pickup frequency

Motion by Halverson to continue, second by Flower. Motion carried 5-0.

Adjourn

Motion by Hedlund to adjourn the meeting, second by Halverson. Motion carried 5-0. The meeting adjourned at 5:57 p.m.

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE MINUTES
MONDAY, APRIL 26, 2021 4:00 P.M.
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (LOWER LEVEL)

Members: Chairperson Cindy Flower, Mary Jo Fesenmaier, Rich Hedlund, Tim Dunn, and John Halverson

Chairperson Flower called the meeting to order at 4:04 p.m.

Roll Call

Present: Flower, Fesenmaier, Hedlund, and Dunn

Absent: Halverson

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

None

Approval of the March 22, 2021 Public Works Committee meeting minutes as prepared and distributed

Flower noted that she had questions about the minutes that were presented. She noted that the minutes requested the crosswalk on Edwards Blvd at Park Drive, but that the packet now says Geneva Parkway. Public Works Director Earle stated that his notes said that the crosswalk would be at Geneva Parkway. Flower asked that the minutes be reviewed.

Motion by Fesenmaier to continue to the next meeting, second by Hedlund. Motion carried 5-0.

Director of Public Works Report

Update on bollards on Townline and Edwards Blvd

Earle stated that it is still too cold to put those out at this time, but that they will go in once the weather warms up. No action taken.

Update on various patches around town

Street Superintendent Waswo is working with Utility Commission to coordinate the installation of the various patches around town. No action taken.

Update on Bloomfield Rd and Edwards signal

Earle noted that the City Engineer is working with the WI DOT on this project currently. No action taken.

Update on City Snowplowing

There have not been any snow events in April so the equipment is starting to be torn apart to get the trucks ready for the summer. He added that any remaining salt has been placed in the City's salt shed for this coming winter. He noted that the issues that usually occur downtown with the snow have not been resolved but that a solution will be coming forward soon. He added that the Committee will also need to discuss the now plowing on the bike paths as well. No action taken.

Update on 2020 Sidewalk Improvements

Earle stated that the curbs on Crawford were removed and that project should be close to completion. No action taken.

Update on Pioneer Cemetery

Earle explained that he has been exploring getting some of the headstones repaired and getting dirt in the cemetery to help flatten the landscape out. Some of the headstones that are buried under the dirt/grass which poses a problem for landscaping. No action taken.

Fesenmaier asked if there are any perpetual care funds for the Pioneer Cemetery. Earle stated that he doesn't have any records of that for Pioneer Cemetery. Earle stated that those types of funds would cover the maintenance of the grass, trees, roads, etc for the cemetery not the headstones or structures within the cemetery.

Fesenmaier asked about the DPW's use of the Nixle program. Earle added that he or Neil will set up the Nixle messages or if they are busy he will ask help from City Hall. He noted that program has been used for tornados, brush pickup, snow emergencies or various other DPW related things. No action taken.

Parking Manager Report

Parking manager Elder addressed the committee; he explained that they have hired a new parking enforcement officer and that the new beach kiosks have been installed. He reviewed the March 2021 parking revenue; he noted that there was approximately \$123,000 collected. Of that amount 18.1% ParkMobile app, 3.2% coin and that 78.7 % was credit card. He added that the Public Works Department was almost concluded with the removal of the numbered stall markers. He also announced that July 15, 2021 will be proclaimed by Mayor Klein as Lake Geneva Day, wherein residents can come to the unveiling of the Riviera. Elder noted that the Mayor would like to offer free parking to those with residential stickers for that day and that should be considered by the committee at the next meeting. Flower added that this could probably go straight to the Finance, Licensing, and Regulation Committee too. Flower stated that she has received many expressions of praise for the removal of the stall markers. No action taken.

Discussion/Recommendation regarding 2021 Paving Project and Sidewalk Updates

Naomi Rausch with Kapur Engineering stated that she thought the crosswalk discussion included that it would be placed at Geneva Parkway, more specifically on the north side. She added that this was determined by the slope in the median. They have looked at what would be involved with putting ramps at that location and at the east side bike path. They have also researched the flashing beacons, and that three would need to be in; per the recommendation of the WI DOT. Flower would like to see clarification on whether these recommendations are based on high volume of traffic or pedestrians. Fesenmaier would like to see those flashing beacons to help with speed abatement. Flower stated that she would like to solidify the need of a beacon at Park Drive. Engineer Rauch explained that the site plan is still being reviewed at this time. Further information should be brought back to the committee at the next meeting for more discussion.

Hedlund noted that he has had inquiries on when Snake Rd will be done. Rauch added that preliminary engineering is being completed now, with the paving to conclude in the fall of 2021. No action taken.

Discussion/Recommendation regarding City entrance signs

Flower referenced the map and photos in the packet; she asked Ald. Fesenmaier to clarify her request to discuss. Director Earle explained that these entrance signs do not belong to the City, but rather to VISIT Lake Geneva. Each sign can cost anywhere from \$2,500 to \$3,500 and would need to set aside funds for maintenance. VISIT Lake Geneva has noted that they do not wish to replace or maintain these signs. Earle stated that the insurance company probably wouldn't authorize a payout from the damage since the City doesn't own them. He also expressed concerns with taking on that cost without significantly increasing the sign budget. The committee discussion included possibly using Tourism Commission dollars or maybe the Beautification Committee could help. Fesenmaier stated that she would take this to the Tourism Commission for discussion and possible funding. Flower added that the sign at Longwood Park is really no longer an appropriate spot and would like to maybe see it at the roundabout with some landscaping. No action taken.

Discussion/Recommendation regarding 2022 Street Improvement Engineer RFQs

Flower noted that the RFQs were emailed out and are in the packet for review. She would like the committee to review and indicate their top five proposals. Flower outlined different criteria for the firms that she would like to see vetted. Committee discussion included the different qualities of the firms for selection. They further discussed that the top five to be reviewed should be MSA Professionals, Baxter & Woodman, Ruekert & Mielke, Strand Engineering, and RA Smith. Earle noted that he agrees with the selections but would also like to see one from Kapur Engineering; they are local and are very familiar with the City and its operations.

The final list was changed to MSA Professionals, Kapur Engineering, Ruekert & Mielke, Strand Engineering, and RA Smith. Flower would like to see that one firm is selected before a cost/price estimate is requested or submitted. Earle added that if these are the five firms that they wish to move forward with, then we could ask those five to submit a request for proposals that include the price.

Motion by Flower to receive sealed bids from MSA Professionals, Kapur Engineering, Ruekert & Mielke, Strand Engineering, and RA Smith, second by Hedlund. Motion carried 4-0.

Discussion/Recommendation regarding Bloomfield Rd condition and potential road patch cost

Earle stated that this has been an ongoing issue with this particular road. He added that this road is owned by the City and township on various different sections, not just right-of-way to right-of-way. He noted that the best case scenario would be for the City to obtain the entire road and right-of-way as the township does not have the funds to repair or maintain it. This would allow the City to widen it and to potentially add bike paths or turn lanes into the school. Mayor Klein noted that she has not yet approached the township about any boundary agreements or any follow up. Flower expressed concerns with just patching the areas that the City owns when the township won't be able to patch their areas. Flower didn't agree that the City should have to take on all of that cost without any benefit of the City.

Committee discussion included directing the Mayor to continue to work on a boundary agreement with the township. Fesenmaier stated that people have been contacting her about if the COVID relief money could be used towards to public works projects. No action taken.

Discussion/Recommendation regarding possible vacation of Right-of-Way on Logan Street at Cty Rd H

DPW Director Earle explained that the City actually owns a right of way that goes from Highway H to Logan Street behind the Lutheran Church. Flower noted that there wasn't a map in the packet for reference and asked that this be continued to the next month. No action taken.

Discussion/Recommendation regarding possible plowing of City bike paths

Flower stated that this came up as a result of people using the path during the heavy snowfalls without it being plowed. Earle stated that the paths do get plowed depending on the frost and weather conditions. He added that plowing has caused some major damage in the past. He added that most of the paths do not have a solid base underneath them either. Flower indicated that maybe not all of the paths should be cleared, but it could be dependent on usage. Fesenmaier asked that this be forwarded to the Finance, Licensing, and Regulation Committee to interpret the ordinance and whether some of the this should be the responsibility of the home owner. Flower added that some areas may be harder to identify than others. Flower would like to review this section by section for discussion at next month's meeting. No action taken.

Discussion/Recommendation regarding Parking Invoice approval

Parking Manager Elder noted that this is the invoice for the annual maintenance contract for the kiosks.

Motion by Hedlund to approve, second by Fesenmaier. Motion carried 4-0.

Discussion/Recommendation regarding free parking at Seminary Park for the Lake Geneva Museum Ice Cream Social

Elder stated that Alderperson Dunn let him know that there will be an ice cream social for the museum volunteers and asked that the parking fees be waived.

Motion by Flower to allow free parking at Seminary Park for the Lake Geneva Museum Ice Cream Social on May 5, 2021, second by Fesenmaier. Motion carried 4-0.

Adjourn

Motion by Fesenmaier to adjourn, second by Hedlund. Motion carried 4-0. The meeting adjourned at 5:49 p.m.

CITY OF LAKE GENEVA 2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	12/11/20	
END	12/12/20	

APPROX. ACCUMULATION (INCHES) Snow 1.50

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	11		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =		HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED =	70.50	HOURS	\$ 50.00
	(OVERTIME = 1 1/2)			
	C. TOTAL DOUBLE TIME MANHOURS WORKED=		HOURS	\$ 70.00
	(SUNDAYS & HOLIDAYS)			
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	TOTAL MANHOURS	70.50		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	6.00	EACH	\$ 70.00
	AVERAGE PER VEHICLE	5.50	HOURS	
	TOTAL	33.00	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	AVERAGE PER VEHICLE	6.17	HOURS	
	TOTAL	18.50	HOURS	
	G. FRONT END LOADER	12.00	HOURS	\$ 75.00
	H. BOBCAT	7.00	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	TOTAL VEHICLE HOURS	70.50		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	9.75	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 8,826.80	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	38
LOW	22
GROUND	35
WIND	NE 15-30mph

1.21

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ -
\$ 3,525.00	
\$ -	
	\$ -
\$ -	
	\$ 2,310.00
	\$ 1,110.00
	\$ 900.00
	\$ 315.00
	\$ -
	\$ -
\$ -	
\$ 666.80	
\$ -	
\$ -	
\$ 4,191.80	

	\$ 4,635.00

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☒	SAND/SALT RUN (DURATION___HOURS)
☐	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	12/27/20	6:55pm
END	12/27/20	9:21pm

APPROX. ACCUMULATION (INCHES) Snow 0.25

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	10		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	4.00	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	16.50	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	20.50		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	6.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	1.92	HOURS	
	<i>TOTAL</i>	11.50	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	1.67	HOURS	
	<i>TOTAL</i>	5.00	HOURS	
	G. FRONT END LOADER		HOURS	\$ 75.00
	H. BOBCAT	4.00	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	20.50		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	9.75	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 2,916.80	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	38
LOW	27
GROUND	31
WIND	NW 5-10

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 140.00
\$ 825.00	
\$ -	
	\$ -
\$ -	
	\$ 805.00
	\$ 300.00
	\$ -
	\$ 180.00
	\$ -
	\$ -
\$ -	
\$ 666.80	
\$ -	
\$ -	
\$ 1,491.80	

	\$ 1,425.00

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	12/29/20	4:40pm
END	12/30/20	4:15am

APPROX. ACCUMULATION (INCHES) Snow 7.00

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	12		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	28.75	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	203.50	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	232.25		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	7.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	18.29	HOURS	
	<i>TOTAL</i>	128.00	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	16.67	HOURS	
	<i>TOTAL</i>	50.00	HOURS	
	G. FRONT END LOADER	16.50	HOURS	\$ 75.00
	H. BOBCAT	24.00	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK	4.75	HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED	9.00	HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	232.25		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	22.00	TONS	\$ 68.39
	SALT BRINE	750.00	GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 28,053.33	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	33
LOW	22
GROUND	33
WIND	calm

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 1,006.25
\$ 10,175.00	
\$ -	
	\$ -
\$ -	
	\$ 8,960.00
	\$ 3,000.00
	\$ 1,237.50
	\$ 1,080.00
	\$ 190.00
	\$ 720.00
\$ -	
\$ 1,504.58	
\$ 180.00	
\$ -	
\$ 11,859.58	

	\$ 16,193.75

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	1/1/21	10:30am
END	1/1/21	11:30am

APPROX. ACCUMULATION (INCHES) Snow 2.00

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	12		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =		HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED =	177.75	HOURS	\$ 50.00
	(OVERTIME = 1 1/2)			
	C. TOTAL DOUBLE TIME MANHOURS WORKED=		HOURS	\$ 70.00
	(SUNDAYS & HOLIDAYS)			
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	TOTAL MANHOURS	177.75		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	7.00	EACH	\$ 70.00
	AVERAGE PER VEHICLE	12.61	HOURS	
	TOTAL	88.25	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	AVERAGE PER VEHICLE	14.42	HOURS	
	TOTAL	43.25	HOURS	
	G. FRONT END LOADER	35.25	HOURS	\$ 75.00
	H. BOBCAT	11.00	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	TOTAL VEHICLE HOURS	177.75		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	50.25	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 24,235.35	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	33
LOW	22
GROUND	33
WIND	NE 5-10mph

0.2

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ -
\$ 8,887.50	
\$ -	
	\$ -
\$ -	
	\$ 6,177.50
	\$ 2,595.00
	\$ 2,643.75
	\$ 495.00
	\$ -
	\$ -
\$ -	
\$ 3,436.60	
\$ -	
\$ -	
\$ 12,324.10	

	\$ 11,911.25

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☒	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	1/14/21	1:35pm
END	1/16/21	11:00am

APPROX. ACCUMULATION (INCHES) Snow 1.50

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	12		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	73.75	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	38.25	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	112.00		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	6.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	9.33	HOURS	
	<i>TOTAL</i>	56.00	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	10.75	HOURS	
	<i>TOTAL</i>	32.25	HOURS	
	G. FRONT END LOADER	13.50	HOURS	\$ 75.00
	H. BOBCAT	10.25	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	112.00		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	41.00	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 14,626.49	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	39
LOW	26
GROUND	33
WIND	SE 5mph

0.1

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 2,581.25
\$ 1,912.50	
\$ -	
	\$ -
\$ -	
	\$ 3,920.00
	\$ 1,935.00
	\$ 1,012.50
	\$ 461.25
	\$ -
	\$ -
\$ -	
\$ 2,803.99	
\$ -	
\$ -	
\$ 4,716.49	

	\$ 9,910.00

CITY OF LAKE GENEVA						
2020-2021 ICE & SNOW CONTROL						
TYPE OF SNOW STORM (CHECK ONE)		SNOW STORM DATES:				
x	SAND/SALT RUN (DURATION__HOURS)	START	1/17/21	7:35am		
	FULL-PLOW RUN (DURATION__HOURS)	END	1/18/21	6:35am		
APPROX. ACCUMULATION (INCHES) Snow		0.10	Freezing Rain/Rain			
				(SNOW)	(SNOW)	
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT	SPECIAL	REGULAR
NO.		AMOUNT	UNIT	RATE	COSTS	COSTS
TOTAL NO. OF MEN INVOLVED:		6				
1 LABOR						
A. TOTAL REGULAR MANHOURS WORKED =		7.00	HOURS	\$ 35.00		\$ 245.00
B. TOTAL OVERTIME MANHOURS WORKED =			HOURS	\$ 50.00	\$ -	
(OVERTIME = 1 1/2)						
C. TOTAL DOUBLE TIME MANHOURS WORKED=			HOURS	\$ 70.00	\$ -	
(SUNDAYS & HOLIDAYS)						
D. TOTAL REGULAR NON-UNION MANHOURS WORKED =			HOURS	\$ 40.00		\$ -
E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =			HOURS	\$ 40.00	\$ -	
TOTAL MANHOURS		7.00				
2 EQUIPMENT:						
E. 5-CY DUMP TRUCK WITH PLOW		6.00	EACH	\$ 70.00		\$ 490.00
AVERAGE PER VEHICLE		1.17	HOURS			
TOTAL		7.00	HOURS			
F. 1-TON DUMP TRUCK WITH PLOW			EACH	\$ 60.00		\$ -
AVERAGE PER VEHICLE			HOURS			
TOTAL			HOURS			
G. FRONT END LOADER			HOURS	\$ 75.00		\$ -
H. BOBCAT			HOURS	\$ 45.00		\$ -
I. FULL-SIZE PICK-UP TRUCK			HOURS	\$ 40.00		\$ -
J. SNOWBLOWER-FRONT END LOADER MOUNTED			HOURS	\$ 80.00		\$ -
TOTAL VEHICLE HOURS		7.00				
3 MATERIALS:						
K. SALT/SAND MIXTURE			TONS	\$ 20.43	\$ -	
SALT		4.00	TONS	\$ 68.39	\$ 273.56	
SALT BRINE			GALLONS	\$ 0.24	\$ -	
4 PROFESSIONAL SERVICES:						
L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER			HOURS	\$ 100.00	\$ -	
SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME					\$ 273.56	
SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY						\$ 735.00
TOTAL SNOWFIGHTING COST PER EVENT				\$ 1,008.56		
NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE, STREET SWEEPING, AND INCIDENTALS.						
			TEMP.	DEGREES F		
cc:	Public Works Director		HIGH	35		
	Street Superintendent		LOW	22		
	City Administrator		GROUND	31		
			WIND	calm		

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	1/19/21	2:20PM
END	1/19/21	10:30PM

APPROX. ACCUMULATION (INCHES) Snow 1.25"

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	12		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	25.25	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	31.00	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	56.25		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	6.00	EACH	\$ 70.00
	AVERAGE PER VEHICLE	4.38	HOURS	
	<i>TOTAL</i>	26.25	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	AVERAGE PER VEHICLE	3.58	HOURS	
	<i>TOTAL</i>	10.75	HOURS	
	G. FRONT END LOADER	5.00	HOURS	\$ 75.00
	H. BOBCAT	7.00	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK	7.25	HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	56.25		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	15.50	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 6,956.30	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	28
LOW	8
GROUND	28
WIND	NW 5-10

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 883.75
\$ 1,550.00	
\$ -	
	\$ -
\$ -	
	\$ 1,837.50
	\$ 645.00
	\$ 375.00
	\$ 315.00
	\$ 290.00
	\$ -
\$ -	
\$ 1,060.05	
\$ -	
\$ -	
\$ 2,610.05	

	\$ 4,346.25

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	1/23/21	8:36pm
END	1/24/21	9:12pm

APPROX. ACCUMULATION (INCHES) Snow 1"

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	10		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	3.00	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	34.25	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	37.25		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	6.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	3.46	HOURS	
	<i>TOTAL</i>	20.75	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	3.50	HOURS	
	<i>TOTAL</i>	10.50	HOURS	
	G. FRONT END LOADER		HOURS	\$ 75.00
	H. BOBCAT	6.00	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	37.25		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	22.50	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 5,708.78	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	31
LOW	21
GROUND	27

WIND	SW 5mph
------	---------

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 105.00
\$ 1,712.50	
\$ -	
	\$ -
\$ -	
	\$ 1,452.50
	\$ 630.00
	\$ -
	\$ 270.00
	\$ -
	\$ -
\$ -	
\$ 1,538.78	
\$ -	
\$ -	
\$ 3,251.28	

	\$ 2,457.50

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	1/25/21	8:43AM
END	1/26/21	2:40PM

APPROX. ACCUMULATION (INCHES) Snow 6.00

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	12		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	164.00	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	51.50	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	215.50		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	8.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	15.31	HOURS	
	<i>TOTAL</i>	122.50	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	17.08	HOURS	
	<i>TOTAL</i>	51.25	HOURS	
	G. FRONT END LOADER	26.00	HOURS	\$ 75.00
	H. BOBCAT	11.50	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED	4.25	HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	215.50		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	16.25	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER	16.00	HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 25,483.84	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	30
LOW	26
GROUND	15
WIND	NE 10-35mph

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 5,740.00
\$ 2,575.00	
\$ -	
	\$ -
\$ -	
	\$ 8,575.00
	\$ 3,075.00
	\$ 1,950.00
	\$ 517.50
	\$ -
	\$ 340.00
\$ -	
\$ 1,111.34	
\$ -	
\$ 1,600.00	
\$ 5,286.34	

	\$ 20,197.50

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	1/30/21	2:41pm
END	1/31/21	8:47pm

APPROX. ACCUMULATION (INCHES) Snow 8.50

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	13		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	66.00	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	174.00	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	240.00		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	6.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	20.17	HOURS	
	<i>TOTAL</i>	121.00	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	22.17	HOURS	
	<i>TOTAL</i>	66.50	HOURS	
	G. FRONT END LOADER	23.50	HOURS	\$ 75.00
	H. BOBCAT	21.00	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED	8.00	HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	240.00		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	43.50	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER	37.00	HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 33,492.47	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	32
LOW	22
GROUND	19
WIND	E-NE 10-35

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 2,310.00
\$ 8,700.00	
\$ -	
	\$ -
\$ -	
	\$ 8,470.00
	\$ 3,990.00
	\$ 1,762.50
	\$ 945.00
	\$ -
	\$ 640.00
\$ -	
\$ 2,974.97	
\$ -	
\$ 3,700.00	
\$ 15,374.97	

	\$ 18,117.50

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	2/4/21	9:16am
END	2/4/21	9:45pm

APPROX. ACCUMULATION (INCHES) Snow 3.5"

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	13		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	70.50	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	135.75	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	206.25		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	7.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	15.57	HOURS	
	<i>TOTAL</i>	109.00	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	19.50	HOURS	
	<i>TOTAL</i>	58.50	HOURS	
	G. FRONT END LOADER	24.00	HOURS	\$ 75.00
	H. BOBCAT	14.75	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	206.25		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	49.00	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 26,209.86	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	34
LOW	0
GROUND	19
WIND	15-40 mph

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 2,467.50
\$ 6,787.50	
\$ -	
	\$ -
\$ -	
	\$ 7,630.00
	\$ 3,510.00
	\$ 1,800.00
	\$ 663.75
	\$ -
	\$ -
\$ -	
\$ 3,351.11	
\$ -	
\$ -	
\$ 10,138.61	

	\$ 16,071.25

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☒	SAND/SALT RUN (DURATION___HOURS)
☐	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	2/6/21	3:45pm
END	2/6/21	7:05pm

APPROX. ACCUMULATION (INCHES) Snow 0.15

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	2		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =		HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED =	4.00	HOURS	\$ 50.00
	(OVERTIME = 1 1/2)			
	C. TOTAL DOUBLE TIME MANHOURS WORKED=		HOURS	\$ 70.00
	(SUNDAYS & HOLIDAYS)			
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	TOTAL MANHOURS	4.00		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	2.00	EACH	\$ 70.00
	AVERAGE PER VEHICLE	2.00	HOURS	
	TOTAL	4.00	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW		EACH	\$ 60.00
	AVERAGE PER VEHICLE	0.00	HOURS	
	TOTAL		HOURS	
	G. FRONT END LOADER		HOURS	\$ 75.00
	H. BOBCAT		HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	TOTAL VEHICLE HOURS	4.00		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	5.00	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 821.95	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	6
LOW	-2
GROUND	15
WIND	NW 10-15

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ -
\$ 200.00	
\$ -	
	\$ -
\$ -	
	\$ 280.00
	\$ -
	\$ -
	\$ -
	\$ -
\$ -	
\$ 341.95	
\$ -	
\$ -	
\$ 541.95	

	\$ 280.00

CITY OF LAKE GENEVA 2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☒	SAND/SALT RUN (DURATION___HOURS)
☐	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	2/8/21	2:13pm
END	2/8/21	6:22pm

APPROX. ACCUMULATION (INCHES) Snow 0.15

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	5		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =		HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	5.75	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	5.75		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	5.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	1.15	HOURS	
	<i>TOTAL</i>	5.75	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW		EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	0.00	HOURS	
	<i>TOTAL</i>		HOURS	
	G. FRONT END LOADER		HOURS	\$ 75.00
	H. BOBCAT		HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	5.75		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	7.25	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 1,185.83	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	4
LOW	4
GROUND	15
WIND	NW 5-10

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ -
\$ 287.50	
\$ -	
	\$ -
\$ -	
	\$ 402.50
	\$ -
	\$ -
	\$ -
	\$ -
\$ -	
\$ 495.83	
\$ -	
\$ -	
\$ 783.33	

	\$ 402.50

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	2/11/21	10:15pm
END	2/12/21	7:40am

APPROX. ACCUMULATION (INCHES) Snow 2.25

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	12		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	48.00	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	8.25	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	56.25		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	7.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	4.43	HOURS	
	<i>TOTAL</i>	31.00	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	2.00	EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	5.13	HOURS	
	<i>TOTAL</i>	10.25	HOURS	
	G. FRONT END LOADER	10.00	HOURS	\$ 75.00
	H. BOBCAT	5.00	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	56.25		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	15.75	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 6,929.64	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	7
LOW	-4
GROUND	10

WIND	NW 5-10
------	---------

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 1,680.00
\$ 412.50	
\$ -	
	\$ -
\$ -	
	\$ 2,170.00
	\$ 615.00
	\$ 750.00
	\$ 225.00
	\$ -
	\$ -
\$ -	
\$ 1,077.14	
\$ -	
\$ -	
\$ 1,489.64	

	\$ 5,440.00

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	2/12/21	11:35PM
END	2/13/21	3:45PM

APPROX. ACCUMULATION (INCHES) Snow 1.80

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	12		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	3.50	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	92.25	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	95.75		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	7.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	6.89	HOURS	
	<i>TOTAL</i>	48.25	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	6.33	HOURS	
	<i>TOTAL</i>	19.00	HOURS	
	G. FRONT END LOADER	17.25	HOURS	\$ 75.00
	H. BOBCAT	11.25	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	95.75		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	21.50	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 12,522.89	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	6
LOW	-8
GROUND	8
WIND	N15-20mph

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 122.50
\$ 4,612.50	
\$ -	
	\$ -
\$ -	
	\$ 3,377.50
	\$ 1,140.00
	\$ 1,293.75
	\$ 506.25
	\$ -
	\$ -
\$ -	
\$ 1,470.39	
\$ -	
\$ -	
\$ 6,082.89	

	\$ 6,440.00

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☒	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START	2/15/21	6:48pm
END	2/16/21	6:35am

APPROX. ACCUMULATION (INCHES) Snow 2.00

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:	12		
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =	94.75	HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED = (OVERTIME = 1 1/2)	4.50	HOURS	\$ 50.00
	C. TOTAL DOUBLE TIME MANHOURS WORKED= (SUNDAYS & HOLIDAYS)		HOURS	\$ 70.00
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	<i>TOTAL MANHOURS</i>	99.25		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW	7.00	EACH	\$ 70.00
	<i>AVERAGE PER VEHICLE</i>	7.25	HOURS	
	<i>TOTAL</i>	50.75	HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW	3.00	EACH	\$ 60.00
	<i>AVERAGE PER VEHICLE</i>	5.50	HOURS	
	<i>TOTAL</i>	16.50	HOURS	
	G. FRONT END LOADER	26.00	HOURS	\$ 75.00
	H. BOBCAT	6.00	HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	<i>TOTAL VEHICLE HOURS</i>	99.25		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT	26.50	TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		\$ 12,116.09	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	16
LOW	4
GROUND	11
WIND	10-15 NE

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ 3,316.25
\$ 225.00	
\$ -	
	\$ -
\$ -	
	\$ 3,552.50
	\$ 990.00
	\$ 1,950.00
	\$ 270.00
	\$ -
	\$ -
\$ -	
\$ 1,812.34	
\$ -	
\$ -	
\$ 2,037.34	

	\$ 10,078.75

CITY OF LAKE GENEVA

2020-2021 ICE & SNOW CONTROL

TYPE OF SNOW STORM (CHECK ONE)

☐	SAND/SALT RUN (DURATION___HOURS)
☐	FULL-PLOW RUN (DURATION___HOURS)

SNOW STORM DATES:

START		
END		

APPROX. ACCUMULATION (INCHES) Snow

Freezing Rain/Rain

ITEM NO.	DESCRIPTION	QUANTITY AMOUNT	UNIT	UNIT RATE
	TOTAL NO. OF MEN INVOLVED:			
1	<u>LABOR</u>			
	A. TOTAL REGULAR MANHOURS WORKED =		HOURS	\$ 35.00
	B. TOTAL OVERTIME MANHOURS WORKED =		HOURS	\$ 50.00
	(OVERTIME = 1 1/2)			
	C. TOTAL DOUBLE TIME MANHOURS WORKED=		HOURS	\$ 70.00
	(SUNDAYS & HOLIDAYS)			
	D. TOTAL REGULAR NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	E. TOTAL OVERTIME NON-UNION MANHOURS WORKED =		HOURS	\$ 40.00
	TOTAL MANHOURS	0.00		
2	<u>EQUIPMENT:</u>			
	E. 5-CY DUMP TRUCK WITH PLOW		EACH	\$ 70.00
	AVERAGE PER VEHICLE	#DIV/0!	HOURS	
	TOTAL		HOURS	
	F. 1-TON DUMP TRUCK WITH PLOW		EACH	\$ 60.00
	AVERAGE PER VEHICLE	#DIV/0!	HOURS	
	TOTAL		HOURS	
	G. FRONT END LOADER		HOURS	\$ 75.00
	H. BOBCAT		HOURS	\$ 45.00
	I. FULL-SIZE PICK-UP TRUCK		HOURS	\$ 40.00
	J. SNOWBLOWER-FRONT END LOADER MOUNTED		HOURS	\$ 80.00
	TOTAL VEHICLE HOURS	0.00		
3	<u>MATERIALS:</u>			
	K. SALT/SAND MIXTURE		TONS	\$ 20.43
	SALT		TONS	\$ 68.39
	SALT BRINE		GALLONS	\$ 0.24
4	<u>PROFESSIONAL SERVICES:</u>			
	L. 15 OR 20 C.Y. DUMP TRUCK W/ DRIVER		HOURS	\$ 100.00
	SUB-TOTAL SNOW FIGHTING COSTS SPECIAL EXPENSES AND OVERTIME			

	SUB-TOTAL SNOW FIGHTING COSTS DURING THE REGULAR WORK DAY			
	TOTAL SNOWFIGHTING COST PER EVENT		#DIV/0!	

NOTE: COSTS NOT INCLUDED ARE AFTER-PLOWING EQUIPMENT PARTS/MAINTENANCE,
STREET SWEEPING, AND INCIDENTALS.

cc: Public Works Director
Street Superintendent
City Administrator

TEMP.	DEGREES F
HIGH	
LOW	
GROUND	
WIND	

(SNOW) SPECIAL COSTS	(SNOW) REGULAR COSTS
	\$ -
\$ -	
\$ -	
	\$ -
\$ -	
	#DIV/0!
	#DIV/0!
	\$ -
	\$ -
	\$ -
	\$ -
\$ -	
\$ -	
\$ -	
\$ -	
\$ -	

	#DIV/0!

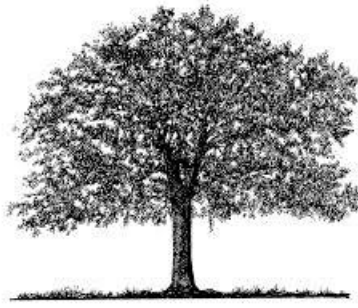
EVENT SUMMARY

SNOW & ICE CONTROL											
2020-2021 SNOW EVENT SUMMARY											
	DATE	DATE	SALT BRINE	SAND/SALT	SALT	SAND/SALT	FULL-PLOW	SPECIAL	REGULAR	TOTAL	TOTAL
	START	END	GALLONS	TONS	TONS	RUN	RUN	COSTS	COSTS	COST	TO DATE
1	12/11/2020	12/12/2020			9.75		x	\$ 4,191.80	\$ 4,635.00	\$ 8,826.80	\$ 8,826.80
2	12/27/2020	12/27/2020			9.75	x		\$ 1,491.80	\$ 1,425.00	\$ 2,916.80	\$ 11,743.61
3	12/29/2020	12/30/2020	750.00		22.00		x	\$ 11,859.58	\$ 16,193.75	\$ 28,053.33	\$ 39,796.94
4	1/1/2021	1/1/2021			50.25		x	\$ 12,324.10	\$ 11,911.25	\$ 24,235.35	\$ 64,032.28
5	1/14/2021	1/16/2021			41.00	x	x	\$ 4,716.49	\$ 9,910.00	\$ 14,626.49	\$ 78,658.77
6	1/17/2021	1/18/2021			4.00	x		\$ 273.56	\$ 735.00	\$ 1,008.56	\$ 79,667.33
7	1/19/2021	1/19/2021			15.50		X	\$ 2,610.05	\$ 4,346.25	\$ 6,956.30	\$ 86,623.63
8	1/23/2021	1/24/2021			22.50		x	\$ 3,251.28	\$ 2,457.50	\$ 5,708.78	\$ 92,332.40
9	1/25/2021	1/26/2021			16.25		x	\$ 5,286.34	\$ 20,197.50	\$ 25,483.84	\$ 117,816.24
10	1/30/2021	1/31/2021			43.50		x	\$ 15,374.97	\$ 18,117.50	\$ 33,492.47	\$ 151,308.71
11	2/4/2021	2/4/2021			49.00		x	\$ 10,138.61	\$ 16,071.25	\$ 26,209.86	\$ 177,518.57
12	2/6/2021	2/6/2021			5.00	x		\$ 541.95	\$ 280.00	\$ 821.95	\$ 178,340.52
13	2/8/2021	2/8/2021			7.25	x		\$ 783.33	\$ 402.50	\$ 1,185.83	\$ 179,526.34
14	2/11/2021	2/12/2021			15.75		X	\$ 1,489.64	\$ 5,440.00	\$ 6,929.64	\$ 186,455.99
15	2/12/2021	2/13/2021			21.50		x	\$ 6,082.89	\$ 6,440.00	\$ 12,522.89	\$ 198,978.87
16	2/15/2021	2/16/2021			26.50		x	\$ 2,037.34	\$ 10,078.75	\$ 12,116.09	\$ 211,094.96
17	2/21/2021	2/22/2021			29.25		X	\$ 4,162.91	\$ 12,612.50	\$ 16,775.41	\$ 227,870.37
18	3/15/2021	3/15/2021			12.00	X		\$ 1,220.68	\$ 3,057.50	\$ 4,278.18	\$ 232,148.55
19											
		TOTAL	750.00		400.75						
		TOTAL COST TO DATE						\$ 87,837.30	\$ 144,311.25	\$ 232,148.55	
		AVERAGE COST PER EVENT						\$ 4,879.85	\$ 8,017.29	\$ 12,897.14	
cc:	Public Works Director										
	Street Superintendent										
	Administrator										

Account Number	Account Title	2021-21 Period Actual	2021-21 Current year Actual	Current year Budget	Variance Current year	% of Budget
CEMETERY OPERATIONS						
CEMETERY OPERATIONS						
CEMETERY OPERATIONS						
48-00-00-41110	PROPERTY TAX LEVY	.00	150,000.00	150,000.00	.00	100.00
48-00-00-46100	MISC REVENUE	.00	3,205.00	3,250.00	45.00	98.62
48-00-00-46540	SALE OF GRAVES/NICHES	650.00	6,750.00	12,000.00	5,250.00	56.25
48-00-00-46550	FOUNDATIONS/STAKE-OUTS	.00	150.00	700.00	550.00	21.43
48-00-00-46560	BURIAL INTERNMENTS	2,250.00	12,825.00	26,000.00	13,175.00	49.33
48-00-00-48110	INVESTMENT INCOME	11.12	57.97	600.00	542.03	9.66
48-00-00-49100	APPL OF PRIOR YEARS APPROP	.00	.00	6,000.00	6,000.00	.00
48-00-00-49400	TRANSFER FROM PERPETUAL CARE	475.20	4,394.95	13,000.00	8,605.05	33.81
Total CEMETERY OPERATIONS:		3,386.32	177,382.92	211,550.00	34,167.08	83.85
CEMETERY OPERATIONS						
48-00-00-51200	CEM WAGES	7,526.71	38,003.63	91,800.00	53,796.37	41.40
48-00-00-51250	CEM OVERTIME	.00	1,234.25	3,500.00	2,265.75	35.26
48-00-00-51260	CEM SEASONAL LABOR	1,553.20	2,316.85	12,300.00	9,983.15	18.84
48-00-00-51340	CEM LIFE INSURANCE EXP	26.19	124.30	275.00	150.70	45.20
48-00-00-51345	CEM HEALTH INSURANCE	3,013.96	12,481.14	39,415.00	26,933.86	31.67
48-00-00-51350	CEM DENTAL INSURANCE	168.02	676.67	840.00	163.33	80.56
48-00-00-51355	CEM VISION INSURANCE	8.29	35.27	66.00	30.73	53.44
48-00-00-51360	CEM RETIREMENT EXPENSE	508.04	2,729.54	6,435.00	3,705.46	42.42
48-00-00-51370	CEM DISABILITY EXP	29.02	129.99	340.00	210.01	38.23
48-00-00-51380	CEM UNIFORM ALLOWANCE	.00	1,200.00	1,200.00	.00	100.00
48-00-00-51520	CEM FICA EXPENSE	672.32	3,171.56	8,235.00	5,063.44	38.51
48-00-00-52210	CEM TELEPHONE EXP	89.21	643.07	1,350.00	706.93	47.63
48-00-00-52220	CEM ELECTRICITY EXP	110.98	1,205.45	2,000.00	794.55	60.27
48-00-00-52240	CEM GAS HEAT EXP	138.87	428.00	1,200.00	772.00	35.67
48-00-00-52260	CEM WATER/SEWER EXP	220.00	1,149.08	3,000.00	1,850.92	38.30
48-00-00-52400	CEM BUILDING REPAIRS	.00	.00	2,000.00	2,000.00	.00
48-00-00-52500	CEM EQUIP MAINT/REPAIRS	1,500.00	2,230.48	3,000.00	769.52	74.35
48-00-00-53100	CEM OFFICE SUPPLIES	.00	.00	100.00	100.00	.00
48-00-00-53120	CEM POSTAGE EXP	.00	.00	40.00	40.00	.00
48-00-00-53130	CEM WORKERS COMP INS	.00	782.94	3,200.00	2,417.06	24.47
48-00-00-53140	CEM LIABILITY/PROPERTY INS	.00	587.93	2,340.00	1,752.07	25.13
48-00-00-53400	CEM OPERATING SUPPLIES	.00	88.05	1,000.00	911.95	8.81
48-00-00-53410	CEM FUEL EXPENSE	420.92	1,617.70	5,000.00	3,382.30	32.35
48-00-00-53500	CEM BLDG MAINT SUPPLIES	16.47	54.03	500.00	445.97	10.81
48-00-00-53510	CEM VEHICLE MAINT/REPAIR	.00	575.43	3,000.00	2,424.57	19.18
48-00-00-53600	CEM MAINT SERVICE EXP	159.00	536.47	1,700.00	1,163.53	31.56
48-00-00-53620	CEM GROUNDS/LANDSCAPING	45.73	230.21	800.00	569.79	28.78
48-00-00-53990	CEM MISC EXP	.00	.00	350.00	350.00	.00
48-00-00-54200	CEM GRAVES/FOUNDATIONS	.00	.00	16,400.00	16,400.00	.00
48-00-00-54300	CEM COLUMBARIUM EXPENSES	.00	.00	164.00	164.00	.00
Total CEMETERY OPERATIONS:		16,206.93	72,232.04	211,550.00	139,317.96	34.14
Total CEMETERY OPERATIONS:		19,593.25	249,614.96	423,100.00	173,485.04	59.00
CEMETERY OPERATIONS Revenue Total:		3,386.32	177,382.92	211,550.00	34,167.08	83.85
CEMETERY OPERATIONS Expenditure Total:		16,206.93	72,232.04	211,550.00	139,317.96	34.14

Account Number	Account Title	2021-21 Period Actual	2021-21 Current year Actual	Current year Budget	Variance Current year	% of Budget
	Net Total CEMETERY OPERATIONS:	12,820.61-	105,150.88	.00	105,150.88-	.00
	Net Grand Totals:	12,820.61-	105,150.88	.00	105,150.88-	.00

Mailing Address:
626 Geneva Street
Lake Geneva, WI 53147



Cemetery Location:
1101 Cemetery Road
Lake Geneva, WI 53147

OAK HILL CEMETERY

Phone: (262) 248-2789 Fax: (262) 248-4715

PRICE LIST *effective 1/1/15*

INTERMENTS *(No Sunday Burials)*

<u>Grave Opening</u>	<u>Weekdays</u>	<u>Saturday</u>
Full Burial	\$675	\$800
Cremation	\$450	\$525
Infant (under one year)	\$200	\$300

Note: *Before or after a holiday, when employees are not working due to the holiday, Saturday prices will apply.*

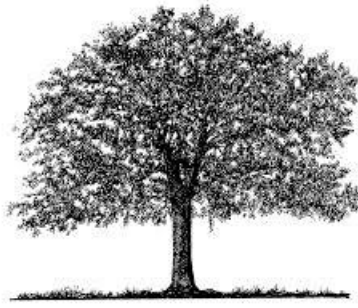
Frost Charges apply from Nov. 1 st to March 15 th :	\$75
Stake-out Fees for foundations:	\$50
Foundation Charges (per square inch):	40¢

- An extra charge of \$100 applies to all burials after 2:30 p.m.
- If two cremations are buried at one time in the same grave, an extra charge of \$100 will be added.
- We do allow one full burial and one cremation in one full grave or two cremations in one full grave.

PLOTS

One Grave in any section: <i>(\$325 for grave and \$325 for perpetual care)</i>	\$650
Cremation Grave - Single (for only one): <i>(\$200 for grave and \$200 for perpetual care)</i>	\$400
Cremation Grave - Double (for two): <i>(\$250 for grave and \$250 for perpetual care)</i>	\$500

Mailing Address:
626 Geneva Street
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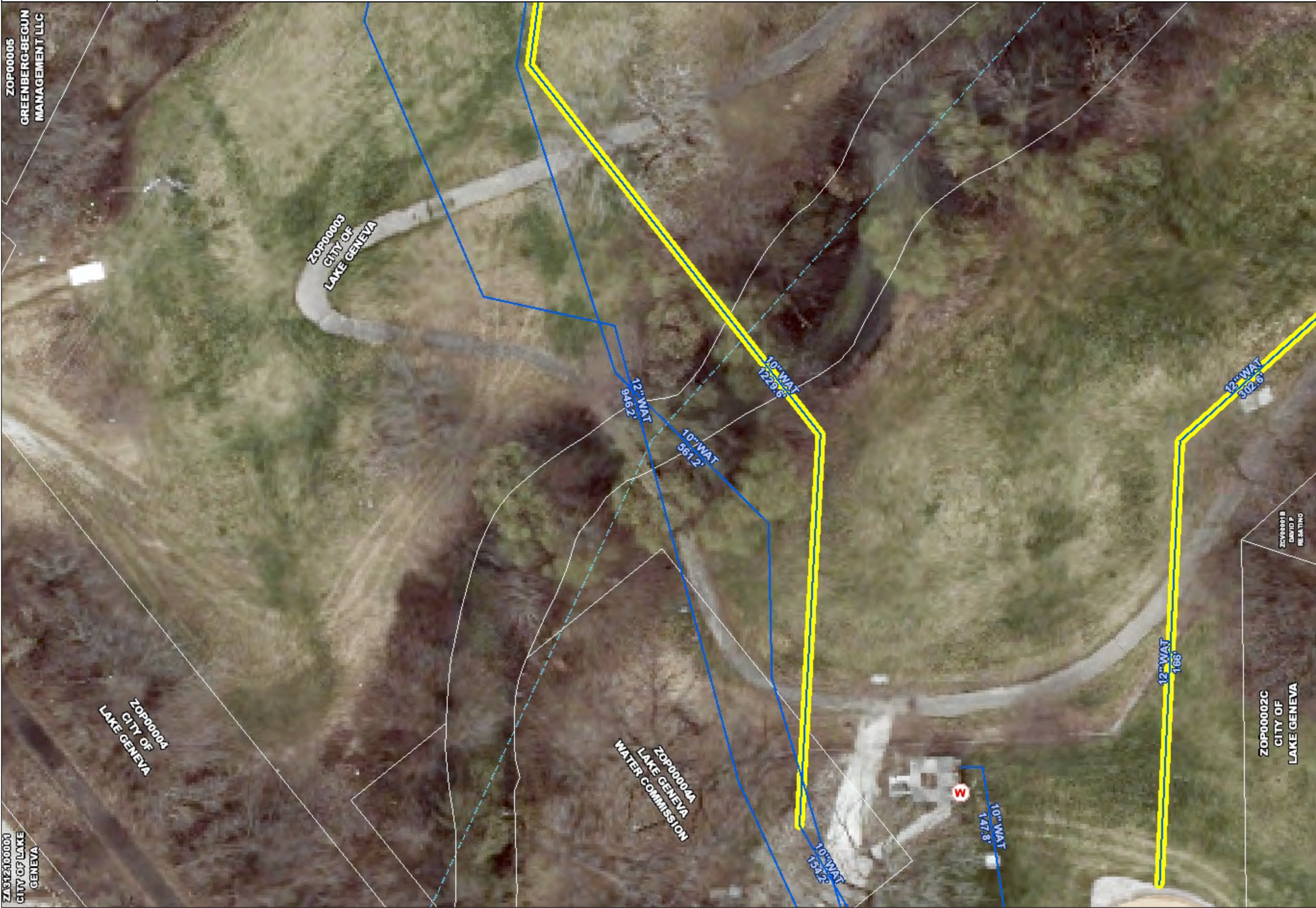
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Legend

Street Names

Private Roads

Monitoring Site Type

Bacteria Testing

Disinfection Byproducts

Lead and Copper

Entry Point

Fluoride

Addresses @ 5000

County Municipalities

Hydrants

Valves

Tee

Fitting: Cross

Butterfly Valve/Gate Valve

Hydrant Valve

Main Valve

Plug

Valve Manhole

Curb Stops

Water Features

Air Release

Booster Station

Drinking Fountain

Meter Box

Meter Pit

Reducer

Water Tower

Well

Water Main Breaks

2020 - 2024

2015 - 2019

2010 - 2014

2005 - 2009

2000 - 2004

1994 - 1999

Water Mains

Main

Hydrant Lead

Service

Abandoned

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

Note

027.9255.8

Feet

© Kapur and Associates, Inc.06/15/2021









CITY OF LAKE GENEVA
PARKING SALES BY DAY - MAY

	CASH	CREDIT CARD	TOTAL
1-May	176.80	8,668.52	8,845.32
2-May	198.30	9,182.09	9,380.39
3-May	104.35	1,608.50	1,712.85
4-May	80.15	1,305.23	1,385.38
5-May	97.85	2,063.80	2,161.65
6-May	115.85	1,865.20	1,981.05
7-May	128.20	3,517.15	3,645.35
8-May	205.35	9,310.58	9,515.93
9-May	157.40	6,072.11	6,229.51
10-May	114.90	1,725.63	1,840.53
11-May	97.90	1,749.49	1,847.39
12-May	142.10	2,335.19	2,477.29
13-May	133.25	3,040.45	3,173.70
14-May	185.50	5,017.14	5,202.64
15-May	151.85	6,649.08	6,800.93
16-May	221.30	9,266.75	9,488.05
17-May	153.45	2,642.05	2,795.50
18-May	135.55	2,300.13	2,435.68
19-May	129.10	2,179.48	2,308.58
20-May	201.85	3,839.34	4,041.19
21-May	143.65	4,764.42	4,908.07
22-May	206.60	11,778.13	11,984.73
23-May	216.70	7,624.95	7,841.65
24-May	135.50	3,806.25	3,941.75
25-May	187.35	3,192.75	3,380.10
26-May	225.05	4,390.18	4,615.23
27-May	102.95	2,301.84	2,404.79
28-May	154.10	2,859.13	3,013.23
29-May	211.70	10,736.17	10,947.87
30-May	170.90	13,604.27	13,775.17
31-May	224.20	11,886.12	12,110.32
	<u>4,909.70</u>	<u>161,282.12</u>	<u>166,191.82</u>

Net of Tax 157,527.79

2020	109,966.64
2019	120,395.73
2018	151,208.53

AVG 2018-2020 127,190.30
OVER (UNDER) (127,190.30)

Coin	4,909.70	2.23%
CC	161,282.12	73.40%
Parkmobile	53,534.00	24.36%
	<u>219,725.82</u>	100.00%

PARKMOBILE		net of tax
2021	53,534.00	50,743.13
2020	8,920.25	8,455.21
2019	8,217.50	7,789.10
2018	5,383.25	5,102.61
2017	2,472.25	2,343.37

Proposal to Provide Professional Engineering Services for

City of Lake Geneva, 2022 Street Improvement Program

June 21, 2021



Presented To:

Tom Earle
Director of Public Works
City of Lake Geneva
626 Geneva Street
Lake Geneva, WI 53147

Presented By:

Greg Governatori, PE
Associate/Burlington Manager
Kapur

June 21, 2021

Tom Earle, Director of Public Works
City of Lake Geneva
626 Geneva Street
Lake Geneva, WI 53147

RE: Proposal for the 2022 Street Improvement Program

Dear Mr. Earle,

Kapur is pleased to submit this proposal to the City of Lake Geneva for the 2022 Street Improvement Program. This proposal was prepared in accordance with the instructions included in the Request for Proposals and with the insight of our firm's prior experience providing engineering services to the City of Lake Geneva.

Over the years of working with the City of Lake Geneva and other local municipalities, we have developed a comprehensive understanding of the expectations required for successful completion of street improvement programs. Our unique experience in working with the City of Lake Geneva gives us an intimate familiarity with quality of life residents expect, as well as the importance of tourism to the city. Every project considers tourism as a primary focus when designing and planning infrastructure improvements throughout Lake Geneva.

Our process is centered on our planning and communication with the City. Because these projects were developed in the study we performed with the City in 2019 and 2020, we have a jumpstart on understanding both the complexity of each project and the details to make these projects successful. We already have a sense of ownership in these projects, and both Naomi and Greg are dedicated to ensuring the projects are a success.

Because of this sense of ownership, you can trust Kapur to address stakeholder concerns while balancing the requirements of the City as we develop our designs and meet the technical aspects of every project. This approach is taken during planning, survey, design, public involvement, meetings with special interest groups, bid openings, construction administration, and project close outs.

As we assist municipalities through our professional engineering and construction oversight services, we always keep their vision and expectations in mind. Because our experience and services include a vast range of deliverables starting with planning and grant assistance, we become a partner in your projects and not just an engineering firm delivering a street or sidewalk. We take great pride in this sense of ownership and know that the roads, sidewalks, utilities, parks, trails, civic campuses, DPW yards, and wastewater facilities we design improve the standard of living across the City.

We appreciate the opportunity to submit our proposal and look forward to delivering the 2022 Street Improvement Program. Please contact me directly if you have any questions about our submittal. We look forward to hearing from you.

Sincerely,

Naomi Rausch, PE
Project Manager
262.758.6032 / nrauch@kapurinc.com

Greg Governatori, PE
Associate/Burlington Branch Manager
262.758.6010 / ggovernatori@kapurinc.com

FIRM BACKGROUND

Kapur is a 300-person full-service engineering firm established in 1981 with headquarters in Milwaukee. We employ a diversified staff delivering a full range of services at our offices Burlington, Appleton, and Wausau, as well as our national offices in Chicago, Louisville, and Indianapolis.

Kapur provides services to municipalities of all sizes, from towns to villages, cities, and counties. We also work with private development clients, Milwaukee Metropolitan Sewerage District, Division of State Facilities, the Wisconsin Department of Transportation, utilities, sanitary, and water districts for 40 years.

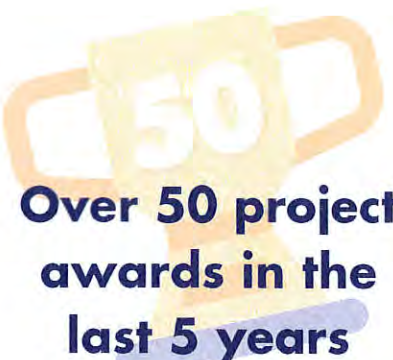
We have become a trusted partner and leader in the industry by providing exceptional expertise and technical knowledge across every phase of a project. The individual and collective efforts of our personnel provide cost-effective sustainable solutions in a timely manner.

Services Include:

- Full-Service Survey Department
- Street Design, Inventory, Rehabilitation, & Management Planning
- Water Studies/Elevated Tank & Reservoir Design
- Well, Water Treatment, & Pump House Design
- Sanitary Sewer Design/Rehabilitation
- Clean Water Fund Loan
- Traffic Engineering
- Rural/Urban Highway Design
- Storm Sewer Design
- Bike Path Planning
- CMAQ Grant
- Stormwater Management Plans
- Capital Improvement Planning
- WPDES/MS4 Compliance
- Floodplain - Hydraulic Modeling
- Watershed Management Studies
- Park & Recreation Facilities
- Retaining Walls, Culverts, & Bridges
- Manage Grants & Loans
- Review CSM/Plats
- Traffic Signal Design
- Create & Implement Public Assessment Policies
- Create & Manage TIF Districts
- Review Private Development Submittals
- Agency Coordination/Permitting
- Street Lighting
- GIS Data/Website Maintenance

COMPANY FACTS

- Established 1981
- Headquartered in Milwaukee
- Full-Service Offices in:
 - Burlington
 - Appleton
 - Wausau
 - Chicago
 - Indianapolis
 - Louisville
- 305 employees
- 53 professional engineers
- 12 licensed surveyors
- ENR Top 500 (#357)
- Top Midwest Design Firms (#44)
- Milwaukee Journal Sentinel Top Workplaces (last 12 years)
- Milwaukee Business Journal Best Places to Work (5 years)
- Daily Reporter Top Projects


**Over 50 project
awards in the
last 5 years**

Our mission at Kapur is to develop a close, professional, and honest relationship with our clients that enables us to fully understand their needs and expectations and allows us to provide quality services that exceed their definition of success. We're passionately committed to delivering infrastructure, protecting the environment, designing meaningful projects, cultivating relationships, and connecting with the community.



GREG GOVERNATORI, PE | PRINCIPAL

BS, Civil Engineering, University of Wisconsin-Milwaukee

Greg has 21 years of experience in all aspects of municipal engineering including sewer design, stormwater management, construction plan review, drainage, utility design, roadway design, permitting, inspection, bid preparation, and construction administration. He will be responsible for project management, design, review, and plan preparation along with permitting, hydraulic analysis, bidding, and specifications. His vast municipal experience is an asset that gives him the ability to anticipate expectations as well as future project requirements. Greg's relevant experience includes acting as Project Manager for resurfacing and reconstruction projects in the City of Lake Geneva street program since 2015. He has led our services on the Burlington Street Program since 2005. These programs include utility replacements, sidewalk improvements, signage, traffic control and detouring, specifications, permitting, and bidding. Greg has functioned as Project Manager for the entirety of our projects for the City of Lake Geneva.

NAOMI RAUCH, PE, CFM | PROJECT MANAGER

BS, Civil Engineering, University of Wisconsin-Madison

Naomi has 10 years of experience specializing in stormwater management, drainage systems, hydrology, and hydraulic studies. Her previous projects include hydraulic models for dewatering plans, stormwater pollution prevention plans, hydraulic analyses, and floodplain delineation. Naomi's background also includes site development review, permitting, certification, and agency coordination. Since joining Kapur she has been the face of our communication with the City of Lake Geneva. Naomi attends all meetings, works with the City during plan review, actively manages all hydrology, hydraulic, and stormwater management of projects, and is essential to our cooperative efforts with the City. She has assisted the City since 2017 on street and development projects.

MIKE TIMMERS, PE | CONSTRUCTION PROJECT MANAGER

BS, Civil Engineering, University of Wisconsin-Milwaukee

Mike will be responsible for construction administration and QA/QC of public works projects. He has 24 years of experience managing the construction of municipal projects including street and utility reconstruction, utility replacements, to large drainage projects. Mike keeps the community in mind when making decisions in the field and demands quality work from every contractor. His experience includes construction oversight of pavement replacement, concrete pavement repairs, replacement of curb and gutter, new sidewalks, storm sewer, erosion control, pulverizing and pave, mill and pave, pavement marking, traffic signals, restoration, and landscaping.

GARY SPLINTER, PS | SURVEY PROJECT MANAGER

BS, Geography & Cartography, University of Wisconsin-Platteville

Gary coordinates and leads our survey staff in this region. He will manage all survey activities including control, topo, mapping, and alignments. If required, Gary has a strong background in the development/delivery of plats including leading survey and platting for the Burlington Bypass, US 14, and the STH 36/STH 83 projects.

WYATT PLOETZ | PROJECT ENGINEER

BS, Civil Engineering, University of Wisconsin-Milwaukee

Wyatt is a Project Engineer with seven years of experience in the Burlington office and is responsible for design, plan preparation, and construction oversight. His experience includes the design of roadways, drainage, utilities, permitting, bid assistance, and construction inspection. This includes recent construction inspection services on the Commerce Court extension and Court Street in the City of Elkhorn, as well as delivering design and construction inspection on City of Lake Geneva Street Program projects.

EMMA CONNELL | STAFF ENGINEER

BS, Civil Engineering, University of Wisconsin-Madison

Emma has two years of experience in the design of roadways and sidewalks. During this time, she has been exclusively performing design and plan production for street and sidewalk projects in the City of Lake Geneva. Emma has experience in preliminary and final design of roads, staging, traffic control, stormwater, utility design, quantities, construction plans, and has assisted in delivery of permitting and design reports.





Education

BS, Civil Engineering,
University of Wisconsin-
Milwaukee, 1998

Professional Experience

2003-Present: Kapur,
Burlington, WI

1999-2003: Metropolitan
Engineering Inc.,
Waukesha, WI

1995-1998: Town of
Caledonia, WI

Professional Affiliations

American Society of Civil
Engineers (ASCE)

Registration

Professional Engineer: IL,
WI (#36034)
LEED AP BD+C

Certifications

FEMA Certified Floodplain
Manager, CFM

PROFILE

Greg is the leader of our Burlington office and has more than 21 years of experience in Municipal Design. He is responsible for overall team success, as well as overseeing project management, design, review, and will be a key reviewer for QaQc.

PROJECT EXPERIENCE

Street Improvement Program (2011-2014), Burlington, WI

Project Engineer for annual City Street Improvement Program. Projects included resurfacing or full reconstruction of various streets, utility replacements, sidewalk improvements, signage, traffic control and detouring, specifications, permitting, bidding, and all items required for full project execution.

Townline Trails, Lake Geneva, WI

Project Engineer for residential development consisting of 55 single family lots on 21 acres. Design included complete urban roadway design of 4,500 feet of urban roadway, sanitary sewer, water main, storm sewer design, permitting, and cross sections, along with two wet detention facilities. A full grading and erosion control plan were provided, and intersection plans to local roadway.

Northgate Retail Center, Lake Geneva, WI

Commercial redevelopment consisting of creating three commercial lots on 4.6 acres. Design included layout, parking lot design, sanitary sewer, water main, landscaping, lighting, storm sewer, permitting, grading, and erosion control, along with an infiltration basin with pretreatment. Project challenges included working directly with architects, planners, and the city for development of three separate use parcels as a concurrent project.

Town Engineer, Linn, WI

Town Engineer responsible for plan and construction documentation, stormwater and erosion control site reviews, drainage studies, and infrastructure inspection on the town's behalf.

Village/Town Engineer, Bloomfield, WI

Village/Town Engineer responsible for plan and construction documentation, construction, plat, CSM, stormwater and erosion control site reviews, drainage studies, and infrastructure inspection.

Great Lakes Components, Elkhorn, WI

Project Manager responsible for the design, grading, utilities, landscaping, stormwater runoff, parking, layout, permitting, rezoning, and erosion control for the redevelopment of an 8-acre contaminated site.

Veterans Terrace, Burlington, WI

Project Engineer responsible for the design, grading, storm sewer, parking, and erosion control plan directly next to White River. Challenges included storm sewer system in floodplain, lower-level floor elevations below floodplain, and erosion control and floodplain filling concerns.





Education

BS, Civil Engineering,
University of Wisconsin-
Madison, 1998

Professional Experience

2019-Present: Kapur,
Burlington, WI

Registration

Professional Engineer: WI
(#36098)

Certifications

Certified Floodplain
Manager

PROFILE

After two years of working with Lake Geneva delivering roadway and drainage projects, Naomi is taking over as Project Manager for our work in the City. With over 10 years of experience, Naomi will be responsible for the entirety of our design and delivery for the 2022 Improvements. Although she will be overseeing the design, she will still be active in the engineering for all of the roadway, stormwater, drainage, utilities, and permitting for this year's road program.

PROJECT EXPERIENCE

City Engineer, Lake Geneva, WI

City Engineer responsible for site plan review for proposed developments, coordination with city staff in the building and zoning department, public works, and utility commission to ensure development meets city ordinance requirements. Provide input and assistance with ordinance development, development procedures, and technical guidance. Prepare drainage reports for site specific drainage concerns and provide recommendations for drainage improvements.

Silver Creek Zone A Floodplain Determination, Random Lake, WI

Performed hydrology study using HEC-HMS for unstudied Zone A reach of Silver Creek that included a critical duration analysis and regression equation calculations. Successfully complete a backwater hydraulic analysis of Silver Creek for Wisconsin Department of Natural Resources (WDNR) and Federal Emergency Management Agency (FEMA) approval of a Zone A 100-year floodplain elevation along the study reach. Coordinated study results with regulatory agencies, client, and design team.

Kilbourn Ditch Dewatering Plan, Mount Pleasant, WI

Assisted team in creating a dewatering plan for an unexpected intrusion of Kilbourn ditch during a sanitary main boring operation. The plan included a small temporary dam, multiple pumping locations, dewater bags, energy dissipation devices, and restoration plan. Prepared hydraulic analysis for Wisconsin Department of Natural Resources to support dewatering plan.

Geneva Lake Dam, Geneva Lake Level Corporation, Lake Geneva, WI

Performed 10-year inspection and completed report for Wisconsin Department of Natural Resources (WDNR) approval. Updated Emergency Action Plan and Inspections, Operations, and Maintenance Manual for Geneva Lake Level Corporation (GLLC).

Lake County Planning Building and Development, Lake County, IL

Senior Engineer responsible for site development review of all commercial development within the county. Coordinated with planning and building departments to ensure development compliance with the Unified Development Ordinance. Performed routine sediment and erosion control inspections and enforced compliance. Maintained Association of State Floodplain Managers certification for the department.





Education

BS, Civil Engineering,
University of Wisconsin-
Milwaukee, 1997

Professional Experience

1997-Present:
Kapur, Milwaukee, WI

Registration

Professional Engineer: WI
(#37578)

Certifications

WisDOT Certified:
AGGTEC Sampling,
NucDensity TEC and
PCCTEC-1

Wisconsin Department of
Commerce Certified: Soil
Erosion Inspector

PROFILE

Mike has 24 years of experience in construction management and construction inspection. Mike is a member of the Construction Management Department.

PROJECT EXPERIENCE

2001-2021 Street Improvement Program, Burlington, WI

Project Engineer for improvements to city streets. Major items include grading, EBS, base course, concrete curb and gutter, concrete sidewalk, ADA ramps, sanitary sewer and water, force main installation and live tap, utility relays, retaining walls, concrete bridge deck overlays and repairs, storm sewer, rubblizing, milling, pulverizing, asphaltic pavement, concrete pavement repair, traffic signal equipment, concrete bases, pull boxes, conduit and cable, and landscaping.

2019 Street Improvement Program, Lake Geneva, WI

Construction Project Manager various streets resurfacing within the city including erosion control, excavation, grading, milling, curb and gutter, concrete sidewalks, ADA ramps, asphalt paving, traffic control, and landscape restoration.

2018 Elkhorn Street Project, Elkhorn, WI

Project Engineer for improvements to city streets and city parking lot. Major items include erosion control, excavating, grading, EBS, base course, concrete curb and gutter, concrete sidewalk, ADA ramps, sanitary sewer and water, storm sewer, storm sewer pipe underdrains, milling, pulverizing, asphaltic pavement, traffic control, pavement marking, and landscape restoration.

Market Street Extension, Elkhorn, WI

Construction Project Engineer for the construction of a new section of roadway that stretches one mile connecting two roadways together. Major items include erosion control, excavating, EBS, grading, base course, sanitary sewer relay, new storm sewer, retention ponds, curb and gutter, mixed-use pedestrian path, ADA ramps, traffic control, and landscape restoration.

South 43rd Street Reconstruct (2016), Greenfield, WI

Construction Project Manager of the 1-mile reconstruction and reconfiguration from a rural to an urban section of South 43rd Street. Major items include erosion control, common excavation, grading, clearing and grubbing, EBS, asphalt paving, pavement marking, concrete pavement, concrete sidewalks, ADA ramps, concrete driveways, curb and gutter, storm sewer, sanitary sewer, watermain, street lighting, bioretention facility, and landscape restoration.

Lynndale Avenue/33rd Street Reconstruction (2015), Greenfield, WI

Construction Project Manager of the complete reconstruction and reconfiguration from a rural to an urban section, of approximately 1.5 miles of roadway. Major items include erosion control, common excavation, grading, EBS, clearing and grubbing, asphalt paving, pavement marking, concrete pavement, concrete sidewalks, concrete driveways, curb and gutter, storm sewer, sanitary sewer, watermain, street lighting, modular retaining wall, traffic control, and landscape restoration.





Education

Surveying, Milwaukee Area
Technical College, 2001

Computer Math,
Montgomery College, 1987

BS, Geography &
Cartography, University of
Wisconsin-Platteville, 1985

Professional Experience

1994-Present: Kapur,
Milwaukee, WI

1988-1994: J.C.
Zimmermann Engineering,
Greendale, WI

1985-1988: Defense
Mapping Agency,
Brookmont, MD

Registration

Land Surveyor: IL
(#035003754), WI
(#2239)

PROFILE

Gary has 35 years of experience in all aspects of land development, including subdivisions, certified survey maps, and condominium development. Extensive background in ALTA/NSPS Land Title surveys, right-of-way plat development, roadway and building construction surveys, network control surveys, design surveys, remonumentation of Public Land Survey System (PLSS) corners, GPS surveys, municipal survey support, and topographical surveys.

PROJECT EXPERIENCE

Symphony Bay and Symphony Bay Duplex Subdivisions, Walworth County, WI
Planned unit developments subdivision in the City of Lake Geneva.

Municipal Review Surveyor for Lake Geneva, Burlington, Elkhorn, Big Bend, Waterford, and Bloomfield, WI
Plan and plat reviews for each of the communities.

Southland Farms Subdivision, Walworth County, WI
Planned unit development subdivision for the 170 acres with 260 lots in the City of Lake Geneva.

Elk Creek Subdivision, Walworth County, WI
Planned unit development subdivision for the 240 acres with 480 lots in the City of Elkhorn.

Schaal Woods, Burlington, WI
Conservation subdivision development for eight lots on 22 acres.

Lakeside Townhomes, Twin Lakes, WI
Condominium townhome development and easements.

Lake Elizabeth Condominium, Paddock Lake, WI
Condominium development and easements.

Riverfront Development, Burlington, WI
Platting reviews, control, and design survey.

STH 32, 7th Street to CTH KR, Kenosha County, WI
Research and plat development for right-of-way acquisition.

Burlington Bypass, Racine County, WI
GPS control and design survey as well as research and plat development for right-of-way acquisition.

Zoo Interchange, Milwaukee County, WI
Right-of-way plat development for the several plats and approximately 600 parcels included in the Zoo Interchange project.

Marquette Interchange, Milwaukee, WI
GPS control and design survey as well as right-of-way plat development.





Education

BS, Civil Engineering,
University of Wisconsin-
Milwaukee, 2014

Professional Experience

2014-Present: Kapur,
Burlington, WI

Certifications

WisDOT Certified:
PCCTEC-1

PROFILE

Wyatt is a member of the Municipal Department at the Burlington office. He is responsible for design and plan preparation of construction documents as well as construction management. He has seven years of experience in municipal engineering, drainage analysis, utility design, road and highway design, agency permitting, and bid preparation. Wyatt also performs construction management including day-to-day inspection, pay applications, quantity verification, ensuring specification compliance, and field requests.

PROJECT EXPERIENCE

2020 Street Improvement Program, Elkhorn, WI

Construction inspection and management of Court Street, Getzen Street, and Page Street reconstruction, totaling over 2,300 feet of roadway. All three streets received full depth reconstruction with extensive base repair, new sanitary sewers, and all new curb and gutter. In addition, Page Street received a new storm sewer collection system, a new water main extension, and lead water service replacements. Court Street also received spot sidewalk repairs, lead water service replacements, upgraded fire hydrants, and revised storm sewer.

2020 Street Improvement Program, Lake Geneva, WI

Staff Engineer responsible for design and plan preparation for Sage Street, Madison Street, Horace Street, Carey Street, Sue Ann Drive, Maytag Road, Heather Circle, and Andria Drive. Project also included two alleyways, two alley entrance ramps, and the pedestrian path along Townline Road. These various streets received treatments such as new asphalt surfacing, spot curb and gutter repair, and ADA ramp replacement.

Elkhorn TID #4 Project (2019), Elkhorn, WI

Construction inspection and management of O'Connor Drive reconstruction and widening, Tasch Drive resurfacing, and the Commerce Court extension. O'Connor Drive received both full depth reconstruction and resurfacing. Commerce Court was extended approximately 850 feet to connect to Koopman Lane, including additional storm sewer installation. The intersection of O'Connor Drive and STH 67 also received brand new traffic signals.

Main Street Reconstruction (2018), Lake Geneva, WI

Construction inspection and management for 850 feet of road reconstruction and 1,400 feet of new water main installation in downtown Lake Geneva. Project also included brand new curb and gutter, spot sidewalk replacements, lead water service replacements, and revisions to the existing storm sewer system.

South Jackson Street (2017), Elkhorn, WI

Staff Engineer responsible for design, plans, and construction management for the 1,500-foot reconstruction project. Project included adding curb and gutter and sidewalks to the south half of the project, reconstructing the existing sanitary sewer, replacing the existing hydrants, and upgrading the storm sewer catch basin collection system.





City of Burlington

- Maryland Ave. Reconstruction (2021)
- State St. Resurfacing (2019)
- Kendal St. Reconstruction (2017)

Mr. Peter Riggs, Director of Public Works
300 N. Pine St., Burlington, WI 53105
262.539.3770 / priggs@burlington-wi.gov
CLIENT FOR 23 YEARS



City of Elkhorn

- Court St. Rehabilitation (2020)
- Commerce St. Extension (2018)
- Market St. Extension (2017)

Mr. James Heilman, City Administrator
9 S. Broad St., Elkhorn, WI 53121
262.723.2219 / jheilman@cityofelkhorn.org
CLIENT FOR 6 YEARS



City of Greenfield

- Grange Area - 43rd St. to 48th St. (2020)
- St. Francis Neighborhood (2019)
- Edgerton Ave. Reconstruction (2017)

Mr. Jeff Katz, City Engineer
7325 W. Forest Home Ave., Greenfield, WI 53220
414.939.8322 / jeffrey.katz@greenfieldwi.us
CLIENT FOR 16 YEARS



Village of Fox Point

- Lake Dr. Reconstruction (in design)
- Calumet Rd. Rehabilitation (2019)
- Green Tree Rd. Reconstruction (2013)

Mr. Scott Brandmeier, Director of Public Works
7200 N. Santa Monica Blvd., Fox Point, WI 53217
414.351.8900 / sbrandmeier@villageoffoxpoint.com
CLIENT FOR 27 YEARS



City of Plymouth

- Smith St. Reconstruction (2019)
- Mill St. Rehabilitation (2018)
- Reed St. Rehabilitation (2017)

Ms. Cathy Austin, Director of Public Works/City Engineer
900 CTH PP, PO Box 277, Plymouth, WI 53073
920.893.1471 / caustin@plymouthutilities.com
CLIENT FOR 40 YEARS

"Kapur has successfully completed street design, street repair, grant writing, construction inspection, environmental contamination, and site planning/design assignments for Greenfield. Common denominators in these assignments have been sound background preparation, consistent communication with City staff and taxpayers, and strong technical expertise with a constant eye focused on efficient project completion. We especially like the way the firm aggressively deals with resident concerns plus the user-friendly format of the record drawings that they produce. When compared with others, what impresses me most about Kapur is their consistent delivery of the best 'value', which I define as the combination of cost and a quality construction project or service."

**- Richard Sokol, former City of Greenfield
Director of Neighborhood Services**

EXPERIENCE WITH STREET, UTILITY, AND SIDEWALK PROGRAMS

Greenfield, Burlington, Plymouth, Milwaukee, Elkhorn, Mequon, Elkhart Lake, Random Lake, Howards Grove, Adell, Bayside, Fox Point, Waterford, and Fredonia

These programs begin by coordinating with municipal staff on five-year street improvement programs. We review street conditions using PACER ratings and analyze needed utility and sidewalk improvements to determine each year's street, utility, and sidewalk repair/replacement needs.



City of Burlington Annual Street and Sidewalk Program

Since 2002, Kapur has been delivering Burlington's Annual Street and Sidewalk Program. Our services typically include survey, design, stormwater, and construction administration. Because this program varies from year to year, these projects have also required hazardous materials investigation, lighting, structural design, streetscaping, and green infrastructure solutions. Construction costs typically range from \$100,000 to \$1.8 million annually and recently we have delivered such projects as Maryland Avenue reconstruction (2020), State Street resurfacing (2019), and Kendal Street reconstruction (2017).

City of Elkhorn Annual Street and Sidewalk Program

For the last six years, Kapur has been providing survey, design, and construction administration services for the City of Elkhorn Street and Sidewalk Program. These projects have ranged from full reconstruction to pavement rehabilitation projects. More notable projects include Court Street rehabilitation (2020), Commerce Street extension (2018), and the Market Street extension (2017).

City of Greenfield Annual Street and Sidewalk Program

For over 15 years, Kapur has been providing street reconstruction, rehabilitation, and sidewalk design for the City of Greenfield. We began providing services to the city in 2005 by delivering street rehabilitations one neighborhood at a time, but we have since become the primary provider of street reconstruction. Our services also include grant assistance, park improvements, bicycle facilities and trails (as part of safe routes to school), and the delivery of notable projects including the Grange area neighborhood (2020), St. Francis neighborhood area (2019), and Edgerton Avenue reconstruction (2017).

Village of Fox Point Annual Street and Utility Program

In 1994, Kapur began delivering road and utility design services to the village. Since then, we have been planning utility improvements followed by road design. Over the 25+ years of delivering street and sidewalk improvements to the village, we have improved over 15 miles of roadway. Projects include Lake Drive reconstruction (in design phase), Calumet Avenue rehabilitation (2020), and Green Tree Road reconstruction (2013).

City of Plymouth Annual Street and Utility Program



Kapur has been the Engineer of Record providing road design and corridor improvements for the City of Plymouth for over 40 years. From numerous industrial parks and TIF district improvements, to three-party WisDOT roadways, we have designed nearly every type of project for the city. We continue to deliver roadways and sidewalks as well as utility design for the city. This includes recent projects such as Smith Street complete reconstruction (2019), Mill Street rehabilitation (2018), and Reed Street rehabilitation (2017).

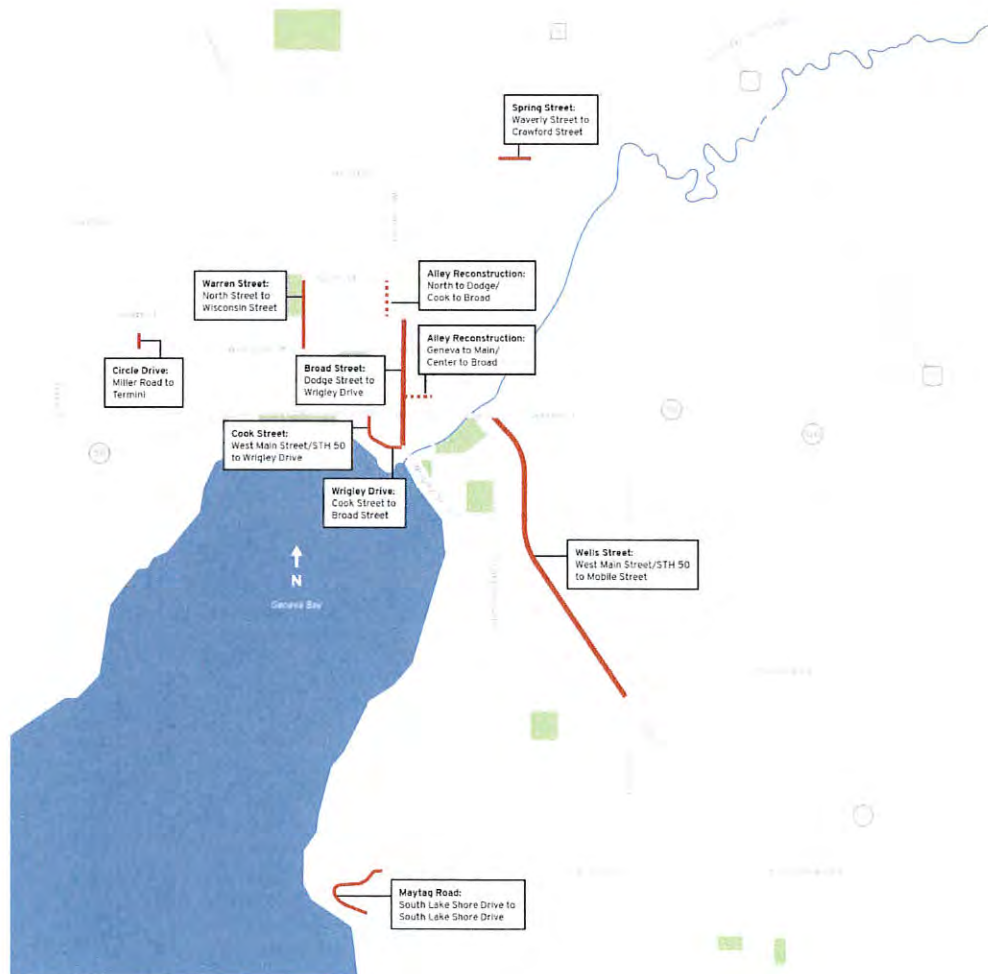
UNDERSTANDING LAKE GENEVA

The City of Lake Geneva is a proactive smart growth community. As a community attractive to industrial, residential, and commercial growth with average to below average taxes and service rates, future growth is anticipated. The community's growth over the past 10-15 years has been the result of smart development and redevelopment decisions, strong relationships with quality developers, focused administration and elected officials, and improved infrastructure.

Despite this growth, the community achieved the goal of maintaining a small town feel and a high standard of living for the existing residents, industry, and retailers. Maintaining your standard of living requires close attention to infrastructure improvements and continual improvements. This is critical to keeping businesses and residents in the City.



Kapur understands your community needs and will work with you to achieve your goals.



2022 Street Improvement Program map



City of Lake Geneva, 2022 Street Improvement Program

PROJECT PROCESS

Kapur's goal is always to balance improvements with cost. Keeping costs within reason and making Lake Geneva livable for property owners attracts new residents and businesses to the community. As engineer in the City of Lake Geneva, we will continue our open dialog and communication with City staff to ensure we meet your expectations and work together to implement improvements at your pace while enhancing your standard of living.

OUTSTANDING SERVICE

Street, Utility, and Sidewalk programs require a wholistic approach when providing service. Our background knowledge of what is anticipated to be improved the next 5-10 years in Lake Geneva allows us to find cost savings for you community.

This approach also requires a firm which provides full, comprehensive municipal engineering services to completely understand your infrastructure, as well as a full range of technical and professional resources to deliver improvements. Integrated with our public involvement and communication skills to convey both how and why these projects are necessary, and you have more than a designer for projects. You have a partner that can help you improve you community through sound public relations.

Our Full Range of Municipal Services Include:

- Full-Service Survey Department
- Street Design, Inventory, Rehab, and Management Planning
- Water Studies/Elevated Tank and Reservoir Design
- Well, Water Treatment and Pump House Design
- Sanitary Sewer Design/Rehab
- Clean Water Fund Loan
- Traffic Engineering
- Rural/Urban Highway Design
- Storm Sewer Design
- Bike Path Planning
- CMAQ Grant
- Storm Water Management Plans
- Capital Improvement Planning
- WPDES/MS4 Compliance
- Floodplain - Hydraulic Modeling
- Watershed Management Studies
- Park and Recreation Facilities
- Retaining Walls, Culvert, Bridge
- Manage Grants & Loans
- Review CSM/Plats
- Traffic Signal Design
- Create and Implement Public Assessment Policies
- Create and Manage TIF Districts
- Review Private Development Submittals
- Agency Coordination/Permitting
- Street Lighting
- GIS Data/Website Maintenance

Having delivered projects in the City of Lake Geneva for over 15 years, we are extremely familiar with the design and development process within the City.

Kapur's municipal experience and the knowledge of the City will allow our team to provide prompt, sound solutions for any issues that come up through the design of the street improvement program.



Kapur provides reconstruction and rehabilitation of streets throughout Southeast Wisconsin

City of Lake Geneva, 2022 Street Improvement Program PROJECT PROCESS



Our analysis of the projects to be improved during the 2022 season is provided below.

This program is a combination of efforts from the City and Kapur as part of our combined efforts to maintain infrastructure in the 5 year Capital Improvement Plan. Each year, working with City staff, we develop a list detailing each street within Lake Geneva and utilize the PASER rating scale to determine which roadways are in greatest need of rehabilitation. The final street improvement program considers sewer and water utilities, project budget, sidewalk conditions, drainage, road location proximity, and scheduling with festivals and/or large events that may be impacted by road closures and construction.

Current Pavement Rating and Year	Surface			On Route	At Route	Toward Route	Section Length (Feet)	Section Area (Square Yards)	Maintenance Unit Cost	Maintenance Estimate	Accumulated Maintenance Estimate	Recommended Treatment
	Type	Year	Width									
6 (2020)	65	2006	26	N Wells St	Cass St	W Main St/STH 50	1,109	3,204	\$22.50	\$72,085.00	\$72,085.00	2" Mill & OL
6 (2020)	65	2006	26	N Wells St	Baker St/ S Lake Shore Dr	Cass St	370	1,069	\$22.50	\$24,050.00	\$96,135.00	2" Mill & OL
6 (2020)	65	2006	26	N Wells St	Campbell St	Baker St/S Lake Shore Dr	422	1,219	\$22.50	\$9,495.00	\$105,630.00	2" Mill & OL
7 (2020)	65	2006	26	N Wells St	Lake Geneva Blvd	Campbell St	1,637	4,729	\$22.50	\$36,832.50	\$142,462.50	2" Mill & OL
7 (2020)	65	2006	36	N Wells St	Mobile St/Wells St	Townline Rd	528	2,112	\$22.50	\$11,880.00	\$154,342.50	2" Mill & OL
7 (2020)	65	2006	26	N Wells St	Townline Rd	Lake Geneva Blvd	422	1,219	\$22.50	\$9,495.00	\$163,837.50	2" Mill & OL
7 (2020)	65	2006	36	N Wells St	Mobile St/Wells St	Townline Rd	528	2,112	\$22.50	\$11,880.00	\$175,717.50	2" Mill & OL
5 (2020)	70	1970	30	Circle Dr	Miller Rd	Termini	106	353	\$22.50	\$7,950.00	\$183,667.50	2" Mill & OL
5 (2020)	65	1997	30	Warren St	Dodge St	North St	528	1,760	\$22.50	\$39,600.00	\$223,267.50	2" Mill & OL
4 (2020)	70	1999	30	Warren St	Wisconsin St	Dodge St	475	1,583	\$22.50	\$35,625.00	\$258,892.50	2" Mill & OL
6 (2020)	60	2010	60	Broad St	Dodge St	Wisconsin St	422	2,813	\$22.50	\$63,300.00	\$322,192.50	2" Mill & OL
6 (2020)	60	2010	60	Broad St	Wisconsin St	Geneva St	475	3,167	\$22.50	\$71,250.00	\$393,442.50	2" Mill & OL
6 (2020)	60	2006	60	Broad St	Geneva St	W Main St/STH 50	422	2,813	\$22.50	\$63,300.00	\$456,742.50	2" Mill & OL
6 (2020)	60	2005	60	Broad St	W Main St/STH 50	Wrigley Dr	475	3,167	\$22.50	\$71,250.00	\$527,992.50	2" Mill & OL
4 (2020)	65	1999	30	Spring St	Waverly St	Crawford St	475	1,583	\$22.50	\$35,625.00	\$563,617.50	2" Mill & OL
4 (2020)	65	2000	16	Maytag Rd	Ceylon Ct	S Lake Shore Dr/W South St	158	281	\$22.50	\$6,320.00	\$569,397.50	2" Mill & OL
5 (2020)	65	1999	15	Maytag Rd	S Lake Shore Dr	Ceylon Ct	1,373	2,441	\$22.50	\$30,892.50	\$600,830.00	2" Mill & OL
			16	Alley	Geneva St/W Main St	Center St/Broad St	430	764	\$40.00	\$30,577.78		3" Mill & OL
			16	Alley	North St/Dodge St	Cook St/Broad St	470	836	\$40.00	\$33,422.22		3" Mill & OL
				Pedestrian Improvements						\$60,000.000		
				Sidewalk Repairs						\$30,000.00		
										\$754,830.00	Includes Survey/Eng/CM	

Being an integral part of this process allows our staff to hit the ground running when it comes to both maintenance projects and full reconstruction of streets and utilities. Using the knowledge we already have on hand, the kickoff meeting is merely a formality because we already know the type of rehabilitation treatment selected, whether it is a full reconstruction, a pulverize and overlay, or the more common mill and overlay.

We also know the location and length/area of curb and gutter and sidewalk replacements, areas of roadway replacement and removals, plan and profiles of utility replacements, typical sections, and construction details.

What we bring to the scope of each project is listed below:



Design and Construction: Our commitment to the City of Lake Geneva

Design and Bidding Services

- We utilize the latest survey equipment and technologies to continue to reduce the cost of design solutions for the City and improve the quality of plans. By using GPS survey equipment, our survey costs have been reduced by using more one-man crews.
- We utilize Autodesk Civil 3D for design to create three-dimensional plans that allow us to “virtually” build the projects before the contractors are on site. We see any potential conflicts with other utilities or errors in the plan before a contractor can generate a contract change order.
- Our QA/QC process includes the standard survey and plan review checklists but adds this next level of review (review of the model or virtual plan) to further improve the quality of our plans and reducing the risk of contract change orders.
- Utilizing this technology not only saves time during the design process and produces a higher quality plan set but also reduces as-built time and produces a higher quality GIS based systems map. Reduced engineering/CAD time increases value for the City.
- We produce clean, precise bidding documentation to clarify specification for the contractors; increased clarity equates to lower bids. We continuously review our bid documents to provide clarity and precision to the bid documents, specifications, and the contract agreement. We obtain feedback and make adjustments to the project manual based on comments from the following stakeholders:
 - City Staff: Documentation must comply with the way the City will fund the project to minimize City staff (and engineer’s) time focused on project completion. Your time is valuable, and accurate documentation from Kapur has minimized City staff efforts.
 - City Attorney: Assure the City is secure in completing the contract. If complications arise during a project, the proper steps are taken to protect the City’s interests and minimize any time/costs to resolve an issue.
 - Contractors: Listen to new ideas, they profit from efficiencies – why not include these ideas in our plans if valuable to the City!
 - Electronically bid plans: This dramatically reduced the cost of plan production and bidder tracking.
 - Thorough review of all bid documents and contractor’s qualification statements prior to recommendation of award to the Council.



Construction Management and Inspection Services

Construction Management is often thought of as a final phase of a municipal project. Construction Management starts at the inception of every project at Kapur, Inc. Our construction staff is consulted early in the design process when their knowledge and experience can provide the most benefit and cost savings to a project. Consequently, our projects consistently bid below budgeted amounts and contract change orders during construction are well below industry standards. Bids are sent out early to assist in opportunities for the best pricing.

The City can rely on Kapur to provide quality inspection, detailed reports and as-builts, and prompt and regular updates during construction projects. Quality inspection assures the contractor is providing all of the services in the manner and schedule that were bid. Finally, contractors that bid our municipal projects respect our construction management staff. This results in more contractors bidding and better pricing for your projects.



Construction Services offered:

- Quality Audit Review of Design Plans
- Construction Administration
- Construction Inspection
- Contract Administration
- Pre-Construction Meetings
- Regular Updates to City Staff
- Regular Contractor Meetings
- Available to Public
- Daily Log Reporting
- Manage Quantities/Pay Request
- Materials Testing
- Construction Survey
- Quality Control
- Scheduling
- Utility Coordination

Construction Administration Services

- Organize and manage the pre-construction conferences. Assure that the contractor has full understanding of the City's goals and address those critical items within the project's scope such as schedule, communication with property owners, environmental constraints, etc.
- Efficiently provide construction staking and survey services. Because we are building a model of the project during design, the entire design is loaded into the rover and one surveyor can stake any point on the project. This same rover is in the hands of our construction management staff, so if a point needs to be reset, we do not need to call in a surveyor to re-stake. This also allows us to keep the contractor moving. There is no need to wait for survey staff to get to the jobsite to re-stake.
- Provide thorough construction oversight and reporting. We feel this is the most important and valuable service we can provide to the City. The largest costs of an infrastructure improvement are the construction costs (80-90% of total costs). Assuring that the contractor is performing to the plans and specifications is vital to assuring the efforts put forth during the design stage of a project do not get wasted, the project will meet or exceed its expected useful life, and any cost overruns are managed. Our knowledge and ability to work fairly with the contractor all play a key role in the success of the City's construction projects.
- Log, photograph, and as-built activities daily. These records are tracked not only to confirm installation is completed appropriately but also to allow for quick access to information needed 10 days or 10 years after the work is done. Linking this information to an online GIS system ensures all data is available at the touch of a button to City staff located in the office or in the field.
- Construction oversight for both City of Lake Geneva and private development projects will be completed with the same level of care and effort.



We bid early with full packages to obtain bids below budget. Final costs remain low with below industry standard change orders

Other Services Tailored Specifically for the City of Lake Geneva

Natural Resources

Kapur specializes in natural resource issues as they relate to construction projects, and we are CPESC (Certified Professional in Erosion Control and Sediment Control) accredited. Our team of professionals has varied experience including wetland delineation and design and permitting of lakeshore and stream bank improvement. We serve our clients as an agency liaison (DNR, County, USACE, and EPA) and coordinator for various permitting and compliance issues related to the Clean Water Act.

These services will assist the City of Lake Geneva in protecting its waterfronts and the adjoining environmentally sensitive areas. Our CPESC background will help ensure “accidents” don’t happen that may impact the City for projects abutting the lakeshore.

Services offered:

- Wetland delineation
- Wetland mitigation & enhancement
- Ordinary High-Water Mark (OHWM)
Point of Navigability Determination
- Stream corridor restoration
- Lakeshore improvements
- Natural resource inventories
- Construction site erosion and sediment control
compliance inspection, management, and education
- State and Federal Grant applications
 - Runoff Management Grants
 - Stewardship Grants
 - Lake Management and Protection Grants
 - Coastal Grants
- Site Evaluation for Storm Water Infiltration
- Bioengineering and Green Infrastructure design
- Chapter 30, Water Quality Certification and NOI permitting



Protect City natural resources, waterfronts, and green spaces

Environmental Engineering

Kapur’s Environmental Engineering Department provides complete planning, permitting, design, and construction monitoring services for:

- Environmental / HazMat investigations
- Preparation of abatement and demolition documents
- Brownfield services
- Leaking underground storage tank remediation
- Emergency management plans and emergency spill response
- Environmental oversight during construction

Our Environmental Engineering Department has remained current with the changing WDNR and Wisconsin Department of Commerce regulations related to hazardous materials, remedial actions, stormwater and deicing runoff, environmental site closures, and remedial activities.



Review projects to avoid costly environmental surprises and redevelop areas needing remediation.

Services offered:

- Phase I Environmental Site Assessments
- Phase II Environmental Site Assessments
- Brownfield and SAG Grant Applications
- Brownfield Remediation and Redevelopment
- Underground Storage Tank Management
- Solid and Hazardous Waste Investigation and Remediation



Construction Signage And Staging

When designing the plan for construction signage for any project, we consider the distinct characteristics of each project environment including vehicular and pedestrian traffic, maintaining access to businesses and residences, and physical anomalies such as sight distance and ambient light. We then use this insight to determine the best sign configuration (size, color, static or dynamic, etc.) with an emphasis on safely informing travelers what to expect before entering the construction zone. Then, we design signage to maintain traveler awareness while through the construction zone informing them of the presence of work crews, alternate traffic patterns, or temporary/reconfigured access points. Finally, we include adequate signage to inform travelers when they reach the end of the construction zone

Utility Coordination

Kapur strives to reduce as many conflicts as possible during construction which is evident in our commitment to utility coordination prior to construction. We understand how utilities can affect project timing and costs. The first step to successful utility coordination is identifying where both public and private utilities are located. From there, we're able to notify the appropriate parties and review and approve relocation plans if necessary. We can then execute the utility contract and create a utility status report, so the contractor is given a clear picture of status of affected utilities prior to bidding.

Permitting

Having been in the industry for over 40 years, the Kapur team has worked alongside multiple agencies and regarding necessary environmental and construction permits including the Wisconsin DNR and WisDOT. Our team will work with the appropriate agencies to obtain all required permits for this project and keep the project running smoothly

Survey

Accurate surveys are critical to the success of any engineering project. Our professional survey team includes registered land surveyors and field crews with extensive knowledge in performing geodetic control surveys, section corner retracements, major boundary surveys, topographic surveys, and construction surveys. Our registered survey staff's experience with land description and land division activities assures accurate documentation, which minimizes future conflicts.

Services offered:

- **Parcel Mapping**
- **Property Boundary Surveys**
- **Construction Layout**
- **Monumentation (Public Land Survey System)**
- **ALTA/ACSM Land Title Surveys**
- **Subdivision Platting**
- **Construction Staking**
- **Right-of-Way Platting**
- **Land Records Research**
- **Legal Descriptions**
- **As-Built Surveys**
- **Zoning Maps/Descriptions**
- **Hydrographic Survey**
- **Topographic Surveys**



Using the latest in technology to save time and money.

- *LiDAR Scanning*
- *UAV Survey (Drones)*
- *GPS Rovers (One Man Verification)*
- *SPAR Underground 3D Locating*

CONTINUALLY COMMUNICATE WITH CITY

Throughout the course of a project, from planning to design and all the way through completion of construction, we rely on city staff and value their input. We speak with city staff to gather specific background knowledge they may have about certain problem areas or known issues within the city, to assist with preparing a street program, and subsequently designing and constructing the project.

Our coordination with city staff during plan preparation is vital to the review and commentary on progress sets to ensure we are meeting the city's desired results and expectations. We continually consult with city staff during design and construction to assist with decisions regarding budget impacts, alternative designs to achieve a better product, and to keep the project within the construction timeframe.

Communication is critical to the entire project and decision making process. We communicate with the city as often and frequently as they desire. Many small decisions are handled by our staff, any decisions that impact the city or its residents are discussed with city staff. This communication is part of our overall objective of providing the best product possible, and city input is part of that plan.

We document any critical decisions made during the project development, design, bidding, and construction process. If questions arise, either during the project or after, we have the ability to present documentation that shows a decision was made in a cooperative manner with city staff.





220 E. Buffalo Street
Suite 201
Milwaukee, WI 53202

P (414) 296-4333

www.msa-ps.com

June 18, 2021

Lana Kropf, City Clerk
City of Lake Geneva
626 Geneva Street
Lake Geneva, Wisconsin 53147

Re: Proposal for the City of Lake Geneva 2022 Street Improvement Program

Dear Ms. Kropf:

We at MSA Professional Services, Inc. (MSA) are excited about the opportunity to assist you and the City of Lake Geneva to enhance the infrastructure within your community. We have developed the enclosed proposal that includes a detailed scope of services that highlights our understanding of the project needs and deliverables, any assumptions we have made and explains our commitment to providing these services by dedicating the necessary time and personnel.

The project team we have assembled specifically for this project is supported by over 350 technical experts here at MSA. Many of the team members who have the availability and expertise to complete your upcoming infrastructure improvement projects are in our close Milwaukee and neighboring Madison offices.

In fact, many members of this project team have a personal interest in your community as we remember visiting Lake Geneva while growing up—and still to this day visit frequently to enjoy many activities the community offers. We understand the unique position the City is in to serve as such a large tourist destination, while also addressing the needs of both the residents who have been in the community for generations and newer residents drawn to the area for its appeal. Lake Geneva is certainly a community that stands out from the rest in many ways, and our team is excited at the opportunity to help enrich the City by delivering a beneficial and successful project.

MSA has recently completed successful projects with the Lake Geneva Utility Commission and has familiarity with the City. This experience has laid the foundation for a better understanding of the community's needs, and we plan to build upon that knowledge to deliver a quality product for your 2022 Street Improvement Program. Please do not hesitate to reach out to me using my contact information below. I look forward to getting to know you more and sharing what differentiates our firm from the rest, and why many clients in Wisconsin lean on us for similar services.

PROCESS & SCOPE OF SERVICES

PHASE 1 – ROAD EVALUATION

Project Kick-off Meeting

MSA will plan, attend, and facilitate a kick-off meeting with City Staff to discuss the timeline, site constraints, project objectives, project expectations, deliverables, and other issues for this project. After the meeting, MSA should also understand upcoming utility project needs which will be considered in the roadway selection process that may influence the decision process for roadways to be completed. The goal of these conversations will be to determine the streets that would be most beneficial to improve for the overall Lake Geneva community.



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Site Visits

MSA will conduct site visits (with City staff if desired) of potential streets/alleys to be repaired. MSA will provide a thorough evaluation of the existing street conditions using visual observations and will assign PASER ratings to each street that is evaluated to ensure the ratings align with those listed in WISLR. Evaluation of curb ramps will also be included, where applicable, in each street that is evaluated for improvement. Aside from visual shortfalls, MSA will also consider stormwater flow and underground utility conditions of each roadway.

Selection of Streets for Reconstruction

After the street/alley walk-throughs, MSA will discuss the findings with City staff. If desired, GIS can be used to output road rankings based on a system that weighs out the determining factors. MSA is successful in implementing GIS output that can rank roadways to provide guidance on selecting projects. Factors such as PASER ratings, utility issues, traffic, and past repairs can be evaluated to complete a quick summary for helping us quickly focus our efforts.

The streets with potential improvement projects will move forward to have preliminary cost estimates completed. It is critical to have preliminary project estimating completed during planning for the 2022 budgeting process. Based on these preliminary cost estimates, MSA will work with City Staff to determine which streets will be recommended to the City Council for improvement. MSA will update the GIS Map Exhibit to reflect all potential improvement projects, including showing a summary of their costs.

Grant Applications

MSA will investigate if any of the proposed improvements would be projects to potentially qualify for grants. Potential grant opportunities would be discussed with the City Staff, and if appropriate, brought to the City Council. MSA can assist the City with completion of applicable grant applications as additional services, if authorized. MSA is a leader in securing funding for Wisconsin communities. We would not only consider funding for 2022, but for projects that may occur over the next five years. Our goal would be to come up with an improvement program approach that enables the City to seize any funding opportunities that present themselves.

City Council Meeting

If desired MSA will attend a City Council meeting during this phase to discuss the preliminary cost estimates and recommended streets for improvement as an additional service. The City Council will select the street improvements that are to be designed.

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Phase 1 Deliverables

- GIS map exhibit showing all potential roadways to be improved.
- Preliminary cost estimates of roadways to consider for improvement.
- GIS Map Exhibit showing all potential roadways to be improved, with their projected costs. (Roadways to be narrowed down from original list based on walk-throughs.)
- Recommendation of which roads to select for improvement.
- Recommendation of grant applications, if applicable.



PHASE 2 – PRELIMINARY DESIGN

The preliminary design stage includes the bulk of the design work – utility coordination, estimate preparation, plan design, realizing impacts that may occur outside of the right-of-way, understanding impacts to property owners, residents, businesses and tourists, and along with all of this, public outreach. This stage involves frequent coordination with City Staff to ensure plans are developing in the right direction to address the City's needs.

Project Management

MSA will provide project management for the preliminary design phase of the project. The project manager will be available to City Staff for communications regarding the project. MSA would attend the appropriate meetings to discuss design considerations with the City.

Design Kick-off Meeting

MSA will plan, attend and facilitate a design kick-off meeting with City Staff to discuss the timeline, site constraints, project objectives, project expectations, deliverables and other issues specific to the streets that were chosen. After the meeting the MSA project team and City Staff will have an understanding of the following for each road segment to be improved:

- General scope of street improvements.
- If roadway geometry needs to be evaluated for improvement.
- Sidewalk improvement goals.
- Stormwater management goals.
- How the project bid tab should look to address different funds that the project will be paid from.
- Review special assessment process.
- Determine how grading issues will be addressed (via TLE, temporary construction easement). Understand course of action to be taken where/if required.

Review Existing Records

MSA will review available records for areas of the projects being considered.

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Topographic Survey

Once a consensus of which streets will be reconstructed has been made, a surveyor will gather field data and utility information as necessary to supplement City records. A topographic model will be drawn for each street being improved. Existing right-of-way will be determined based on field monumentation and available survey and shown on the plans.

Verify Existing Field Conditions

MSA will visit the project site with the topographic survey information in hand in order to determine the correct information was gathered for design.

Utility Coordination

MSA will complete utility coordination with utilities along the project to evaluate potential conflicts, discuss potential upgrades companies may want to do while work is being completed in the area, and verify the information gathered from the project topographic survey matches the utility's records.

Soil Boring Coordination

In this stage, MSA will complete a review of the soil boring needs on the project and coordinate with a geotechnical firm to complete soils borings and provide a soils report for the project.

Preliminary Design – 30%

In this stage, MSA will complete 30% preliminary design of the roadway and storm sewer for streets to be improved. Preliminary plans will be completed using the City's policies and ordinances. MSA will incorporate applicable city standards into the design and plan set. At this stage, MSA will discuss tree protection or removals needed in order to accomplish the design and any other design considerations that may require Public Works or City Council input.

Preliminary Cost Estimate – 30%

MSA will update the construction cost estimate to reflect 30% plan stage.

Preliminary Design – 60%

In this stage, MSA will complete 60% preliminary design of the roadway and storm sewer for streets to be improved. Preliminary plans and specifications will be completed using the City's policies and ordinances. MSA will incorporate applicable city standards into the specifications, design, and plan set. Incorporation of City Staff feedback would be included in this phase. Verification of tree protection or removals needed in order to accomplish the design would also be required at this point. Grading concerns (steep grading, grading needs outside of the right-of-way) would be discussed.

Preliminary Cost Estimate – 60%

MSA will update the construction cost estimate to reflect 60% plan stage.

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Construction Staging & Scheduling

Around the time of 60% plans, MSA would also discuss proposed construction staging and scheduling with City Staff. A determination of construction staging, signing and scheduling will be made while also considering impacts to the tourist season. The goal of construction staging and signing would be to minimize the impact to tourists to the greatest extent possible, and similarly to minimize the impact to businesses who will be hoping to fully recover in the year 2022 from the impacts of COVID. A determination of businesses and the degree that they depend on tourism will be made. Another topic to discuss will be impacts to children commuting to school via bus, walking or biking, as well as community members with special needs who may need access in or around the project sites.

Public Information Meeting (PIM)

Around the time of 60% plans is a stage where public involvement can be beneficial. A PIM would be appropriate at this point to hear from residents and business owners who may have information that helps steer the design. In some cases, this is not necessary depending on the extent of a project that's chosen. If desired MSA can assist the City in planning and attending a PIM as an additional service.

Phase 2 Deliverables

- Proposed soil boring location map.
- 30% plans and construction cost estimate.
- 60% plans and construction cost estimate.
- List of any design considerations that require Public Works or City Council input.
- Proposed construction staging and scheduling.
- Maps of design for appropriate meetings.

PHASE 3 – FINAL DESIGN & BIDDING

The final design stage includes final polishing of the design work. This stage involves completing project permitting, incorporating the City's comments into the final bidding package, and closing any loose ends on the required utility coordination.



Project Management

MSA will provide project management for the final design phase of the project. The project manager will be available to City Staff for communications regarding the project. MSA will attend the appropriate meetings to discuss design considerations with the City.

Utility Coordination

MSA will complete utility coordination with utilities along the project to evaluate any issues once the plans are far enough along to be able to determine conflicts. There are several projects within the community that will potentially be impacted by utilities. Sheridan Springs and Sky Lane will require some potential utility improvements that will need to be coordinated with Lake Geneva Utilities.

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Final Design – Roadway & Storm Sewer

The project plans and specifications will be brought to final design for roadway and storm sewer improvements. At this point, all foreseeable project improvements will be included in the proposed bidding documents. Final incorporation of City Staff feedback would be completed.

Final Design – Sidewalk Ramps

Bringing curb ramps to ADA guidelines is a necessary part of construction. Design of intersection curb ramps would be included in the project deliverables. See the *ROW Sidewalk Ramp Upgrades Experience* section in our attachments for our methodology. MSA will provide the City with the final list of properties where temporary construction easements are needed.

Final Cost Estimate

MSA will update the construction cost estimate to reflect final plan stage.

Specifications

MSA will complete project specifications and full project manual in accordance with City standards.

Permitting

MSA will determine the permitting needs for the project. We are prepared to submit the permits necessary to complete the project work. Permitting will begin as early as possible in order to avoid last-minute hurdles caused by agency review.

City Council Meeting

If desired by the City, MSA will attend a City Council meeting to discuss the proposed bidding documents and to gain the City Council's approval to bid the project as an additional service.

Bidding Administration

MSA services during the bidding phase include the following:

- Prepare an Advertisement for Bids and send to the local paper.
- Post the project on Quest CDN.
- Upload bidding documents to Quest CDN for contractors for bidding.
- Attend a pre-bid conference, if deemed appropriate for the project.
- Answer bidders' questions.
- Prepare and issue clarifying data (addenda).
- Conduct bid opening, download and review bids in coordination with the City Clerk's office.
- Provide the Owner with the bid results via email.
- Assist the Owner in the selection of a general contractor.

Phase 3 Deliverables

- Final bidding documents including plans and specifications.

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- Final construction cost estimate.
- Maps of design for appropriate meetings.
- Permit applications for City signature.
- Preliminary Assessment Schedule.
- Final Special Assessment Schedule (updated to include bid pricing).
- Prepare clarifying data (addenda).
- Recommendation of bid award.

PHASE 4 – CONSTRUCTION

Construction Related Services (CRS)

If the City Council awards the bid, MSA will assist the City with construction related services (CRS). The project manager involved in the design of the project would continue their role as project manager during the construction stage, overseeing the bigger picture, while a construction manager would oversee construction activities and assist with scheduling of construction observation.

The preliminary construction services would include assisting the City with construction contract administration, providing submittal reviews, and planning, attending and facilitating one (1) pre-construction conference.

Once construction begins, MSA would provide construction observation of construction activities as requested. MSA will provide an eligible construction inspector with an extensive understanding of the project to oversee the road reconstruction process. The inspector will document the events and progress of the project, contact and inform property owners of any disturbance they may encounter, and answer questions or provide direction to the contractor when necessary. The exact activities that would be observed part time, full time or not observed would be discussed with the City before the construction phase began. Depending on what is included in each project, MSA and the City will work together to determine the best approach for having staff on site that balances goals and cost.

As part of the provided CRS, MSA will provide periodic report updates to the City throughout construction. If desired, we do have the ability to provide electronic field notes that can be reviewed daily reports by the community. Our communities can see this at any point from their own APPIA account. MSA will also encourage the timely submittal of payment applications from the contractor and will review and recommend said payment applications to the City. MSA will be available to attend City meetings as requested throughout construction.

Depending on the scope of each project segment, weekly meetings with the contractor and City are sometimes desired. MSA will determine the need for this, and discuss with the City, to determine an action plan for weekly progress meetings.

Project Close-out

The project close-out phase will include completing a preliminary post-construction walk-through noting

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items that need attention from the contractor. After those items are worked out with the contractor typically a walk-through with the project manager, construction observer and City Staff would be completed. MSA would assist the City in ensuring all punchlist items were addressed by the contractor. MSA would also recommend completing a spring walk-through of projects after they have been through their first winter within the 1-year warranty period.

Phase 4 Deliverables

- Log of daily construction reports.
- Project close out documentation and procedures.
- Record drawings.
- As-built topo of new utilities, if desired for City's GIS system.

SERVICES NOT INCLUDED IN SCOPE

The following services are not included in the scope fee but can be provided if necessary:

1. Right-of-way acquisition.
2. Design of water and sewer utilities.
3. Special assessment schedule.

CITY EXPECTATIONS

MSA intends to have an open flow of communication with the City of Lake Geneva throughout the project. Frequent communication between the City's project manager and the MSA project manager is crucial to meeting the City's expectations and schedule. MSA has the expectations that the City will:

- Participate and provide insight for recommendation of streets to be reconstructed along with various improvements.
- Provide available records relating to existing project conditions.
- Answer clarification questions to aid MSA through the design process.
- Provide payment for permitting fees.
- Provide payment for geotechnical firm to complete soil borings.

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SCHEDULE

It is understood that Lake Geneva has a heavy tourist population and limiting public inconvenience while keeping the aesthetic is a known priority. The construction schedule will be highly dependent on which roadways are chosen, the extent of improvements needed, where the roadways are in relation to residential areas, businesses and tourist attraction areas, and the weather.

PHASE	START	COMPLETE
Award & Execute Professional Services Contract	06/28/2021	07/09/2021
Phase 1: Road Evaluation	07/12/2021	08/27/2021
Phase 2: Preliminary Design*	08/30/2021	12/30/2021
Phase 3: Final Design & Bidding	1/3/2022	02/14/2022
Phase 4A: Construction Contract Administration, Submittal Review & Preconstruction Meeting	2/15/2022	04/08/2022
Phase 4B: Construction Work Occurring	04/11/2022	09/16/2022
Phase 4C: Project Close-out	9/19/2022	11/4/2022

**It would be ideal to complete 30% plans prior to finalizing the budget for 2022.*



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PROJECT COST

PROJECT PHASE	PROFESSIONAL FEES
1 – Road Evaluation	\$2,000.00
2 – Preliminary Design	\$17,000.00
3 – Final Design & Bidding	\$13,000.00
TOTALS – DESIGN PHASE	\$32,000.00
4 – Construction	\$10,000 - \$20,000 Estimated Fee on Time & Material Basis*

*MSA provides construction related services (CRS) and project close-out on a time and material basis. The information with the proposal / RFP cannot fully determine the anticipated time without the opportunity to understand the full scope of the projects that are chosen. Due to the nature of the projects and potential assistance with the DPW, services can range for a street project. MSA will work with staff and make sure we fulfill expectations for CRS.

Sincerely,
MSA Professional Services, Inc.



John Jenkins, PE | Project Manager



Terri Meyerhofer, PE | Lead Project Engineer

MSA PROFESSIONAL SERVICES, INC.

MSA Professional Services, Inc. (MSA) specializes in the sustainable development of communities. We achieve this by building honest, open relationships that go beyond the project to become a trusted source of expertise and support for immediate challenges and long-term goals. Big or small, we do whatever it takes to meet each need, working to make communities stronger in the process. **It's more than a project. It's a commitment.**

MSA's roots reach back to the 1930s. Once a rural land survey company, our firm now consists of 350+ engineers, architects, planners, funding experts, surveyors, GIS experts and environmental scientists. MSA excels at helping clients identify grant and funding sources and then delivering high-quality, cost-effective solutions.

KEY STAFF

Our team is staffed to handle the needs of your projects. We are a group of experienced transportation and municipal engineers and surveying specialists backed by more than 350 other technical specialists who are accustomed to working together on similar projects. Our familiarity with each other will enable us to meet your workload and timeline requirements. **Specifically for this project, we have chosen a team that reflects the expected needs, including familiarity with similar-sized projects, and the expertise for the City, as well as a team who has a personal interest in seeing your community thrive.** Below are some of the people you will interact with on your upcoming street improvement projects.



John Jenkins, PE
PROJECT MANAGER

John will provide project leadership and serve as the City's primary point of contact. He has acted as village engineer for multiple municipalities and prepared scopes of work, budgets, construction plans, specifications, bidding documents, and construction estimates. He has also conducted meetings and coordinated project planning with clients, regulatory agencies, and the public. John's work includes the design of streets, storm sewers, designed streets, storm sewers, water mains, sanitary sewers, water distribution systems, stormwater management facilities, grading and erosion control plans. He is also skilled at coordinating construction with municipalities, utilities, contractors, and the public.



Terri Meyerhofer, PE
LEAD PROJECT ENGINEER

Terri provides municipal engineering and construction-related services to clients throughout southeastern Wisconsin. Her organization and attention to detail serves her well during the design phase of a project and in the field during construction. Terri's background includes a strong emphasis in municipal street reconstruction, and in those projects she has been involved in public coordination and outreach; business coordination and outreach; agency coordination; right of way acquisition; utility coordination; permitting; roadway design; public utility design and funding.



Joe DeYoung, PE
TEAM LEADER, QA/QC

Joe serves as engineer of record for numerous communities throughout southern Wisconsin. With an understanding of the opportunities and challenges Wisconsin's communities regularly face, Joe is an experienced team leader with expertise in design and construction inspection of municipal projects, funding opportunities, site plans and subdivision development. He works on all phases of engineering projects, including design, inspection, quality control, layout surveying and construction staking, for both public and private clients. He is skilled in the preparation of construction contract documents including construction plans and specifications.



Brian Huibregtse, PE, PTOE
SR. TRAFFIC ENGINEER

Brian's 17 years of experience has included design, construction and management of projects from scoping through PS&E, such as interchanges, rehabilitations, urban streets and rural highways. Brian excels in environmental documentation, agency coordination, Trans 220 utility coordination, traffic ICE reports, design study reports, TMPs, public involvement, construction staging and PS&E documentation. He also leads MSA's effort on ADA and MUTCD compliance and is extremely familiar with guidelines and requirements for areas within the public right of way.



Jon Goetz
**CONSTRUCTION OBSERVATION
ENGINEER**

Jon provides a wide range of skills, particularly construction observation. Based out of MSA's Milwaukee office, Jon is proficient in AutoCAD, Civil 3D, fire flow testing, construction observation and survey work. His enthusiastic personality and positive attitude make him a pleasure to work with.



Brad Stuczynski, PE,
LEED® AP
UTILITIES ENGINEER

Brad works closely with municipal governments planning, designing, and constructing water, sanitary sewer, and storm sewer infrastructure systems. Since starting at MSA in 2003, he has grown to specialize in potable water supply systems for Wisconsin municipalities. These projects include planning, report writing, estimating, scheduling, coordination with funding programs, as well as fulfilling requirements of state and local governmental review agencies.



Amber Converse
SR. GIS ANALYST

Amber is a geographic information systems (GIS) professional with experience in the application of GIS technologies for support of engineering design/construction projects and information management. She has a strong background in both scientific and engineering projects. Prior to joining MSA, Amber provided spatial data management and support for renewable energy engineering design and construction. Her experience includes map production, database management, GPS and survey support, web-based mapping and spatial modeling with Esri ArcGIS software.



Kevin Lord, PE, PLS, ENV SP
SR. PROJECT SURVEYOR

Having served as project manager on numerous municipal projects, including parking and paving design, Kevin understands the importance of staying within budget and is able to provide clients with guidance, helping them understand the long-term implications and goals of every project. He is familiar with permitting processes, surveying services, including developing transportation project plats, plats of surveys, plats of highways, plats of subdivision, easement surveys, airport surveys, utility surveys and topographic surveys.

AVAILABILITY

Based on our honest commitment to our clients, we immediately establish accountability of all personnel involved in a project's completion. When our team starts a project, we analyze the proposed schedule and compare it to each team member's potential workload. We then obtain commitments from all individuals on the project team to complete the work as identified within the proposed schedule. This approach helps to foster a team mentality and results in personal accountability of all team members involved.

In addition, MSA utilizes a client liaison system, in which a single professional is responsible for all communication with a particular client. This "single-point-of-contact" approach ensures that your community will receive consistent, personalized communication throughout the duration of your project, and well into the future.

ROADWAY DESIGN PROJECTS

JANESVILLE, WI

The City of Janesville has been experiencing a revitalization of their community and investing in a number of infrastructure projects. For over a decade, MSA has provided roadway design services to the City for the majority of their most complex roadway improvements. These designs have ranged from rural-to-urban conversion projects to roadways that run through their historic downtown. The following roadways have been designed by MSA:

***Ruger Avenue, W. Milwaukee Street, Main Street,
Milwaukee Street Bridge, River Road, Rotamer Road,
Morse Street, Deerfield Drive, McCormick Drive***

Due to MSA's diversity of services, our in-house team has provided traffic engineering, landscape architecture, stormwater analysis, water main and sanitary sewer design, utility coordination, environmental services and street lighting design — and for all of these projects, maximizing efficiencies and minimizing design costs. Our team has also completed a number of right-of-way plats for the City that have included both easements and new right of way for the roadway projects. MSA has also then led the acquisition services for the City.

MSA is currently working on the E. Milwaukee Street project for the City that runs within five historic districts and will include streetscaping enhancements and upgraded sidewalks to improve ADA compliance in their downtown. The most recently constructed road project is the Ruger Avenue design that included the conversion of a rural two-lane road to an urban cross section with new bike and pedestrian accommodations. Improvements to crosswalks was a priority to improve access to the adjacent parks.



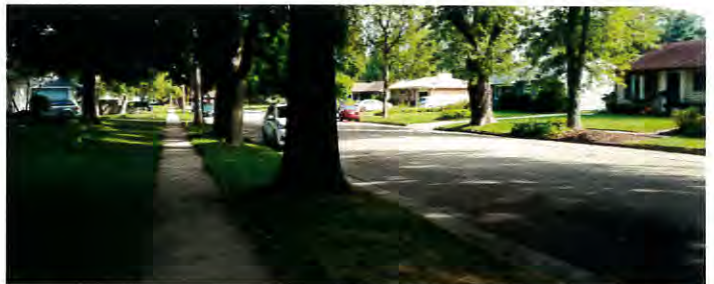
TASKS	BUDGETED	EXPENDED
Engineering Design	\$364,000	\$364,000

HUBBARD AVENUE RECONSTRUCTION

MIDDLETON, WI

MSA worked with the City of Middleton to complete the design for approximately 1.3 miles of residential urban street reconstruction and incorporate public opinion into the design process. The goals of the project were to address deteriorating street conditions, needed utility improvements and alleviate flooding issues at three intersections.

MSA provided the topographic survey for the project and drew in the project right of way. The survey was tailored to the City's desire to spot repair curb throughout the majority of the project. The design scope included design of storm sewer and of select intersections in order to address flooding issues. The full project limits included design of water main, spot repair of sanitary sewer and design of roadway improvements. The process also involved assisting the City with holding a virtual public information meeting and fielding questions from residents. The challenging part of the design included providing alternate designs for one segment of the project that would add sidewalk while saving trees. The final design in this segment included narrowing the roadway and adding sidewalk, which ended up saving all of the trees in the project corridor. Project work also included assistance with



TASKS	BUDGETED	EXPENDED
Engineering Design	\$59,495	\$59,495
General Fund – Street Construction & Professional Construction Related Services (CRS)*	\$1,465,000	\$1,447,245
Water Utility Construction	\$1,050,000	\$726,677
Sewer Utility Construction	\$400,000	\$296,424
Total	\$2,974,495	\$2,529,843

and organization of the special assessment process. MSA will complete construction-related services for the project, which have begun with construction contract administration and submittal review. Construction will be complete by fall of 2021.

*The City's budget did not separate out the street construction costs from the Professional CRS. The CRS Services are not yet complete. The table reflects total contracted amount for CRS in the "Expended" column.

ON-CALL TRANSPORTATION EXPERIENCE

WISCONSIN DELLS, WI

Wisconsin Dells is very similar to Lake Geneva in being known for its seasonal increase in traffic. The Dells, an area of only approximately 5,000 permanent residents, bursts with over four million visitors annually. For the past decade, MSA has become the City's consultant of choice for a wide range of traffic engineering projects including signal design, circulation studies, roundabout design, public involvement, signal retiming, pedestrian studies, traffic impact analyses and downtown parking analyses.

MSA views our relationship with the City as a mutual partnership, with the goal to enhance the success of the City for those who live and visit the community.

A specific example of our work was the Downtown Alternative Traffic Study (2017-2018). MSA reviewed existing conditions throughout the downtown. Traffic counts were completed that showed during the summer peak, over 20,000 pedestrians and 26,000 vehicles utilize a number of intersections in the core of downtown Wisconsin Dells. The goals of the study were to improve pedestrian accommodations, vehicle progression, parking utilization and improvements to public spaces. Also included was the evaluation of three different circulation alternatives that were intended to spur redevelopment, relieve congestion and expand the downtown area. At the end of the study, MSA provided new traffic signal design plans at a critical intersection.



TASKS	BUDGETED	EXPENDED
Engineering Design	\$105,193	\$104,219
Engineering Construction Related Services (Hourly)	\$89,215	\$89,215
Construction	\$754,050	\$738,420
Total	\$948,457	\$931,853

ROW SIDEWALK RAMP UPGRADES EXPERIENCE

MSA prides itself in providing equal access for all abilities, and as such, takes meeting the Americans with Disabilities Act (ADA) guidelines for sidewalk curb ramps very seriously. **For the City of Janesville, MSA evaluated every intersection for ADA compliance and utilized GIS for management of the improvements. MSA, and Brian Huibregtse, have not only presented this project at local conferences but also have been selected to present at the National APWA conference.** MSA always stresses the importance of upgrading ramps to current ADA guidelines when recommended or required by law. To meet these guidelines, we follow the WisDOT Standard Details, which regularly are updated to stay in compliance with ADA. We also promote these details, as they also factor construction tolerances into their design to give contractors a small level of flexibility during construction to ensure the ramps are built compliant. In our experience, meeting guidelines often means lowering existing sidewalks, which in turn can pose challenges. In some cases, pedestrian curb is required behind the sidewalk, or when unavoidable, temporary easements or construction permits may be needed for grading purposes. The process for obtaining these easements varies by funding type. We are well equipped to assist municipalities with temporary construction easements, permits and exhibits, and if asked, are comfortable approaching property owners to discuss the easements. MSA has internal staff who are passionate about accessibility, have trained our engineers, and have also presented classes at the state and national level on the subject. With our experience, we are positioned to help you make the City of Lake Geneva accessible for all.

WHAT OUR CLIENTS ARE SAYING

Below is contact information for four clients who have worked with members on this project team on similar projects. We encourage you to reach out to them directly for more information about the services we provide and their experience working with us.

JANESVILLE, WI | ROADWAY DESIGN PROJECTS

BRAD REENTS | ASSISTANT CITY ENGINEER

P: (608) 373-6070

E: reentsb@ci.janesville.wi.us

MIDDLETON, WI | HUBBARD AVE. RECONSTRUCTION

RICH WEIHERT | ENGINEERING TECHNICIAN

P: (608) 821-8383

E: rweiher@ci.middleton.wi.us

WISCONSIN DELLS, WI | ON-CALL TRANSPORTATION EXPERIENCE

CHRIS TOLLAKSEN | DPW

P: (608) 253-2542

E: ctollaksen@dellscitygov.com

LAKE GENEVA UTILITY COMMISSION | DODGE TOWER RAISING & SEWER SYSTEM MODELING

JOSH GAJEWSKI | UTILITY DIRECTOR

P: (262) 248-2311 ext. 6115

E: jgajewski@lgutilities.org

June 21, 2021

Mr. Tom Earle
Director of Public Works
City of Lake Geneva
626 Geneva Street
Lake Geneva, WI 53147

raSmith

CREATIVITY BEYOND ENGINEERING

16745 W. Bluemound Rd.
Brookfield, WI 53005-5938

RE: Request for Proposal | City of Lake Geneva 2022 Street Improvement Program

Dear Mr. Earle:

raSmith is pleased to be considered for the City's 2022 street improvement program. raSmith has over 165 professionals in our Wisconsin offices, which includes experts in municipal engineering, roadway design, water resources, wetlands, and structural engineering. Our project team is very excited about the opportunity to provide exceptional services to the City of Lake Geneva. Cory Horton, a former Director of Public Works and City Engineer for the City of Fitchburg, will manage the project for raSmith and be your primary contact. We believe he is an excellent fit for your project due to his diverse experience in various municipal engineering projects, his ability to understand the community's viewpoint, and his ability to collaborate well with staff, citizens, and elected officials.

During evaluation of a consultant, please consider the following advantages that raSmith offers:

Extensive Experience

raSmith's municipal services division only serves local municipalities, so all staff are sensitive to the needs of communities. We are regularly involved in annual road improvement programs for 11 community clients each year. We are knowledgeable and trusted in the industry. Our municipal staff of engineers, technicians, and specialists allows us to provide the right personnel when needed and with the right experience.

Project Approach

Our reputation as a trusted advisor to our clients revolves around our ability to solve even the most complex challenges in a common sense and cost-effective manner. While we certainly draw from our experience, we look at each project individually to identify and recommend the best solutions. raSmith understands the scope of services desired and has provided similar services for our community clients.

Staff Availability & Schedule

raSmith has a reputation for delivering projects on time while maintaining the highest quality standards for our clients. Based on the likely schedule for the work, we are able to meet the expectations of Lake Geneva. We also have a large construction services and survey staff to enable us to promptly schedule work and personnel as needed to facilitate a smooth and successful design and construction sequence.

Thank you for the opportunity to provide our proposal for this exciting project.

Sincerely,
raSmith



Leonard J. Roecker, P.E., PLS
Director of Municipal Services

Firm Qualifications

rasmith is a multi-disciplinary consulting firm comprising civil engineers, structural engineers, landscape architects, and development managers, focused on our public and private sector clients' needs in design and construction including land development, site planning and design, structural engineering, municipal engineering, transportation and traffic, surveying, construction services, and geographic information systems (GIS). We work on projects nationwide.

Our mission is to design with vision, deliver excellence, and provide the most responsive service to our clients. Simply stated, rasmith offers the City of Lake Geneva the luxury of local design professionals with the benefit of deep and varied regional experience.



- Services include:**
- Right-of-way public infrastructure design
 - Land surveying
 - Structural engineering
 - Sanitary and storm pumping & lift stations
 - Wastewater treatment facilities
 - Wastewater facilities planning
 - Operating and maintenance manuals
 - Sewer use ordinances
 - Sewer user charge systems
 - Construction services and shop drawing review
 - Flow attenuation CSO/SSO
 - Sewer system evaluation studies (SSES)
 - Capital improvement planning
 - GIS mapping

Municipal Engineering

Since 1979, rasmith has served as the engineer of record for many cities, villages, towns, counties, and utilities. On a daily basis, we offer creative solutions to communities as they work to both maintain and improve their transportation system, structures, water and wastewater systems, parks and open spaces, and public safety facilities. At rasmith, we advocate for practical, cost-effective solutions. Our municipal staff is invested in strong project management, communication, and responsiveness.

Key Staff

We have assembled an experienced, diverse design team to exceed the City of Lake Geneva's expectations for the 2022 Street Improvement Program. Learn more about our design team in the following overview and resumes.

Cory Horton, P.E., CFM, CPESC, Env-SF | Project Manager



Cory is a municipal senior project manager at rasmith. He brings more than 20 years of experience in the industry. Most importantly, he has worked directly in the government sector as a Director of Public Works / City Engineer, County Engineer, and even served as an elected official (Village Trustee). This gives him the ability to see projects from different viewpoints and helps our team to design solutions that will work for the citizens, the staff, and your elected officials. As a Director of Public Works, he was responsible for implementing road programs and capital projects. This experience has given him unique tools to stretch available funding to obtain the biggest impact. This also gives him a unique staff perspective as well as knowledge of working with citizens before, during, and after the project. He is an excellent communicator who will keep you informed on the projects' progress and issues. If issues arise, you can trust Cory to identify these early on and come to you with solutions.

The following is our experience for selected clients who utilize our full municipal engineering services.

Town of Lake Mills, 3 years

Assist with development reviews, stormwater design, roadway design, permitting, grant writing, and infrastructure maintenance.

Village of Nashotah, 21 years

Town of Delafield, 22 years

Develop annual road paving program; review development plans; prepare reports for the Plan Commission; attend Plan Commission and Town and Village board meetings, as necessary; drainage problem investigation and resolution; inspection of construction by developers; coordination of projects with surrounding municipalities and County; NPDES stormwater permit compliance; erosion control inspections; grant application preparation; salt storage building construction coordination; surveying, inspection of construction by developers; zoning administration; office hours two partial days per week.



Village of Raymond, 16 years

Town of Ixonia, 9 years

Plan and plat review; attend meetings as requested; develop stormwater utility (Raymond); paving program design and inspection; stormwater project design and inspection; and grant application.



Village of West Milwaukee, 28 years

Department of Public Works management; street system design and construction; sewer and water design and construction; and facilities management.



Village of Greendale, 17 years

Street design and construction; stormwater/drainage management; GIS implementation; and MMSD sanitary sewer I&I study.



Village of Butler, 21 years

Park path design and improvement; sewer and water issue consultation; Hampton Avenue rehabilitation design; parking lot improvement design; drainage problem resolution; project cost estimating; and grant applications (EPA and Fund for Lake Michigan).



Current Ongoing Town/Village/City/County Engineer & Annual Paving Programs

Village of Nashotah
Village of West Milwaukee
Village of Butler
Village of Greendale
Village of Darien
Town of Delafield
Town of Ixonia
Town of Lake Mills
Village of Raymond
Village of Salem Lakes
Town of Wheatland
Town of Brighton
Kenosha County

Communities Served Through Project Design Within the Last Two Years (in addition to the communities listed above)

City of Fitchburg
City of Middleton
City of Wauwatosa
City of St. Francis
City of South Milwaukee
City of Sun Prairie
Village of Pleasant Prairie
Village of Sussex
Village of Mount Pleasant
City of Franklin
City of Portage
City of Oak Creek
City of Madison
City of New Berlin
City of West Allis
City of Brookfield
City of Muskego
City of Cudahy
City of Fond du Lac

W Carroll, W Conant, and Summit Road Reconstruction, City of Portage

rasmith Manager: Cory Horton, P.E., CFM, CPESC, Env-SP

Reference: Aaron J. Jahnke, P.E., Director of Public Works/City Engineer, (608) 742-2176, ext. 325

Engineer's Estimate vs Construction Cost: Estimate \$1,500,200 Construction Cost—\$1,441,744

This 8,600-foot long local streets reconstruction took place in three phases. The three phases involved the design of the reconstruction of West Carroll Street and West Conant Street from Wisconsin Street to Pierce Street. The design also included Summit Street from West Carroll Street to River Street. Along West Carroll, West Conant, and Summit Streets the existing roadway and curb and gutter were extremely deteriorated, and the existing infrastructure did not provide adequate stormwater drainage. The watermain and sanitary sewer were beyond their functional lifespan and the roadway lacked pedestrian safety and accessibility. To address these issues, rasmith's designs included pedestrian improvements (new curb ramps, new sidewalk as well as multi-use paths along Summit St.), new curb and gutter, new storm sewer, sanitary sewer reconstruction, new water main, and in-place sanitary sewer rehabilitation.



The purpose of the project was to improve pavement condition, underground utility infrastructure, and pedestrian safety. rasmith provided survey, staking and layout, engineering design, specifications, bidding documents, and record drawings. The project presented many challenges including steep slopes, tight right-of-ways, many driveways, preservation of trees, maintaining adequate access to the roadways as well as utilities for the residents during reconstruction, and floodplain management. rasmith successfully addressed these concerns, resulting in the construction of phases one and two in 2018 and 2019. Due to other roadway construction in the city, phase three has an anticipated construction date in 2022.

Kirkwood Avenue Reconstruction, City of St. Francis (Currently in Progress for their 2021 Road Improvement Program)

rasmith Manager: Tim Barbeau, P.E., PLS

Reference: Melinda K. DeJewski, P.E., Director of Public Works/City Engineer, (414) 481-2300

Engineer's Estimate vs Construction Cost: Estimate \$493,311 Construction Cost—\$519,711 (City added scope)

rasmith provided survey and structure inspection, engineering design, specifications, and bidding documents for the rehabilitation of this 900-foot-long local street. The existing roadway was deteriorating, and the pavement was in poor condition. The project was bid as an asphalt pavement with concrete pavement as an alternate. Design services included storm sewer improvements, spot repair of curb and gutter, reconstruction of accessible curb ramps, asphalt pavement milling and paving, and utility adjustments.

Project challenges included the replacement of shallow storm sewer at intersections, which was addressed by reconfiguring the storm system, reducing pipe sizes, and installing manholes in the terrace to accommodate minimum cover. All accessible curb ramps were detailed with spot grades to ensure compliance with current ramp requirements, which resulted in curb flow line modifications. By detailing the intersection ramps and storm sewer, we were able to adjust final road grades, storm catch basin grates, and curb to meet all desired design grades.



City of Wauwatosa Village Redevelopment

raSmith Team: Troy Hartjes, P.E., Dave Reiter, P.E., Matt Garon, P.E., Ryan Mann, John Bruggeman, P.E., PTOE

Reference: Mike Steiner, P.E., Assistant City Engineer, City of Wauwatosa, (414) 479-8974



The City of Wauwatosa undertook a \$25 million, four-phase redevelopment of its downtown area well known as “The Village of Wauwatosa.” This urban center is a mix of historic architecture and European character where people enjoy walking, biking, eating and shopping. At the core of this redevelopment project is a new curbsless plaza, allowing the roadway to be shared with pedestrians and vehicles. Distinctive to this project are the decorative bollards (lighted posts) that outline the roadway and parking lanes that create a pedestrian-friendly design. The bollards (rather than curb and sidewalk) provide a flush design and maximize space, while still providing a safe environment for motorists

and pedestrians. This unique, plaza-type open space appeals to those visiting the downtown area as well as to increase opportunities for economic development.

The uniqueness of this project includes: eight blocks of roadway and utility reconstruction, intersection realignments, four traffic signal replacements and one new traffic signal, back-in parking on one-way streets, parklettes for on-street dining, two park redevelopments, a unique water feature, decorative festoon string lighting over State Street, LED light poles, railroad pedestrian crossings, pedestrian bridges, riverbank improvements, hollow sidewalks, European-style brick pavers, wayfinding signs and kiosks, and bike racks. raSmith provided all civil engineering, traffic and roadway planning, and construction services. Extensive project coordination was necessary to accommodate existing and new development, private developments underway during construction, and local businesses remaining open during construction.

2019 Fitchburg Construction Observation, City of Fitchburg

raSmith Manager: Cory Horton, P.E., CFM, CPESC, Env-SP

Reference: Tracy Foss, P.E., Utilities Engineer, (414) 481-2300

Engineer’s Estimate vs Construction Cost: Developer funded—costs not known

raSmith assisted the City of Fitchburg with construction engineering services for several developments that occurred in 2019. The developments included Terravessa, a 162-acre, 157-lot mixed use-residential development; Fahey Fields Phase 3, an 18-lot single-family development expansion; and the East Cheryl Parkway roadway reconstruction and roundabout construction.

raSmith staff provided resident project representation during the installation of new storm sewer, sanitary sewer, watermain, curb and gutter, street lighting, landscaping, sidewalk, multi-use paths, roadway construction, erosion and sediment control, and coordination with local businesses and residents. Plans to communicate early and often with stakeholders of the projects were established and maintained throughout each project. raSmith worked alongside City of Fitchburg representatives to keep everyone up to date on each project’s progress and anticipated schedule so that all representatives on the projects could speak to issues and discuss how those issues would affect concerned businesses and residents.

Terravessa observation entailed not only the areas mentioned above, but also included unforeseen storm sewer replacement, coordinating between different contractors and subcontractors, and project setbacks due to weather. Fahey Fields construction had a tight deadline to meet in order to begin building homes for the Parade of Homes in 2020; this deadline was met in the proposed timeframe. The East Cheryl Roundabout was completed within the 60-day roundabout shutdown, and the Fahey Glen road extension was completed in spring of 2020.



Project Approach

Project Approach

Project Understanding

The City of Lake Geneva has continued its commitment to the residents of the City by progressively making continuous infrastructure improvements. The improvements for the projects cited in this RFP include developing a street improvement strategy that aligns with the City's Capitol Borrowing Schedule and sidewalk SSA program to identify and maintain streets and rights-of-way throughout the City. This street improvement plan must consider the tourist season when thinking about scheduling, prioritizing locations, and minimizing impact to residents and visitors alike. We are very familiar with these project areas and are able to identify key elements, potential challenges, and critical activities that must be properly designed, monitored, guided, and enforced. Listed below are some of the key aspects of our qualifications and approach to meeting the City's needs.

Communication & Coordination

Early and ongoing coordination and communication are key to the success of any project. As such, our management, design, and inspection staff will meet with the City's project manager before the start of the project to establish the best means of communication for all parties involved. Our staff will participate in preconstruction meetings and progress meetings throughout the duration of projects. Our staff will report concerns to the City's project manager and work toward proper resolutions. Our staff has experience with project coordination and is skilled at addressing and managing public relations concerns that may arise. Staff are also equipped with smartphones and laptop computers, ensuring accessibility.

Design Services

With a total staff of over 215 people, rasSmith brings a tremendous depth and breadth of experience to the table. We have most services that you could need — all under one roof. At the same time, we are small enough to provide a very personal approach to customer service. Our division focuses on municipal engineering with extensive experience in all aspects of public infrastructure. We also have many specialties covered including: surveying, water resources, structural engineering, roundabout design, traffic engineering, landscape architecture, and a DNR-assured wetland delineator. Cory's knowledge as a previous director of public works also gives us unique knowledge of City infrastructure and

Project Surveying

rasSmith has one of the largest cadre of survey crews (11 crews!) in the state. We are adept at using the latest surveying technology to produce accurate results. We have cutting-edge, land-based Total Station and GPS equipment, aerial surveying capability, laser scanning capability, and even equipment for completing bathymetric surveys under water. rasSmith survey crews will be scheduled to provide the necessary surveying for the project. Our large surveying capacity will make sure the survey is completed efficiently, and that adequate design time is available to meet the project deadlines.

Selection of Roads to be Resurfaced

We understand that you would like assistance with developing your street program. While the PASER road condition is one tool for prioritizing road projects, consideration should be given to existing utilities (storm, sanitary, and watermain) within the proposed streets prior to resurfacing. rasSmith is accustomed to working hand-in-glove with our clients to prepare a road program with robust metrics for identifying and prioritizing road improvements. This means that we will coordinate with City staff within the Utility Commission to identify any potential defects in the existing utilities prior to resurfacing. Any information that the City can provide based on past televising reports or maintenance requests will aid in ensuring the utilities will not weaken the longevity of the future roads. rasSmith frequently assists our clients in developing a matrix to best identify the projects with the biggest bang for the buck. Beyond road condition, we also look at traffic volume, road speed, safety concerns, drivability, future utility replacements, economic development, and life cycle cost benefits.

The City of Lake Geneva has identified four roads in their five-year Street Program Plan that they would like to address in 2022. These streets include: Campbell Street (S Lake Shore Drive to S Wells Street), Sky Lane Drive (W Main Street to Linda Street), Spring Street (Crawford Street to Waverly Street), and E Sheridan Springs Road (Interchange N to

Project Approach

Edwards Boulevard). The City also identified that they may want to move up Cook Street from Main to Wrigley and Wrigley Street from W Main Street to Broad Street to the 2022 improvements list. These six streets total 4,919 linear feet and 21,331 square yards of improvements. raSmith evaluated the different streets and concluded that the five streets required various forms of resurfacing. raSmith suggests that the Campbell, Spring, and Wrigley Street corridors be mill and overlay. The severe spider cracking on Sky Lane Drive suggests that a full reconstruct may be necessary to correct subgrade issues. If the City does not have access to past soils information, a geotechnical subconsultant could be added to the scope and fee at a later time to analyze the existing roadway and determine the causes of the base failure. This would help to ensure the correct solution is applied for Sky Lane Drive. All pavement treatment measures will ultimately be reviewed and approved by the City.

With the high pedestrian traffic, it is of utmost importance to ensure people of all abilities are able to enjoy the City of Lake Geneva and all it has to offer. With that in mind, accessibility needs to be provided with proper ramps that meet ADA requirements. raSmith has experience checking existing ramps for proper requirements, as well as a strong background in designing ramps that meet the ADA codes. raSmith can complete a pre-design survey with levels to determine which ramps are out of compliance and then detailed survey attained for those ramps out of compliance. Design will include minimizing grading outside the right-of-way by including pedestrian curb in certain circumstances and will utilize WisDOT experience in providing a means to either attain compliance with ADA requirements or establish detailed parameters and documentation when those ramps are not able to be brought into compliance.

After input from staff, we then work to develop costs for various solutions, such as overlay paving, mill and overlay, pulverize and pave, and full reconstruction. Although these may not be fully reflective of the work to be performed on a roadway, it will allow a relative comparison between roadways based on cost. Taking into account the evaluation matrix with cost and input from public works staff, a priority list is developed. Depending on the budget, we will work with the public works staff to determine which roads can be improved. The desired outcome is to develop a list of roads and budgetary numbers that can be extrapolated out for 5 to 10 years to

either determine the budget needed or to determine the amount of roadways that can be improved, given the budget constraints.

Let's face it — budgets are tight. We need to stretch our dollars to make the biggest impact, and thoughtful evaluation and planning are essential for success. Once the road program is set up, we can also assist the City with setting long-term road funding strategies, grant writing, and even funding mechanisms to reduce impact to the general fund, reduce reliance on borrowing, or to reduce special assessments. We even have key staff who are involved with developing transportation utility fees for various municipalities throughout Wisconsin to reduce or remove special assessments altogether.

List of Alternate Locations

We understand that certain roads with a lower PASER rating may not be high on the priority list due to ADT. If any additional projects are taking place in the City of Lake Geneva that would encourage a road resurfacing at the same time, raSmith is open to the suggestion and willing to work with City staff to make the necessary adjustments a reality.

Utilities

One of the biggest causes of project construction delays and cost overruns is inadequate utility coordination and relocation. We anticipate utility notification and coordination will be ongoing throughout the design process, as discovery during design will lead to dialogue with all invested parties. As soon as the project scope is determined, utilities will be contacted to provide them with ample time to prepare for the upcoming projects.

We will evaluate all facilities in order to develop a design that considers all utilities attempting to minimize all utility conflicts. We will look to minimize conflicts with utilities, but we recognize some relocations will likely be needed.

Required Permitting

raSmith has provided permitting services to many municipal clients in the past and is well-versed with DNR permit requirements from NOI to Chapter 30 individual permits, City-specific permitting, and other permits that may be required for road projects and disturbance.

rasmith believes that the success of any project comes down to good communication and clear guidance. So often communication and guidance breaks down within specifications and construction documents. This is why rasmith takes extra care when preparing plan sets and specifications. Our field experience mixed with our design knowledge allows us to see the bigger picture and predict potential hiccups within construction, which helps us to design with a greater understanding. We will provide the City of Lake Geneva specifications and construction documents to help with a smooth project completion. We also have experience designing construction signage plans.

Timeline

times when traffic/tourism is not as busy.

rasmith has an extensive database of units prices from recent projects that can be used to prepare accurate construction cost estimates. Using these real life unit prices within the SE Wisconsin region, rasmith is able to generate sound cost estimates to provide the City with a clear picture of what it will take to fund these street projects. If the estimates are greater than the funds available, rasmith will work alongside the City to find a

Advertisement of Project/Bid Opening/Bid
Tabulation/Recommendation to City/Contract
Acceptance with Clerk's office

selected contractor.

Requests/Project Closeout

Once a contract has been established, raSmith is equipped to help the City with as many construction logistics as deemed necessary. raSmith staff have experience leading preconstruction and weekly update meetings, taking meeting minutes, and communicating between municipalities and contractor throughout the entire construction process. raSmith firmly believes that clear communication abates many issues and ultimately leads to a better project product.

Our staff has the experience and expertise to accurately assess construction processes, perform material inspection, and ensure project compliance. We will also make sure all inspection staff are familiar with and coached on the Lake Geneva standards

- We take the stance that no matter what is constructed, it is only as good as the

Project Approach

foundation it is built on. raSmith inspectors have a solid understanding of base preparation, including excavation below subgrade, compaction, proof rolling, and proper construction methods to ensure subbase and bases are properly graded and compacted.

- We take a proactive stance on environmental concerns and protecting the environment. Our inspection staff understands erosion control and is adept at looking forward to ensure proper stabilization and seeding timelines. Most importantly, we work with the contractor to find ways to improve erosion and sediment control while minimizing costs.
- We will also be cognizant of issues that extend beyond the construction boundary. We know that many issues can arise such as noise, dust, dewatering, traffic control, parking, and coordination with utilities. We will work with the City and contractor to address these issues in order to minimize complaints.
- Inspection of asphalt/concrete work on this project will begin by verifying source materials and mix designs followed by checks for proper installation, slopes, and ADA compliance. Our staff is aware of the changing standards for ADA compliance and will work with the survey crew as well as the contractor for proper installation.
- Our inspectors also have experience tracking quantities and preparing pay requests. raSmith even has digital inspection forms that track quantities, daily activities, and erosion control measures, and we can generate multiple pay requests at any increment the City would prefer. Construction inspection notes can be provided within 24 hours of the activities completed or at a time interval chosen by the City.
- We understand that responsiveness is of utmost importance during construction. We strive to answer all inquiries in a very timely manner. We provide a direct line to management staff that can address any concerns quickly. This connection will be available to you, your residents, and your businesses.
- Our billing for construction observation field time will be for only time on-site. This allows our staff to provide better value than even firms with a local office.



04

2022 Street Improvement Program

City of Lake Geneva

Tom Earle

Director of Public Works

Cory Horton, P.E., CFM, CPESC, Env-SP

Project Manager

Tim Barbeau, P.E., PLS

Quality Assurance/Quality Control

SURVEY

**Michael Ratzburg,
PLS**

Survey Manager
Survey Services

Survey Crew

11 Survey Crews

ENGINEERING SERVICES

Dave Reiter, P.E.

Senior Project Engineer
Design/Specifications

Heldi Jeninga, EIT

Design Engineer
Design/Specifications

Steve Roncke

Senior Engineering
Technician
Plan Preparation

Stephen Peterson

Engineering Technician
Plan Preparation

CONSTRUCTION SERVICES

Paul Schafer, P.E.

Construction Services
Manager
Construction Observation

Cory L. Horton, P.E., CFM, CPESC, Env-SP Senior Project Manager



Education

M.S. Civil and Environmental Engineering, University of Wisconsin-Madison, 1999
B.S. Civil Engineering, University of Wisconsin-Madison, 1997
A.S. Engineering Science, College of DuPage, 1995

Professional Registrations

Professional Engineer, Wisconsin, Illinois

Certifications

Certified Floodplain Manager
Certified Professional in Erosion and Sediment Control
Envision Sustainability Professional

Professional Affiliations

American Society of Civil Engineers
American Public Works Association

Cory is the municipal senior project manager for the Madison office of rasmith. With more than 20 years in the industry, Cory has extensive experience with municipal engineering, water and natural resources, and development projects.

Project Experience

City of Fitchburg, Fitchburg, WI: Previously the Director of Public Works and City Engineer for the City of Fitchburg. Cory oversaw a staff of over 40 and was responsible for oversight of the engineering, building inspection, parks, utility, streets, and building maintenance divisions. Reviewed numerous developments from the land division process through construction. Responsible for implementation of capital projects and budgets for the City's Public Works Department.

Central Park Place Roundabout, Fitchburg, WI: Cory was the project manager responsible for project facilitation and permitting for the extension of Central Park Place and design of a new roundabout. The project included wetland delineations, roundabout design, coordination with the City, surrounding property owners, and permitting. Construction will occur in 2019.

Carroll Street Reconstruction, Portage, WI: Cory was the engineer of record responsible for this 8,600-foot long roadway reconstruction project for the City of Portage. The project included full street reconstruction, pedestrian improvements, new storm sewer, sanitary sewer reconstruction, new water main, new sanitary force main, and in-place sanitary sewer rehabilitation. Phase one was completed in 2018 and phase two was completed in 2019. Phase three has an expected construction of 2021.

Lacy Road, Fitchburg, WI: Cory was responsible for this TAP-funded roadway reconstruction project in the City of Fitchburg. The reconstruction added a 1.5-mile-long 10-foot-wide multi-use path, buffered on street bike lanes, water and sanitary sewer extensions, the construction of a new roundabout, as well as the reconstruction of the roadway from a rural to urban cross section. Cory was involved with the TAP application, public involvement, design, property acquisition, permitting, public bidding through the WisDOT process, and construction observation for the project.

Roadway Improvements and Design Engineering, Mundelein, IL: Project manager for the complete redevelopment of streets within an existing neighborhood that consisted of narrow roads, 30- to 33-foot rights-of-way, and inadequate pavement drainage. An existing draining channel from Diamond Lake bisected the area and caused frequent flooding. A new 30" storm sewer bypass was designed to alleviate this flooding, along with other storm sewer improvements to address the roadway drainage. The road was completely reconstructed with new curb and gutter and sidewalk. Coordination with Lake County Stormwater Management, Illinois Department of Transportation and the U.S. Army Corps of Engineers was required.

Timothy G. Barbeau, P.E., PLS

Quality Assurance/Quality Control



Education

B.S. Civil Engineering, Marquette University, Milwaukee, 1990
B.S. Construction Administration, University of Wisconsin-Madison, 1982

Professional Registration

Wisconsin Professional Engineer
Wisconsin Professional Land Surveyor

Professional Affiliations

American Public Works Association
National Society of Professional Engineers
Institute of Transportation Engineers, Wisconsin Section

Continuing Education

Sustainable Design in Public Works
Stormwater Detention Basin Design
Roadway Maintenance Workshop
Plan Commissioners Workshop
Pavement Management for Local Roads
Planning and Zoning for Community Land Use Management
Pipeline Design Life Seminar
Improving Public Works Construction Inspection Skills

Tim has more than 32 years of civil engineering and surveying experience, and has been with raSmith for more than 25 years. Tim's main focus has been serving area municipalities, both as a municipal engineer representing the community and as a project engineer/project manager for numerous and varied projects. He has strong skills in public relations with private citizens, elected officials, regulatory agencies, and other municipal engineers. In fact, Tim makes presentations at the communities he serves, attends public involvement meetings for all of his road improvement projects and meets with individual property owners on a regular basis. His dual registration as an engineer and surveyor and his extensive experience as a municipal engineer allow him to play a key role in our service to municipal clients.

Project Experience

Bay Lane Road, City of Muskego, WI: Project manager and design advisor for a mixed combination of rural and urban road reconstruction sections, placing storm sewer in some ditches to accommodate a pedestrian path, widening sections for student pickup at a local school and developing stormwater management for the project.

South Kansas Avenue, City of St. Francis, WI: Project manager for the complete reconstruction of 1350 lineal feet of S. Kansas Avenue between E. Layton Avenue and S. Whitnall Avenue. Work included survey, curb and gutter, sidewalk, roadway, driveway approaches, and storm sewer. The project was specified and bid for both asphalt and concrete.

Weyer Road, City of Pewaukee: Project manager for 4,000 feet of two-lane rural road reconstruction and water main improvements. Work included improving vertical curves, new roadside ditches, extension of culverts and new base course, and asphalt surface. Water main extension was approximately 8,000 feet along Duplainville Road and Weyer Road.

Les Paul Parkway Water Main Extension, Waukesha Water Utility, Waukesha, WI: Project manager for this two phase 11,000-foot, 24-inch and 12-inch water main extension in STH 164/59. Work included design, permitting from Union Pacific RR, WisDOT, WDNR, and the City of Waukesha. Challenges included minimizing work in the WisDOT pavement; traffic control design, phasing, cathodic protection decisions and avoiding multiple wet and dry utilities.

South Kingan Avenue Reconstruction, City of St. Francis: Project manager for complete reconstruction (rural to urban) of this 900-foot local street between E. Lunham Avenue and E. Denton Avenue that included survey, storm sewer improvements, new curb and gutter, and concrete pavement, sidewalk, driveway approaches, and utility adjustments. The project was specified and bid for both asphalt and concrete.

Drexel Avenue Road Reconstruction, City of Oak Creek: Project manager for this 3,300-foot, two-lane rural to four-lane urban reconstruction project; included coordination with WisDOT, Oak Creek and the utilities. Work included ground improvements through wetlands, floodplain and a bicycle and pedestrian path.

David R. Reiter, P.E. — Senior Project Engineer



Education

B.S. Civil Engineering, Marquette University, May 1998

Professional Registrations

Professional Engineer: Wisconsin, 2003
E.I.T. Certificate, 1997

Professional Affiliations

American Society of Civil Engineering

Project Experience

Dave has 17 years experience in a broad range of civil engineering areas such as utility design, drainage, paving, grading, and preliminary site engineering reports. Dave also has experience as an inspection engineer with the Wisconsin Department of Transportation and private consultants. His inspection experience includes storm sewer, sanitary sewer, water main, paving, grading, landscaping, retaining wall and curb and gutter installation. In addition, Dave has worked on survey crews using total stationing equipment.

Weyer Road, Pewaukee, WI: Design and plan preparation for 4,000 linear feet of 2-lane, rural road reconstruction and water main improvements; work to include improving vertical curves, new roadside ditches, extension of culverts and new base course and asphalt surface. Water main extension to be approximately 8,000 linear feet along Duplainville Road and Weyer Road.

CTH Q, Kenosha County, WI: Design and plan preparation for a roundabout intersection, 2,600 linear feet of roadway, 1,600 linear feet of new storm sewer, and a stormwater pond.

CTH K, Kenosha County, WI: Design and plan preparation for 4,900 linear feet of roadway, 6,500 linear feet of new storm sewer, and a stormwater pond.

Petrifying Springs Park Dam Removal & Bridge Construction, Kenosha County, WI: Design, plan preparation and specifications for 2,600 linear feet of roadway. Work included redesigning of the vertical alignment to facilitate a new bridge, grading of the park area, erosion control, and layout of pedestrian and multi-use paths.

S. 41st Street Redevelopment District Public Utilities & Public Street Improvements Projects, West Milwaukee, WI: Design and plan preparation for public utilities and public roadways improvements. Work included designing of the vertical and horizontal alignment of the public roadways, public utilities, erosion control, traffic control staging, pavement marking, and permanent signage. Infrastructure: 2,000 linear feet of public storm sewer, 370 linear feet of 12-inch public water main, 1,200 linear feet of 8-inch public water main, 600 linear feet of 12-inch public sanitary sewer, 400 linear feet of 8-inch public sanitary sewer, and 1,700 linear feet of public roadway.

Town of Salem Highway & Fire Facility, Salem, WI: Design and plan preparation for site grading, approximately 2,260 linear feet of new roadway and 1,340 linear feet of new storm sewer.

Morris Street and Evert Street Water Main/Sanitary Sewer Relay, Pewaukee, WI: Design and plan preparation of 1,300 linear feet of water main relay and 100 linear feet of sanitary sewer relay.

Heidi Jeninga — Design Engineer, EIT



Education

B.S., Engineering: Civil/Environmental Concentration, Calvin University, 2019

Professional Affiliation

American Society of Civil Engineers
American Public Works Association

Heidi joined raSmith's municipal division as a civil engineer upon graduation from Calvin University. Her experience includes design, analysis, inspection, and drafting for roadway and sanitary sewer rehabilitation projects. Additionally, Heidi is proficient in Civil 3D, ArcView GIS, AutoCAD, Environmental Protection Agency Storm Water Management Model (EPA-SWMM), and Hydrologic Engineering Center's River Analysis System (HEC-RAS) and Hydrologic Modeling System (HEC-HMS).

Inspection Project Experience

Miscellaneous As-Needed Inspections, Fitchburg, WI: Provided as-needed inspection services for the City of Fitchburg to oversee road construction, sidewalk and curb ramp construction, water main, storm sewer, and sanitary sewer installation, as well as conduct water main pressure and leakage tests, and conduct erosion control checks for various projects during the 2020 construction season.

East Cheryl Roundabout Inspection, Fitchburg, WI:

Oversaw the construction of the East Cheryl Roundabout in Fitchburg, WI. Including, but not limited to, roadway, sidewalk and path, water main, storm, and sanitary sewer installation, subgrade and final grade checks, mandrel tests, water main and sanitary pressure tests, and soil and erosion control checks.

North Road Drainage Inspection, Ixonia, WI

Oversaw the construction of 9,000 linear feet of road side swales, placement of 11 CMP culverts, and paving of driveways. Prepared daily inspection reports of site events, conducted weekly erosion control inspections, and recorded quantities and prepared pay requests.

Site Development Project Experience

SAFStor Ski, LLC, Town of Madison, WI: Provided engineering stormwater design services to size and design a detention pond, biofilter, and stormwater pipe conveyance system to meet the 100-year storm event requirements. Drafted and submitted multiple permits including an NPDES NOI WRAPP, County zoning, stormwater, and erosion control permits, as well other local town permit requirements.

Bedsoe 3, Los Angeles, CA: Provided stormwater services to analyze requirements for underground storage, modular wetland systems, and necessary pumps, summarized all City and County requirements in a formal Low Impact Development Report, designed necessary details, as well as prepared water quality, private water main and private sewer plan sheets.

The Center at Lake Mead, Las Vegas, NV: Designed ADA-compliant sloped walkways and ramps for six different building entrances, prepared a SWPPP report for the County, and provided design and drafting support for preparation of construction documents.

Steve A. Roncke — Senior Engineering Technician



Education

A.A., Civil Engineering Technology,
Milwaukee Area Technical College,
1986

Professional Affiliations

Milwaukee Area Technical College
Advisory Board
Trustee on the Hale Park Water Trust
Member of City of Muskego Board of
Review and other City committees

Steve has more than 30 years of experience in the drafting and layout of all types of public works projects. His experience includes the drafting and layout of sewer, water main, and highway rehabilitation and reconstruction. Steve has also served in a construction observation role for many of the projects he's designed, giving him valuable perspective on design and construction techniques.

Steve is proficient in the use of the latest versions of AutoCAD and MicroStation. He is responsible for the quality control of all projects that leave the office and prepares record drawings for all of the communities that rasmith serves.

Project Experience

Village of Allouez 2019 Street and Utility Reconstructions, Brown County, WI
St. Francis 2018 & 2019 Street and Utility Reconstructions, Milwaukee County, WI
Village of West Milwaukee 2019 Street and Utility Reconstructions, Milwaukee County, WI — Design and Construction Inspection
Drexel Avenue Reconstruction, Oak Creek, WI
Village of Nashotah Annual Road Improvement Program (2013 to present), Nashotah, WI — Design and Construction Inspection
Town of Delafield Annual Road Improvement Program (2013 to present), Delafield, WI — Design and Construction Inspection
Town of Raymond, 2013 Road Improvement Program, Raymond, WI
Hilltop Sanitary Sewer, Germantown, WI
Franksville Interceptor Sewer, Caledonia, WI
Quick Drive Sanitary Sewer, Caledonia, WI
Hoods Creek Lift Station and Force Main, Caledonia, WI
Prairie Crossing Sanitary Sewer Relay, Caledonia, WI
Maple Avenue, Town of Delafield, WI
WIS 26 (Fort Atkinson Bypass) New Construction, Jefferson County, Wisconsin, SW Region, WI
WIS 59 Bypass Design, City and Town of Waukesha, Wisconsin, SE Region, WI
WIS 59 reconstruction, City and Town of Waukesha, Wisconsin, SE Region, WI
CTH ES (National Avenue) Reconstruction, Cities of New Berlin and West Allis, WI: Waukesha County Transportation Department
WIS 164 Reconstruction, Waukesha County, Wisconsin, SE Region, WI
WIS 175 Reconstruction, Fond du Lac County, Wisconsin, SE Region, WI
CTH C Reconstruction, Racine County, Racine County, WI
WIS 181 Rehabilitation, City of Milwaukee, Wisconsin, SE Region, WI

Additionally, Steve has been responsible for the Quality Assurance/Quality Control oversight of numerous public works projects in the following communities:

Town of Caledonia Utility District #1
Towns of Delafield, Salem and Port Washington
Villages of Butler, Nashotah, Pewaukee, Greendale
and West Milwaukee
Cities of Muskego and New Berlin

Stephen Peterson — Engineering Technician



Education

Associate Degree in Civil Engineering,
Madison Area Technical College
Bachelor of Science in Geography,
University of Wisconsin-Whitewater

Technical Skills

AutoCAD Civil 3D, ArcMap GIS

Stephen Peterson has 11 years of drafting and design experience in municipal engineering. He has worked on multiple projects for local municipalities, including drafting in AutoCAD Civil 3D, construction observation and GIS tasks.

Project Experience

Drafting and Design

AD German Warehouse Parking Lot, City of Richland Center, WI
Laughlin Road, Sunset Trace Neighborhood, Town of LaGrange, WI
Wisconsin Street Culvert Replacement, City of Sturtevant, WI
Hillside Heights Storm Water, City of Fitchburg, WI
Carroll Street Improvements Phase 2 & 3, City of Portage, WI
Well Construction, Village of Belleville, WI
Sparta Dam Repair, City of Sparta, WI
Water Main Loop, City of Tomah, WI
Downtown Street and Utility Improvements, City of Rhinelander, WI
Tomah Lake Bike Path, City of Tomah, WI
Main Street and County HWY P—Utility and Street Improvements, Village of Cross Plains, WI
Street and Utility Improvements, University Bay Drive, Village of Shorewood Hills, WI
Street and Utility Improvements, Village of Maple Bluff, WI
Force Main Construction, City of Rhinelander, WI
Sanitary Sewer Interceptor, City of Rhinelander, WI
Baskerville Harbor Bulkhead Repair, City of Middleton, WI

Construction Observation

Albion Road Reconstruction, Town of Albion, WI
Dallman Road Culvert Project, Town of Albion, WI
Meadow Crossing Phase 4, City of Sun Prairie, WI
The Reserve Phase 2, City of Sun Prairie, WI
Reiner Road Reconstruction, City of Sun Prairie, WI
Terravessa Development, City of Fitchburg, WI
Fahey Fields Phase III, City of Fitchburg, WI

Surveying

The Reserve Phase 1, City of Sun Prairie, WI
The Reserve Phase 2, City of Sun Prairie, WI
Meadow Crossing Phase 4, City of Sun Prairie, WI
Meadow Crossing Phase 5, City of Sun Prairie, WI
Menards, City of Sun Prairie, WI
Smiths Crossing Phase 18, City of Sun Prairie, WI
Force Main Construction, Village of Cottage Grove, WI

Record Drawings and GIS Mapping

Sanitary Sewer Interceptor, City of Rhinelander, WI
Downtown Street and Utility Improvements, City of Rhinelander, WI
Water Main Loop, City of Tomah, WI
Meadow Crossing Phase 4, City of Sun Prairie, WI
Meadow Crossing Phase 5, City of Sun Prairie, WI

Paul Schafer, P.E. — Construction Services Manager



Education

B.S. Civil Engineering, University of Wisconsin-Platteville, 1999

Professional Registration

Wisconsin Professional Engineer

Professional Certification

PCCTec-I

Awards

"Associated Builders and Contractors Gold Award," 2010 Edwards Boulevard Project, Lake Geneva Municipal/Utilities Industry Advancement Program Fund Scholarship, Associated General Contractors of Wisconsin, 1999

Project Experience

Paul has more than 20 years of experience in construction management for large development projects, street reconstructions, utilities, subdivisions, water towers, and water and wastewater facilities. His knowledge in construction management also includes preparing contracts, pay requests, cost estimating, performing quality control reviews on plans and specifications, daily project management, scheduling inspectors and surveyors, and as-built drawings and quantities. As Assistant Director of Construction Services at rasSmith, Paul is in charge of coordinating and overseeing both municipal and private construction projects. He also manages and schedules more than 30 staff members in different construction services.

Emmertsen Road Reconstruction, Village of Mt. Pleasant, Racine County, WI: Performed construction management for this \$2.2 million road reconstruction converting a rural road to urban concrete pavement. This 1500-foot-long section of roadway has an adjacent school requiring coordination, detention basin, 72-inch storm sewer, drain tile, and DOT signal coordination.

TID #1—Red Cloud Drive, Village of Mt. Pleasant, Racine County, WI: Performed construction management for this \$3.8 million road construction of a new roadway adjacent to STH 20 including new watermain, sanitary sewer, storm sewer, borrow fill, curb and gutter, asphalt pavement, landscaping, and WisDOT coordination. Most of the roadwork was completed while STH 20 was shut down in front of the project site.

Beres Road Reconstruction, City of New Berlin, WI: Performed construction management for this \$1.1 million one-mile-long roadway reconstruction project. Project consisted of a complete reconstruction of a 24-inch thick roadway section including a clear stone layer an drain tile, storm sewer improvements, and water way crossing.

Rogers Drive Road Reconstruction, City of New Berlin, WI: Performed construction management for this \$2 million one-mile-long roadway reconstruction project. Project consisted of a complete reconstruction of a 24-inch thick roadway section including a clear stone layer an drain tile, storm sewer improvements, limited wetland disturbance, and coordination with a 24-hour Fed-Ex facility.

Village Redevelopment Project, City of Wauwatosa: Performed construction management on the first and fourth stages of the Village revitalization project. These \$6 million and \$4.5 million projects consisted of replacement of the 12-inch water main, sanitary sewer relay and new storm sewer infrastructure. Roadwork improvements consisted of roadway and sidewalk pavers, Silva Cell tree infrastructure, limestone benches, a water feature, and overhead string lights. The project also involved rehabilitation of the expansion joints on Harmonie Bridge. structural rehabilitation on an adjacent pedestrian bridge and rail road pedestrian crossings. In addition to oversight of the work, rasSmith provided an coordination of the work around business and residential deliveries and foot traffic constantly provided an additional dimension to this project.

Michael J. Ratzburg, PLS — Survey Manager



Education

Associate Degree in Civil Technologies,
Gateway Technical Institute, 1988

Professional Registration

Wisconsin Professional Land Surveyor

Professional Affiliations

Wisconsin Society of Land Surveyors,
Member, Past State Representative

Mike joined raSmith's surveying division in 2019 with more than 30 years in the field. His experience encompasses all facets of surveying: ALTA boundary and topographic surveys, construction layout, Certified Survey Maps, plats of survey, and WisDOT and county right-of-way plats. Mike has additional experience staking roads, underground utilities, buildings and other new construction structures, as well as UAS (unmanned aircraft systems) and UAS software. His past projects have consisted of varying scopes and sizes.

As a senior project manager, Mike uses teamwork and his vast surveying knowledge to efficiently and creatively manage survey crews and maintain client relationships. This results in projects successfully completed on time. Excellent communication skills also help Mike resolve any project issues that may arise.

Project Experience

Right-of-Way Plats

WIS 32, Kenosha County
WIS 31, Racine County
WIS 190, Waukesha County
WIS 33, Washington County
WIS 60, Dane County
WIS 59, Walworth County
National Avenue, City of West Allis
CTH K, Washington County
CTH I, Ozaukee County
16th Street, City of Racine
CTH MM, Racine County
CTH Q, Waukesha County
STH 69, Wisconsin Department of Transportation
88th Street, City of Kenosha

ALTA/NSPS Land Title Surveys

Milwaukee Regional Medical Center, Wauwatosa
Columbia St. Mary's Hospital, Milwaukee
Milwaukee Art Museum, Milwaukee
Marquette University, Milwaukee

Utility Engineering & Construction

Wisconsin Power & Light Power Plant, Portage
We Energies Power Plant, Pleasant Prairie
Ixonia Gas Lateral, Waukesha County

Construction Management & Staking

WIS 16, Waukesha County
WIS 32, Racine County
WIS 31, Kenosha County

raSmith

CREATIVITY BEYOND ENGINEERING

June 21, 2021

Mr. Tom Earle
City of Lake Geneva Department of Public Works
1065 Carey St.
Lake Geneva, WI 53147

Re: Proposal for 2022 City of Lake Geneva Street Improvement Project

Dear Mr. Earle:

Ruekert & Mielke's (R/M) experience working with lake country and tourist communities and ability to utilize technology such as drones and GIS apps will be used to enhance the City of Lake Geneva's already successful street improvement program. This letter presents our proposed scope of services, schedule, and fees based on your needs determined from your request for proposal dated May 11, 2021. R/M has great experience helping communities plan, design, and manage the construction of their annual street programs, and we are excited by the prospect of assisting the City of Lake Geneva address the community's pavement needs and continue the success of the current street program.

R/M has reviewed the City's current roadway network and most recent PASER ratings in depth, and staff have familiarized themselves with recent and upcoming street program selections and treatment strategies. In our opinion, the City's current strategy of resurfacing around 2.5 miles of the lowest rated roads has been successful and has put the City in a great position to maintain the overall quality of its roadway network for the foreseeable future. As presented in the City's current 5-Year Street Plan, the 2022 program is consistent with this strategy, continuing to rely on PASER data as the basis for street selection. R/M's proposal for the 2022 Street Improvement Project reflects this and assumes the inclusion of the streets and alleys as listed for the 2022 program in the provided 5-Year Street Plan document.

R/M is willing to modify the program in whatever way will most benefit the City of Lake Geneva. In R/M's Statement of Qualifications submitted in March, we suggested a few modifications to the City's annual program based on our experience with similar municipal street and sidewalk programs, and we feel would be beneficial for Lake Geneva to consider. We believe that by instituting a few changes to the program the City can enhance the planning, design, and construction of roadway and sidewalk improvements, with greater emphasis placed on long term program planning, advance communication with residents, and construction approaches that fit the City's unique challenges during the summer months.

These enhancements begin with flying a high-precision survey grade drone and obtaining a high-resolution photo of the area of improvements. For the 2022 Lake Geneva Street Program, R/M is planning to utilize existing GIS imagery and data to prepare roadway plans, with supplemental topographic data collected for curb ramps, alleys, and as needed elsewhere. This is consistent with how street programs have been prepared for the City in the past. R/M suggests, however, that the City consider looking ahead and collecting survey grade drone data and imagery of the roads, alleys, and sidewalks included in not only the 2022 Street Program, but the entirety of the 5 Year Street Plan.

The City has a very comprehensive idea of the areas scheduled for improvement for the 2021-2025 street programs. By completing a drone survey of these areas, the City would be able to plan and complete much of the work for each program as early as possible, including assessing the full extent of sidewalk and curb ramp removals, areas in need of base repair, curb and gutter replacement, and ultimately impacts to residential properties. Return trips to the field by survey crews that happen frequently as projects grow and change over time would be eliminated, and the imagery collected by the drone would serve as a high-resolution base map for a variety of future projects in the City.

As mentioned, a key benefit to collecting this data for the 5 Year Street Plan improvement areas is the ability to determine the extent of impact each project will have on residents as early as possible, including special assessments or temporary easements. Combining this proactive approach with the sidewalk inventory tools in R/M's GIS platform would allow the City to more effectively manage annual sidewalk improvement projects. Evaluation of sidewalks using the GIS platform can provide a useful tool to flag areas most in need of improvement, aid the City in selecting areas for each year's program, and alert residents of upcoming impacts and special assessment costs well in advance of construction. Once the scope of an annual program has been decided, a portion of the GIS website which shows the location and extent of improvements can be shared with the public to avoid confusion and rushed acquisition of temporary easements. Communities also use this tool to monitor the status of ongoing work as projects progress and log any amount of useful information related to the improvements. Splitting the City into different zones or quadrants would be an additional step to ensure all areas are being addressed equally.

We also spoke in our Statement of Qualifications about the challenges the City of Lake Geneva faces as a popular tourist destination during the summer months, and the increased importance of a smooth and timely construction process in "high impact" areas of the City as a result. R/M's experience with paving projects in similar high traffic volume areas of communities can help ensure that the correct approach to construction is being utilized on the most critical streets and allow the City to select streets based on criteria that go beyond PASER ratings. In addition to our experience with unique construction staging in the Village of Fontana-on-Geneva Lake, R/M recently managed a roadway paving project for several streets in the downtown area of the Village of Hartland. To accommodate traffic volume and decrease closure time on these "high impact" streets, R/M required paving to take place within 6 days after milling of the road's surface occurred. This approach provided a unique solution to addressing the pavement needs of a highly trafficked commercial area of the Village and would give the City of Lake Geneva an effective option while considering the inclusion of any downtown streets in future street programs.

While each of these strategies have proven to be important contributors to successful projects that R/M has managed in the past, we understand that the City of Lake Geneva has developed a very effective street improvement strategy that has appropriately addressed the pavement management needs of the community. As long as these needs are being met and the City is happy with the results, then there is little reason to vary from this strategy. R/M will work closely with City staff and the Public Works Committee to help manage and implement a street program that best fits the City's needs.

The scope of services offered for the 2022 City of Lake Geneva Street Improvement Project is presented in more detail in the following section:

SCOPE OF SERVICES

Task 1 - Topographic Survey

- A. Contact Diggers Hotline.
- B. Topographic survey of two alleys
- C. Topographic survey of accessible ramps within project limits
- D. Download, format, and compile data.
- E. Prepare a Topographic and Utility Survey.

Task 2 - Engineering & Design.

- A. Meetings with City Staff and Public Works Committee
- B. Selection of Roads
- C. Develop Project Schedule
- D. Utility Coordination
- E. Plan Preparation.

Mr. Tom Earle
Proposal for 2022 City of Lake Geneva Street Improvement Project
June 21, 2021
Page 3

- i. Prepare Title Sheet.
- ii. Prepare General Notes & Specifications Sheet.
- iii. Prepare Construction Details.
- iv. Prepare Street Improvement Plan.
- v. Prepare Alley Reconstruction Plans.
- vi. Prepare Accessible Ramp Reconstruction Plans.
- vii. Prepare Traffic Control Plan.
- viii. Prepare Utility Improvement Plans as needed.
- F. Cost Estimates for All Improvements
- G. Permitting.
- H. Prepare Project Manual, Advertisement for Bids, and Technical Specifications
- I. Attend Bid Opening
- J. Bid Tabulation
- K. Recommendation of Award

- Task 3 - Construction Administration
- A. Coordinate Preconstruction Conference
 - B. Construction Staking
 - C. Construction Inspection and Review
 - D. Process Pay Requests
 - E. Coordinate Construction Progress Meetings
 - F. Project Closeout

SCHEDULE

A detailed schedule will be developed upon authorization and determination of the project schedule by the City of Lake Geneva.

FEE

The services described above will be performed on a time and materials basis for a not-to-exceed cost of **\$87,400**, and according to the hourly rates as listed in this letter.

Authorized

Task 1 - Topographic Survey	\$4,400	☐
Task 2 - Engineering & Design	\$50,300	☐
Task 3 - Construction Administration	\$32,700	☐

Total – Civil Engineering Fees

\$87,400

The suggested utilization of drone survey and a GIS app for sidewalk inspection to augment the City's annual improvements are not included in the above scope or fee. If desired, R/M recommends advancing the survey for at least the 2023 street program streets to be flown with the 2022 selections to achieve the most efficient cost. Also, if desired, R/M recommends and will set up a sidewalk inspection GIS app using the most current aerial imagery and cadastral information to aid in the evaluation and assembly of annual sidewalk programs. Sidewalk could be inspected by either R/M or City staff using the app in the field to log defects and needed improvements. If interested in either, R/M will negotiate with the City to determine the most efficient cost.

Mr. Tom Earle
Proposal for 2022 City of Lake Geneva Street Improvement Project
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Hourly Rates

Engineer 6	\$173
Engineer 5	\$163
Engineer 4	\$153
Engineer 3	\$134
Engineer 2	\$125
Senior CAD Technician	\$147
CAD Technician	\$112
Administrative Assistant	\$80
Professional Land Surveyor	\$142
Survey Crew Chief	\$129
Survey Technician	\$94
Construction Review Technician Manager	\$136
Construction Review Technician	\$94
Survey Equipment	\$132/Day
Engineer Mileage	\$0.58/Mile
Construction Review Technician Mileage	\$0.62/Mile
Survey Mileage	\$0.79/Mile

The above-described professional services will be provided to you in accordance with the attached two-page **RM Standard Terms & Conditions (Engineering)** dated June 17, 2014, which are made part of this agreement by reference. Please indicate your acceptance of this agreement by having the appropriate authorized official(s) affix their signature(s) where indicated and return a fully executed copy to our office.

Respectfully,

RUEKERT & MIELKE, INC.

A handwritten signature in cursive script that reads "Greg Calhoun".

Greg R. Calhoun, P.E. (WI)
Project Manager
gcalhoun@ruekert-mielke.com
GRC:grc
Enclosure
cc: File

Mr. Tom Earle
Proposal for 2022 City of Lake Geneva Street Improvement Project
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CLIENT NAME:

City of Lake Geneva

ENGINEER:

Ruekert & Mielke, Inc.

By: _____

By:  _____
Ryan T. Amtmann, P.E.

Title: _____

Title: Vice President

Date: _____

Date: June 18, 2021

Designated Representative:

Name: _____

Designated Representative:

Name: Greg R. Calhoun, P.E.

Title: _____

Title: Project Manager

Phone Number: _____

Phone Number: (262) 953-3038

A. Standards of Performance

The standard of care for all professional engineering and related services performed or furnished by Engineer under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Engineer makes no warranties, express or implied, under this Agreement or otherwise, in connection with any services performed or furnished by Engineer.

B. Authorized Representative

With the execution of this Agreement, Engineer and Owner shall designate specific individuals to act as Engineer's and Owner's representatives with respect to the services to be performed or furnished by Engineer and duties and responsibilities of Owner under this Agreement. Such individuals shall have authority to transmit instructions, receive information, and render decisions relative to the Assignment on behalf of the respective party whom the individual represents.

C. Payments to Engineer

Invoices will be prepared in accordance with Engineer's standard invoicing practices and will be submitted to Owner by Engineer monthly, unless otherwise agreed. Invoices are due and payable within 30 days of receipt. If Owner fails to make any payment due Engineer for services and expenses within 30 days after receipt of Engineer's invoice therefore, the amounts due Engineer will be increased at the rate of 1.0% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day. In addition, Engineer may, after giving seven days written notice to Owner, suspend services under this Agreement until Engineer has been paid in full all amounts due for services, expenses, and other related charges.

D. Ownership and Reuse of Documents

All documents prepared or furnished by Engineer pursuant to this Agreement are instruments of service, and Engineer shall retain an ownership and property interest therein (including the copyright and the right of reuse at the discretion of the Engineer) whether or not the Project is completed. Engineer grants Owner a limited license to use the documents on the Project, extensions of the Project, and for related uses of the Owner, subject to receipt by Engineer of full payment due and owing for all services relating to preparation of the documents. Such limited license shall not create any rights in third parties. Reuse of any documents pertaining to this Agreement by Owner shall be at Owner's sole risk; and Owner agrees to indemnify, defend, and hold Engineer harmless from all claims, damages, and expenses including reasonable attorney's fees arising out of such reuse of documents by Owner or by others acting through Owner.

E. Construction Review

Engineer will observe the work as agreed to for general compliance with the construction documents. Engineer shall not at any time supervise, direct, control, or have authority over any contractor's work, nor shall Engineer have authority over or be responsible for the means, methods, techniques, sequences, or procedures of construction selected or used by any contractor, or the safety precautions and programs incident thereto, for security or safety at the Project site, nor for any failure of a contractor to comply with Laws and Regulations applicable to that contractor's furnishing and performing of its work. Engineer shall not be responsible for the acts or omissions of any contractor. Engineer has no stop work authority.

F. Environmental

Engineer assumes no liability for the detection or removal of any hazardous substances found at or adjacent to the Project site.

G. Owner Provided Information

Engineer shall have the right to rely on the accuracy of any information provided by Owner. Engineer will not review this information for accuracy.

H. Permits and Approvals

It is the responsibility of the Owner to obtain all necessary permits and approvals for the Project. Engineer will assist the Owner in obtaining permits and approvals as mutually agreed to in writing.

I. Access

Owner shall arrange for safe access to and make all provisions for Engineer and Engineer's consultants to enter upon public and private property as required for Engineer to perform services under this Agreement.

J. Limit of Liability

To the fullest extent permitted by law, the total liability, in the aggregate, of Engineer and Engineer's officers, directors, partners, employees, agents, and consultants, or any of them to Owner and anyone claiming by, through, or under Owner, for any and all injuries, losses, damages and expenses, whatsoever arising out of, resulting from, or in any way related to this Agreement from any cause or causes including but not limited to the negligence, professional errors or omissions, strict liability or breach of contract or warranty, express or implied, of Engineer or Engineer's officers, directors, partners, employees, agents, and consultants, or any of them, shall not exceed the total amount of \$2,000,000.

K. Insurance

Engineer will maintain insurance coverage for Workers' Compensation, General Liability, and Automobile Liability and will provide certificates of insurance to Owner upon request.

L. Termination of Contract

Either party may at any time terminate this Agreement with 7 days written notice for cause in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party. Owner may terminate this Agreement for convenience with 30 days written notice, or the Project may be suspended by Owner with 30 days written notice. In the event of suspension or cancellation for convenience by Owner, Owner shall pay to Engineer all amounts owing to Engineer under this Agreement, for all work performed up to the effective date of notice.

M. Indemnification and Allocation of Risk

1. To the fullest extent permitted by law, Engineer shall indemnify and hold harmless Owner, Owner's officers, directors, partners, and employees from and against costs, losses, and damages (including but not limited to reasonable fees and charges of engineers, architects, attorneys, and other professionals, and reasonable court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of Engineer or Engineer's officers, directors, partners, employees, and consultants in the performance of Engineer's services under this Agreement.

2. To the fullest extent permitted by law, Owner shall indemnify and hold harmless Engineer, Engineer's officers, directors, partners, employees, and consultants from and against costs, losses, and damages (including but not limited to reasonable fees and charges of engineers, architects, attorneys, and other professionals, and reasonable court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of Owner or Owner's officers, directors, partners, employees, and consultants with respect to this Agreement.

3. To the fullest extent permitted by law, Engineer's total liability to Owner and anyone claiming by, through, or under Owner for any injuries, losses, damages and expenses caused in part by the negligence of Engineer and in part by the negligence of Owner or any other negligent entity or individual, shall not exceed the percentage share that Engineer's negligence bears to the total negligence of Owner, Engineer, and all other negligent entities and individuals.

4. The indemnification provision of paragraph M.1. is subject to and limited by the provisions agreed to by Owner and Engineer in paragraph J. "Limit of Liability," of this Agreement.

N. Independent Contractor

All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of Owner and Engineer and not for the benefit of any other party. Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either Owner or the Engineer. Engineer's services under this Agreement are being performed solely for the Owner's benefit, and no other entity shall have any claim against Engineer because of this Agreement or the performance or nonperformance of services hereunder. Owner agrees to include a provision in all contracts with contractors and other entities involved in this Project to carry out the intent of this paragraph.

O. Force Majeure

Engineer shall not be liable for any loss or damage due to failure or delay in rendering any service called for under this Agreement resulting from any cause beyond Engineer's reasonable control.

P. Severability and Waiver of Provisions

Any provision or part of the Agreement held to be void or unenforceable under any Laws or Regulations shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Owner and Engineer, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision. Non-enforcement of any provision by either party shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

Q. Dispute Resolution

Owner and Engineer agree that they shall first submit any and all unsettled claims, counterclaims, disputes, and other matters in questions between them arising out or relating to this Agreement or the breach thereof ("disputes") to mediation as a condition precedent to litigation.

R. Public Records

Engineer agrees to comply with the requirements of Wisconsin Statutes Sections 19.32 to 19.39 and Sections 19.81 to 19.98 – Wisconsin Public Records Law and Open Meetings Law.

END OF DOCUMENT



June 21, 2021

Mr. Tom Earle
Director of Public Works
City of Lake Geneva
626 Geneva Street
Lake Geneva, WI 53147

Re: Request for Proposal (RFP) – 2022 Street Improvement Program

Dear Mr. Earle:

Thank you for this opportunity to submit our proposal to provide professional engineering services for the upcoming 2022 Street Improvement Program. By selecting our firm, the City of Lake Geneva will receive a qualified team eager to assist the City. Thank you for taking the time to meet with us in person. Through our visit, we gained important insight into the City's capital planning process and key issues the City is concerned about, such as the potential for construction to impact tourism.

By selecting our firm, the City will receive not only a qualified team eager to assist, but one with a proven track record of low change orders on construction projects because of the quality of our deliverables. We are excited to offer the following:

- **A comprehensive approach, maximizing the value of the City's capital budget while minimizing overall impacts.**
- **Seventy-five years of service, signifying organizational strength and commitment to quality.**
- **An experienced team, resulting in trusted deliverables.**
- **A successful record of low change orders on similar projects, providing added value to the City.**

We appreciate this opportunity to assist the City and look forward to providing the exceptional knowledge, care, and detail needed to make the 2022 Street Improvement Program a success. Should there be any questions or if additional information is needed, please call us at 608-251-4843.

Sincerely,

STRAND ASSOCIATES, INC.®

Zachary R. Simpson, P.E.
Project Manager

Mark A. Fisher, P.E., Senior Associate
Quality Control Engineer

Project Understanding and Approach

A Comprehensive Approach, Maximizing the Value of the City’s Capital Budget While Minimizing Overall Impacts

The City of Lake Geneva is seeking an engineering consultant to assist with development of a **street improvement strategy** to maintain and improve City infrastructure within the right of way. The street improvement strategy must balance the capacity of the capital borrowing schedule and sidewalk special service area (SSA) program funds. Additionally, consideration must be given to the location and timing of construction to minimize impacts to **tourism** during the summer months.

It is our understanding that the City maintains a pavement surface evaluation rating system (PASER) to assist with the planning of capital improvements. In the past, the City has used the PASER rating, along with relevant and anticipated traffic data and input from the **City Utilities** (sewer and water) to generate a prioritized list of annual projects. Depending on the condition of the pavement or other factors, projects may include mill and overlay, pulverization, or full reconstruction. In addition, pedestrian accessibility will be evaluated and ADA improvements may be incorporated into the project, if necessary. Urbanization, stormwater drainage, lighting, or other street corridor features may also be addressed as part of the street improvements projects.



East Sheridan Springs Road existing pavement condition.



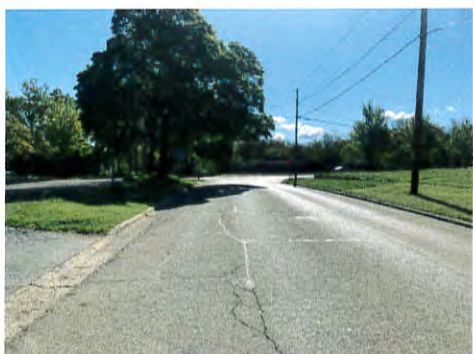
East Sheridan Springs Road curb and gutter issue at inlet.



Cook Street parking lane pavement deterioration.



Wrigley Drive sidewalk ramp crossing and concrete terrace area.



Campbell Street curb and gutter condition.



Sky Lane Drive existing pavement.

Project Considerations

East Sheridan Springs Rd.

- 1 Mill and overlay anticipated based on recent adjacent project.
- 2 Drainage may be an issue, consider inlet capacity, drainage of base and sub-base.

Cook St. and Wrigley Dr.

- 3 Pavement in parking areas is deteriorated.
- 4 ADA sidewalk accommodations should be evaluated.
- 5 Street profile adjustments could be considered to improve support and access to businesses.

Low Volume Locations

- 6 Mill and overlay anticipated on Campbell Street, Sky Lane Drive, and Spring Street.
- 7 Curb and gutter replacement should be considered on Campbell Street.

How We Work

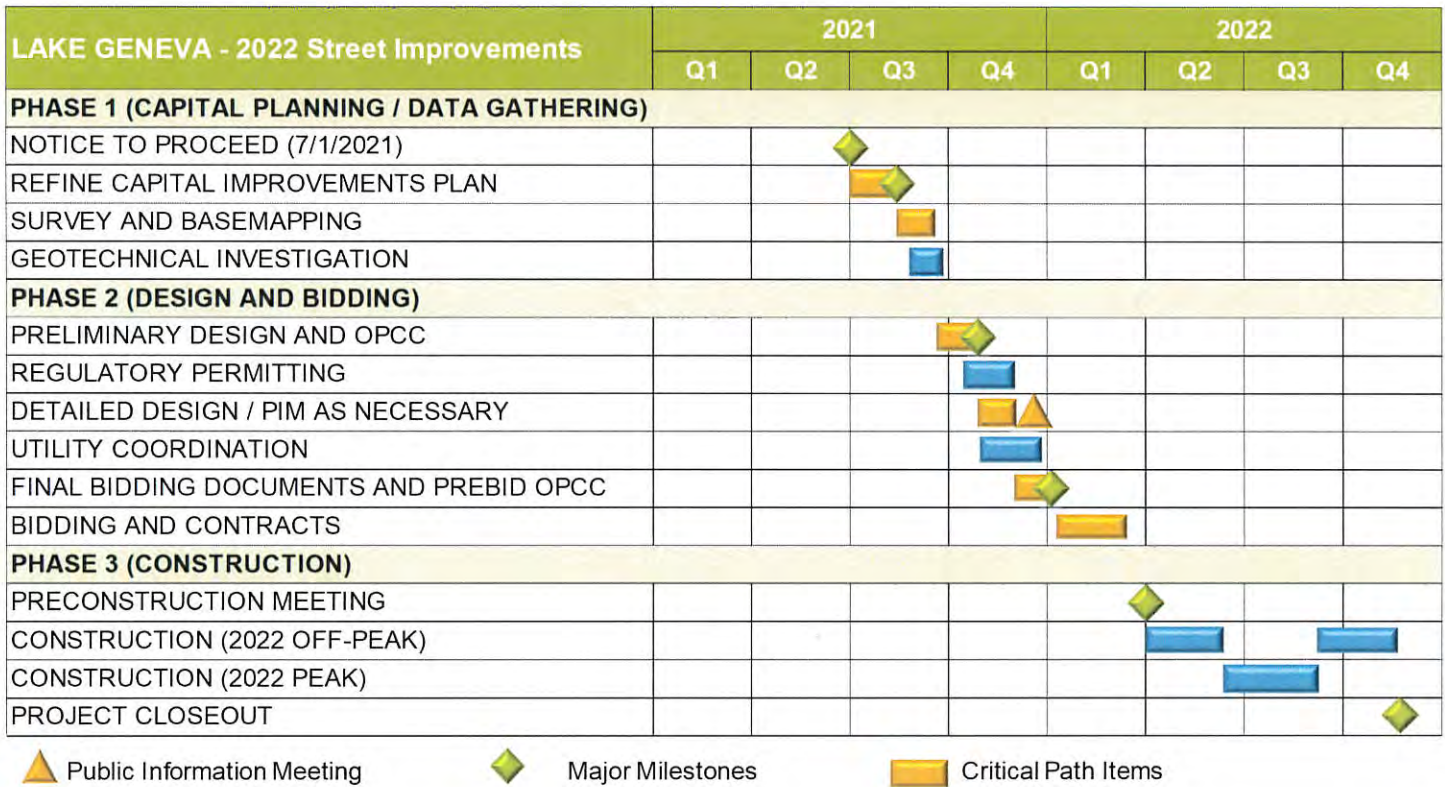
Our multi-disciplined team routinely completes municipal street projects for clients annually and has developed a strategy that has proven to deliver projects efficiently, cost effectively, and on time. Our team will begin by scoping the project with team stakeholders, including development of the design scope and the overall schedule. The **critical path of the schedule** is then used to establish objective deadlines to keep the project on track and promote completion of deliverables and related reviews. It is important to understand that by completing most of the reporting and design tasks in-house, we can maintain control of the schedule. **Ongoing communication** ranging from daily correspondence with City staff to project information meetings (if desired) will be handled effectively by our project manager and support team. A detailed plan for communicating with City staff will be developed at the beginning of the project. Not only are the schedule and communication important, but the team needs to keep the project on track financially. The internal **quality control and cost control** approach that we use is of paramount importance to **stay within the City's budget**.

After further review of the Capital Improvements Plan (CIP) and recent site visits to the current, future, and potential project corridors, our team has identified a path that focuses first and foremost on planning. We recommend development of a long-term plan with a trusted partner to spend City infrastructure dollars effectively and objectively by:

- Thinking 'big picture' about future improvements
- Evaluating life-cycle project costs for various pavement rehabilitation types
- Considering proximity of projects and potential impacts to commerce and tourism
- Identifying improvements located in similar geographic areas for inclusion in annual projects
- Coordinating with future Utility and development projects
- Planning in partnership with the Wisconsin Department of Transportation (WisDOT) for Main Street
- Assessing property owners for improvements per City policy
- Providing and improving ADA accessibility throughout the city

The task summary and schedule below were developed based on our knowledge and experience with typical municipal street projects. Following the critical path ensures that milestones are met and, ultimately, that the project is delivered on time and within budget. There is a logical progression of tasks that promotes an efficient delivery. Note that the task table is intended to highlight significant tasks, not necessarily include all tasks.

Implementation Strategy Task Summary	
Phase 1 – Capital Planning and Data Gathering • Develop prioritized ranking (based on PASER) of projects, coordinate with City Utility Projects • Develop Conceptual Design • Prepare Preliminary Opinion of Probable Construction Cost (OPCC) and Refine 2022 Projects • Review existing data, as-builts, drainage, reports, utility maps, and aerial photos • Perform detailed survey data collection (as necessary) and base mapping of the project areas • Coordinate geotechnical evaluation of subsurface conditions	Phase 2 – Design and Bidding • Preliminary Design and OPCC *Review Opportunity • Regulatory Agency Coordination and Permitting (WDNR) • Develop Detailed Design, including ADA Compliant Routes and Improved Drainage • Obtain easements as necessary • Coordinate with Utilities (Private and Public) • Final Design and OPCC *Review Opportunity • Prepare Contract Documents for Bidding • Electronic Bidding • Processing Contracts Phase 3 – Construction • Preconstruction Meeting and Progress Meetings as desired • Shop Drawing Review and Approval • Construction Observation and Communication with Owner • Pay Request Review and Approval • Record Drawings and GIS data acquisition



Note that this schedule is preliminary in nature, collaborating with City staff and stakeholders is imperative to develop a strategy that works for everyone.

Fee Proposal

Controlling project costs, including engineering and construction costs, is one of the most important aspects of project management. As such, we continuously track engineering costs for each project and include cost control measures as part of our culture. We understand that engineering fee adjustments can be difficult to justify and, therefore, we are careful to establish a fair fee up front and commit to getting the engineering project done for that fee. Timesheets are completed daily and project reports are reviewed weekly to compare engineering effort expended to the value of services accomplished in that week. Adjustments can then be made to maintain the overall project engineering budget.

We have developed a proposed scope and fee based on our understanding of the current overall 2022 street improvements project. It is understood that the CIP is somewhat fluid and adjustments may need to be made, and we are excited about the opportunity to be a part of that effort and demonstrate our responsiveness to the City's needs. The following table summarizes the anticipated scope and fee for the project. We propose a meeting to present the scope, including assumptions, in more detail.

2022 Street Improvements Estimated Consultant Fee Summary		
Tasks	Hours	Cost
Project Administration	25	\$4,200
Topographic Survey and Base Mapping	60	\$8,200
Design and Construction Documents	175	\$24,900
Regulatory Compliance and Permitting	10	\$1,600
Bidding	25	\$3,600
Construction Administration	30	\$4,300
Construction Observation	90	\$13,100
Services Total	415	\$59,900



A comparison of bid cost versus final project cost for three of our municipal clients are listed in the tables included in the Project Experience section of this proposal. All example community summaries show low change order averages well below the industry standard and many of the projects resulted in a negative change order amount. This resulted in real value for our client and allowed each to construct additional capital projects with the dollars saved on these projects.

Firm Profile

Seventy-Five Years of Service Signifies Organizational Strength and Commitment to Quality

We have been providing exceptional civil and environmental engineering services to our clients since 1946. We attribute our organizational strength to our talented engineers, effective management, and, most of all, commitment to nurturing long-term client relationships.

Our Corporate Mission states that we are dedicated to helping our clients succeed through excellence in engineering. In accordance with this mission, we are continually expanding our staff and service offerings to broaden our base of experience and knowledge so that we can provide more creative and comprehensive solutions to meet the continually evolving needs of our clients.



Corporate office in Madison, Wisconsin.

Our areas of specialization include civil and municipal engineering; stormwater management; water supply engineering; wastewater treatment and conveyance engineering; transportation engineering; electrical and heating, ventilation, and air conditioning (HVAC) engineering; building/facility engineering, architecture, and sustainable design; aviation; natural gas distribution; wetland delineation, mitigation, and restoration; ecosystem study and restoration; geographic information systems (GIS) and mapping; land development; construction observation; and financial assistance services.

To serve our national client-base effectively, we have 10 offices throughout the country, including offices in Madison and Milwaukee, Wisconsin; Columbus, Indiana; Columbus and Cincinnati, Ohio; Joliet, Illinois; Lexington and Louisville, Kentucky; Phoenix, Arizona; and Brenham, Texas.

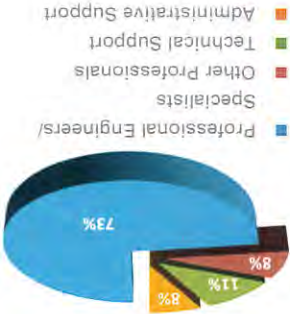
Reliable Consulting Service Has Cultivated Long-Standing Client Relationships

Our clients rely on us as a partner in addressing their engineering and science needs. We have developed and continue to maintain long-standing affiliations, many extending into several decades of service. Our service is flexible and tailored to the unique needs of each of our clients. For some, we serve as appointed engineers and are active committee members; for others, we serve as specialty consultants to their in-house staff on an as-needed basis. We understand the value our clients place on consistency of personnel and continuity in project development. Accordingly, we expend every effort to make sure that the team initially chosen is involved with a project from beginning to end.

Dedicated, Results-Oriented Staff Yields High Level of Service to Clients

Clients find reassurance in the fact that each of our engineers is supported by the expertise of a multidisciplinary engineering firm. This approach enables use of all our firm's resources while maintaining the personal involvement associated with a single point of contact; a person who has been trained to assist through plan development, design, and implementation.

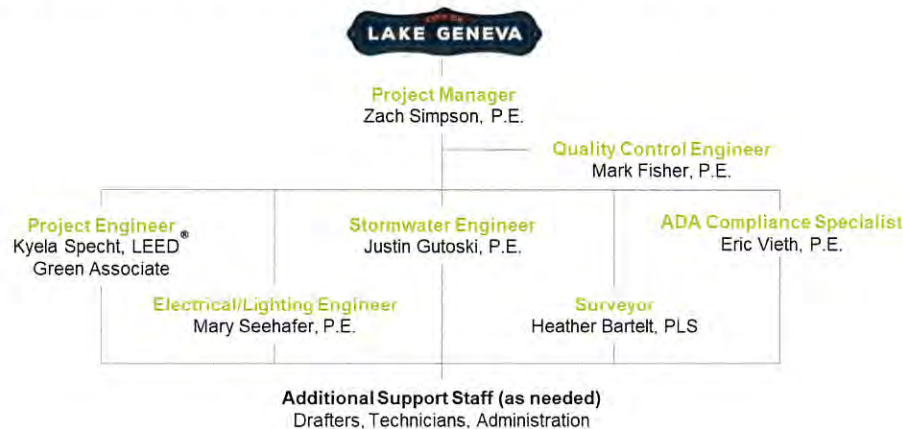
Our expert staff of 465 employees embody the academic backgrounds and experience of all disciplines normally necessary to complete a project successfully. More than 60 colleges and universities are represented on our staff. Our engineers average more than 12 years of experience and the majority are licensed or have advanced degrees. We are managed by our active engineering staff.



Project Team

Team with Extensive Experience Results in a Trusted Deliverable

We have a team of professionals with the requisite skill sets to make the City's street improvement project a success. Our team is built on significant experience to complete projects cost effectively. As an organization, we have the highest commitment to our clients and, therefore, will provide the resources necessary to make sure the City's goals for this project are successfully met. Brief summaries of each key team member are provided on the following pages. Resumes are included in the *Appendix*.



Project Manager

Zachary R. Simpson, P.E., has 15 years of practical experience in municipal and transportation engineering and will serve as our team's Project Manager, responsible to the City for management, administration, and day-to-day technical progress of this project. Throughout his career, Zach has focused on serving municipal clients with a wide variety of infrastructure needs. Zach's specialty is completing projects in challenging locations, often in complex urban environments or where a balance of impacts and regulatory requirements generate the need for creative solutions. Zach is well-versed in urban street and utility design, regulatory permitting, construction administration, and construction-related activities. His experience and attention to detail with both design and construction issues provides a crucial resource for the communities and clients he serves.



Quality Control Engineer

Mark A. Fisher, P.E., Senior Associate, has 30 years of experience in the municipal engineering field and will serve as the Quality Control Engineer for our team. Mark will also provide leadership to assure that this project meets all City and agency requirements. Throughout his career, Mark has focused on serving municipal clients with a wide variety of infrastructure needs on both an on-call as well as an individual project basis. This has included projects ranging from street reconstructions to utility replacements in congested urban areas. As a result, he is an outstanding technical resource for our staff. Mark has completed dozens of street reconstruction projects in the various communities that he serves and is a valuable member of our team.



Project Engineer

Kyela R. Specht, LEED® Green Associate, has 5 years of municipal engineering experience. Her experience includes design of water mains, sanitary mains, force mains, storm sewer, and roadway reconstruction for local communities; utility reconstruction within Wisconsin Department of Transportation (WisDOT) projects; and design of multi-use paths for local communities. Kyela has field experience with local communities, as well as a part of WisDOT projects, where she provided Resident Project Representative (RPR) services, including construction observation and coordination, quantity documentation, and project permit application, and opinion of probable cost preparation.



Stormwater Engineer

Justin J. Gutoski, P.E., has 13 years of stormwater and municipal engineering experience, including project management, plan development and review, survey, roadway rehabilitation, construction observation, utility design, stormwater management, and sustainable design experience. Justin specializes in various aspects of stormwater management, including hydrologic/hydraulic modeling and design. Justin has also provided in-depth analysis and design of recommended BMPs, including stormwater conveyance systems, stormwater ponds, and construction erosion control layouts and designs. Justin has designed storm sewer and stormwater management improvements on many urban projects.





Eric D. Vieh, P.E., ADA Compliance Specialist has been involved in urban streetscapes, roadway design, parking lot design, drainage design, and site development projects for the last 17 years. Eric has led projects requiring coordination with local, state, and regional ADA authorities to confirm accessible route and facility compliance for many of our clients. Eric's projects have included the development of ADA transition plans and design of ADA compliant curb ramps, sidewalks, parking lots, on-street parking, loading zones, pedestrian malls, plazas, overlooks, landscape nodes, and pedestrian/bicycle trail networks for municipalities in Wisconsin, Kentucky, and Iowa.



Mary E. Seehafer, P.E., Electrical/Lighting Engineer has been with our firm for 8 years and has extensive experience in electrical design. Mary has experience with interior and exterior lighting design, as well as photometric analysis for industrial and roadway applications. Mary has designed roadway electrical and lighting systems for municipal parks, trails, and roadways as well as state and interstate highways. Mary's experience will prove to be an asset to our street design project team if lighting or electrical improvements are desired.



Heather S. Bartelt, PLS, Surveyor is a licensed Professional Land Surveyor in Wisconsin. Heather serves as our firm's Lead Survey Crew Chief and Computer-Aided Drafting (CAD) Standards Specialist and has been with our firm for 21 years. She has extensive experience in municipal and Wisconsin Department of Transportation (DOT) roadway design project development and has led numerous survey, easement, and plat preparation efforts. Heather's experience includes the use of HDS (High Definition Surveying 3D laser scanning), Global Positioning Systems (GPS), and Total Stations. Heather will bring her expertise in both surveying and right-of-way plat preparation to this project, providing efficiency and accuracy.

Project Experience

A Successful Record of Low Change Orders on Similar Projects Provides Added Value to the City

Many of our clients rely on us as a partner in addressing their municipal engineering and planning needs. We have developed and continue to maintain various long-standing affiliations with communities, many extending into several decades of service. Our service is flexible and tailored to the specific needs of each of our clients. The relationships we have developed with our Wisconsin municipal clients shows that we endeavor to be not only a consultant, but also a community partner, willing and ready to assist on a wide range of associated issues. It is this type of partnership that enables us to do what we do best: *high quality, thorough engineering*. We have worked with many of our client for years and have provided engineering services on countless street reconstruction projects, demonstrating our experience with projects that are very similar to Lake Geneva's project. Projects in these communities have addressed basic engineering needs by maintaining reliable infrastructure, upgrading aging utility infrastructure, reconstructing deteriorating roadways, and addressing other water and wastewater needs. The following describes several similar projects, highlighting our capability to successfully complete this project for the City.

City of Stoughton, WI

We have been providing comprehensive engineering services to the City of Stoughton and Stoughton Utilities since the 1970s. We have coordinated projects between public works and utilities. From a street improvements project perspective, we have assisted with projects of all shapes and sizes, including mill and overlay projects, pulverization projects, rural to urban conversions, and full reconstruction of complex urban corridors providing services from the planning phase through project close out. The City utilizes special assessments, something we have assisted with as well. The following is a summary of recent projects for the City, along with description of one of the projects.

City of Stoughton, Wisconsin	Year	Bid Cost	Final Construction Cost	% Difference Between Final Construction Cost and Bid Cost
Prospect Street Reconstruction	2020	\$1,499,298	\$1,454,654	-3.0%
Monroe Street / Lowell Street Reconstruction	2019	\$3,017,395	\$3,006,177	-0.4%
Vernon Street Reconstruction	2018	\$1,756,948	\$1,659,089	-5.8%
Academy Street Reconstruction	2018	\$729,845	\$667,336	-9.3%
2017 Street Reconstruction	2017	\$1,822,130	\$1,982,453	8.7%
Van Buren Street Reconstruction	2016	\$889,627	\$859,556	-3.4%
Total		\$9,718,243	\$9,629,265	(-0.9%)

Monroe Street and Lowell Street Reconstruction

We provided comprehensive engineering services to the City of Stoughton for reconstruction of approximately 3,700 linear feet of street and utility infrastructure on Monroe Street, Lowell Street, and Patterson Street. One of the primary elements of the project involved re-routing of sanitary sewers to eliminate rear yard sanitary sewers that crossed beneath existing buildings. The City had an opportunity to re-route the sanitary sewers, including a relatively deep crossing of Main Street/US 51 prior to WisDOT's planned reconstruction of US 51 in 2020.

Key Personnel Involved:
Mark Fisher – *Project Manager*

Reference:
Rodney Scheel Director of Planning and Development
(608) 873-6619

A well-thought-out construction staging plan was prepared to minimize closure/detour of Main Street and related business impacts during the crossing. The project included complete replacement of water distribution and storm sewer facilities, most of which were installed in the 1930s. Complete street reconstruction was also included.

Several areas within the project corridor were without a complete sidewalk system. It can be challenging to design and construct sidewalks in a fully developed neighborhood that has never had sidewalks. The process began with gaining support from public officials for the installation of sidewalk, followed by open house meetings to discuss the sidewalk installation with residents. Several in-person meetings were held with property owners that had unique situations, and design modifications were made to mitigate impacts. For example, narrower terraces were used to address separation from existing homes located close to the right of way and to avoid the need for private tree removal and construction of retaining walls. To enhance pedestrian safety in the corridor, the project also included two pedestrian refuge islands on Monroe Street.



Existing deteriorated pavement and driveway apron.



Finished project looking south along Monroe Street – new ADA compliant ramps.



Pedestrian refuge island at ADA compliant crossing.

City of Whitewater, WI

Our firm has been serving the City of Whitewater since 1992, providing multidisciplinary planning, design, and construction services for projects of all types. Staff identified within this proposal have been integral in developing a strategic capital plan utilizing various funding mechanisms. Street improvements projects have ranged from asphalt paving rehabilitation to complex downtown reconstruction with concrete pavement and streetscaping. In recent years, the City has focused on improvements to the east side of the city, coordinating the elimination of several lift stations with both municipal street improvements and WisDOT delivered projects. The table below identifies recent municipal projects, followed by a detailed project description.

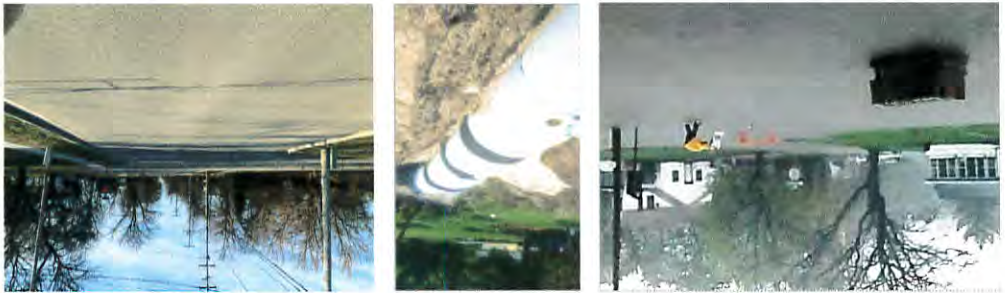
City of Whitewater, Wisconsin	Year	Bid Cost	Final Construction Cost	% Difference Between Final Construction Cost and Bid Cost
Dann / Esterly Street Reconstruction	2018	\$1,015,937	\$958,563	-5.6%
Ann Street / Franklin Street Reconstruction	2018	\$2,479,715	\$2,394,461	-3.5%
George Street Reconstruction	2016	\$1,419,644	\$1,179,785	-16.9%
Center Street Reconstruction	2016	\$1,489,417	\$1,502,312	0.9%
Total		\$9,718,243	\$9,629,265	(-5.8%)



Franklin Street and Ann Street Reconstruction

The City retained our firm to identify deficiencies in the drainage system of Basin 16. Recommended improvements, the primary goal of which was to address flooding on Franklin Street, were included in the City's Capital Improvements Plan. While the original intent was to upgrade stormwater conveyance capacity, the project evolved into a complete reconstruction of utilities and street infrastructure. This decision was made based on the age and condition of the existing infrastructure, as well as significant utility conflicts associated with the larger HERCP storm sewer. The project consisted of approximately 2,200 LF of complete street and utility reconstruction, including more than 2,000 LF of storm sewer ranging in size up to 43- by 68-inch horizontal elliptical reinforced concrete pipe (HERCP). The project included a DNR Urban Non-Point Source grant-funded stormwater detention basin.

Key Personnel Involved:
Mark Fisher – Project Manager
Zach Simpson – Project Engineer
Reference:
Brand Marquardt
Director of Public Works
(262) 473-0140



Pre-construction Franklin Street flooding. At left, upsized elliptical storm sewer to mitigate flooding. At right, finished street improvements.

Challenging aspects included the placement of utilities under an existing railroad in an area of shallow bedrock, as well as handling extensive contaminated soil in the project area. Our services for the project included preparation of a stormwater model, survey, design, easement acquisition, permit preparation, funding agency coordination, railroad coordination, bid development, construction staking, construction observation, and contract administration. The Franklin Street and Ann Street Reconstruction project was completed in 2018 at a cost of approximately \$2.48 million. The project was funded jointly using City funds, the Community Development Block Grant (CDBG) program, and the WDNR stormwater grant program.

City of Monona, WI

We have been serving the City of Monona for more than 20 years, providing multi-disciplinary services, including municipal, stormwater, water distribution, and transportation design. Our street improvements experience with the City ranges from assisting with the annual paving and maintenance projects to WisDOT local program delivery, including multiple phases of the award-winning Monona Drive project. The table below includes recent street reconstruction projects for which we have provided planning, design, and construction phase, followed by description of one particular project.

City of Monona, Wisconsin	Year	Bid Cost	Final Construction Cost	% Difference Between Final Construction Cost and Bid Cost
McKenna Road Improvements	2020	\$1,063,766	\$1,035,273	-2.7%
Bridge Road Improvements	2019	\$2,339,750	\$2,482,309	6.1%
Riverfront Public Improvements	2018	\$3,451,820	\$3,130,571	-9.3%
2017 Road Improvements	2017	\$1,915,654	\$1,765,596	-7.8%
Total		\$8,770,990.00	\$8,413,748.42	-4.1%

Bridge Road Improvements

We recently provided design services to the City of Monona for the reconstruction of Bridge Road, including the rehabilitation of an existing bridge over the Yahara River. The existing bridge has a deteriorated concrete overlay and cracks and spalls are apparent throughout the concrete sidewalks and parapets. The existing pedestrian access does not allow for smooth transitions on either side of the bridge. Bridge Road has a 2035 ADT of 14,500 vehicles per day, a posted speed limit of 25 mph, and is used heavily by pedestrian traffic. Rehabilitation work on the existing bridge will include removing the existing concrete overlay, placing a new concrete overlay, replacing the concrete parapets, and replacing/widening the sidewalks. These improvements will extend the service life of the bridge and allow for safer pedestrian traffic over the bridge.

Key Personnel Involved:
Zach Simpson – Project Manager
Reference:
Dan Stephany
Director of Public Works
(608) 222-2525

Because of the high number of vehicles per day and pedestrian traffic, the bridge could not be completely closed during construction. We developed a staging plan that had all rehabilitation work completed while providing vehicle and pedestrian access during the construction period. The Yahara River is heavily used by boat traffic as it connects Lakes Mendota and Monona. Coordination with the WDNR was required to develop the boat traffic control plans that allowed for safe passage of boats during construction.



Existing bridge in need of rehabilitation.



Finished project with pedestrian refuge island and ADA compliant sidewalk improvements.

Summary

In summary, the value that we provide to our clients is a direct reflection of our comprehensive approach and talented staff. The examples provided in this proposal represent just a few of our clients; we serve many more that have similar longevity. The outcomes and consistency are a true testament to our attention to detail and cost control, which our clients rely on to make sure their projects are strategically delivered on schedule and under budget. We appreciate the opportunity and look forward to future discussions with the City of Lake Geneva.

MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Tom Earle
From: Emma Connell
CC: Neil Waswo, Mike Timmers, Gregory Governatori
Date: May 4, 2021
Re: Pay Request #1 for 2021 Lake Geneva Street Program

A review of the Request for **Payment No. 1** from **Wolf Paving Co., Inc.** for the **2021 Lake Geneva Street Program** construction contract has been completed.

Tom, could you please review this pay request and forward it to City Hall, if you approve.

Payment in the amount of **\$150,963.03** for this payment request has been recommended for approval by the Construction Manager on site.

The Contractor's documents are enclosed for the City's approval.

Payment amounts are broken up as follows:

	<u>New Invoice Amount</u>	<u>Previously Invoiced</u>	<u>Total</u>
Invoiced	\$158,908.45	\$ 0.00	\$158,908.45
Retainage (5%, until 50% complete)	(\$ 7,945.42)	(\$ 0.00)	(\$ 7,945.42)
Total Approved for Payment	\$150,963.03	\$ 0.00	\$150,963.03

Contract Base Bid, based on plan quantities: \$648,631.82

Please feel free to contact me if you have any questions.

Please send Payment to:

Wolf Paving Co., Inc.
Attn: Jay Trepanier
612 N. Sawyer Road
Oconomowoc, WI 53066

MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Tom Earle
From: Emma Connell
CC: Neil Waswo, Mike Timmers, Gregory Governatori
Date: June 8th, 2021
Re: Pay Request #2 for 2021 Lake Geneva Street Program

A review of the Request for **Payment No. 2** from **Wolf Paving Co., Inc.** for the **2021 Lake Geneva Street Program** construction contract has been completed.

Tom, could you please review this pay request and forward it to City Hall, if you approve.

Payment in the amount of **\$357,733.08** for this payment request has been recommended for approval by the Construction Manager on site.

The Contractor's documents are enclosed for the City's approval.

Payment amounts are broken up as follows:

	<u>New Invoice Amount</u>	<u>Previously Invoiced</u>	<u>Total</u>
Invoiced	\$366,003.46	\$158,908.45	\$524,911.91
Retainage (5%, until 50% complete)	(\$ 8,270.38)	(\$ 7,945.42)	(\$16,215.80)
Total Approved for Payment	\$357,733.08	\$150,963.03	\$508,696.11

Contract Base Bid, based on plan quantities: \$648,631.82

Please feel free to contact me if you have any questions.

Please send Payment to:

Wolf Paving Co., Inc.
Attn: Jay Trepanier
612 N. Sawyer Road
Oconomowoc, WI 53066



Lake Geneva 2021 Street Program - General Bid Tab

City of Lake Geneva, Walworth County, Wisconsin - Bid Opening 2/18/2021, 10am

BASE BID - EDWARDS BLVD											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
201.0110	Clearing	SY	116	\$ 18.00	\$ 2,088.00					0.00	\$ -
201.0120	Clearing (Tree Removal Two Each)	ID	39	\$ 20.00	\$ 780.00					0.00	\$ -
201.0210	Grubbing	SY	116	\$ 2.00	\$ 232.00					0.00	\$ -
201.0220	Grubbing (Tree Removal Two Each)	ID	39	\$ 2.00	\$ 78.00					0.00	\$ -
204.0100	Removing Pavement (Asphalt)	SY	102	\$ 19.00	\$ 1,938.00					0.00	\$ -
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2") (Edwards Blvd)	SY	21484	\$ 1.74	\$ 37,382.16		21,772.85			21,772.85	\$ 37,884.76
204.0120	Removing Asphaltic Surface Milling (Depth 3") (Alleys)	SY	1000	\$ 4.15	\$ 4,150.00					0.00	\$ -
204.0150	Removing Curb & Gutter (includes sawcuts into lane)	LF	1000	\$ 12.00	\$ 12,000.00	1,000.00				1,000.00	\$ 12,000.00
204.0155	Remove Concrete Sidewalk	SY	62	\$ 36.00	\$ 2,232.00	49.50				49.50	\$ 1,782.00
205.0100	Excavation Common	CY	650	\$ 25.00	\$ 16,250.00	350.00	333.00			683.00	\$ 17,075.00
205.0100.1	Excavation-EBS-Undistributed	CY	175	\$ 30.00	\$ 5,250.00					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	756	\$ 20.00	\$ 15,120.00	690.81				690.81	\$ 13,816.20
311.0110	Breaker Run-Undistributed (Alleys)	TON	133	\$ 25.00	\$ 3,325.00					0.00	\$ -
416.0180	Concrete Driveway 8-Inch	SY	102	\$ 67.50	\$ 6,885.00	102.00				102.00	\$ 6,885.00
460.5224.01	HMA Pavement Type 4 LT 58-28 S (460.6223), Item also includes asphaltic material PG 58-28 (455.0220) and asphaltic material for tack coat (455.0605). (2" Overlay on Bike Path)	TON	516	\$ 74.00	\$ 38,184.00		588.03			588.03	\$ 43,514.22
460.5224.02	HMA Pavement Type 4 LT 58-28 S (460.6223), Item also includes asphaltic material PG 58-28 (455.0220) and asphaltic material for tack coat (455.0605). (Alleys)	TON	173	\$ 83.93	\$ 14,519.89					0.00	\$ -
460.6224	HMA Pavement Type 4 MT 58-28 S (460.6223), Item also includes asphaltic material PG 58-28 (455.0220) and asphaltic material for tack coat (455.0605). (Edwards Blvd)	TON	2471	\$ 63.00	\$ 155,673.00		3,074.23			3,074.23	\$ 193,676.49
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1000	\$ 32.00	\$ 32,000.00	1,000.00				1,000.00	\$ 32,000.00
602.0405	Concrete Sidewalk 4-Inch	SF	18367	\$ 3.75	\$ 68,876.25	18,367.00				18,367.00	\$ 68,876.25
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	230	\$ 30.00	\$ 6,900.00	283.70				283.70	\$ 8,511.00
611.8110	Adjusting Manhole Covers	EACH	16	\$ 735.00	\$ 11,760.00					0.00	\$ -
628.7020	Inlet Protection Type D	EACH	42	\$ 98.00	\$ 4,116.00	60.00				60.00	\$ 5,880.00
646.1020.01	Marking Line Epoxy 4-Inch (White)	LF	4572	\$ 0.48	\$ 2,194.56		3,781.00			3,781.00	\$ 1,814.88
646.1020.02	Marking Line Epoxy 4-Inch (Yellow)	LF	33782	\$ 0.48	\$ 16,215.36		12,104.00			12,104.00	\$ 5,809.92
646.3020.01	Marking Line Epoxy 8-Inch (White)	LF	1281	\$ 0.75	\$ 960.75		1,392.20			1,392.20	\$ 1,044.15
646.3020.02	Marking Line Epoxy 8-Inch Diagonal (Yellow)	LF	1000	\$ 10.25	\$ 10,250.00		899.00			899.00	\$ 9,214.75
646.5020.02	Epoxy Arrow (left)	EACH	9	\$ 280.00	\$ 2,520.00		10.00			10.00	\$ 2,800.00
646.5020.03	Epoxy Arrow (right)	EACH	10	\$ 280.00	\$ 2,800.00		10.00			10.00	\$ 2,800.00
646.5120	Marking Word Epoxy "ONLY"	EACH	17	\$ 325.00	\$ 5,525.00		17.00			17.00	\$ 5,525.00
646.6120	Marking Stop Line Epoxy 18-inch	LF	19	\$ 16.25	\$ 308.75		18.00			18.00	\$ 292.50
646.7420	Marking Crosswalk Epoxy 6-inch	LF	945	\$ 8.50	\$ 8,032.50		733.00			733.00	\$ 6,230.50
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$ 155.00	\$ 155.00					0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 9,200.00	\$ 9,200.00					0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140) and Erosion Control Matting (Class I Type A)	SY	5100	\$ 5.35	\$ 27,285.00		8,205.40			8,205.40	\$ 43,898.89
BASE BID SUBTOTAL				\$525,186.22		Subtotal, Base Bid - Paid to Date				\$ 521,331.51	
Subtotal \$ per Estimate - Base Bid						\$ 158,500.45	\$ 362,831.06	\$ -	\$ -		

ADDITIONAL BID - SNAKE ROAD											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
201.0110	Clearing	SY	1020	\$ 4.00	\$ 4,080.00		793.10			793.10	\$ 3,172.40
201.0210	Grubbing	SY	1020	\$ 2.00	\$ 2,040.00					0.00	\$ -
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	2000	\$ 2.18	\$ 4,360.00					0.00	\$ -
204.0150	Removing Curb & Gutter	LF	10	\$ 9.80	\$ 98.00					0.00	\$ -
205.0100	Excavation Common	CY	75	\$ 29.60	\$ 2,220.00					0.00	\$ -
305.0115	Base Aggregate Dense 3/4-Inch	TON	35	\$ 45.70	\$ 1,599.50					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	90	\$ 27.15	\$ 2,443.50					0.00	\$ -
311.0110	Breaker Run-Undistributed	TON	290	\$ 29.85	\$ 8,656.50					0.00	\$ -
416.1010	Concrete Surface Drains	CY	2	\$ 1,200.00	\$ 2,400.00					0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S (460.6223), Item also includes asphaltic mater	TON	240	\$ 73.54	\$ 17,649.60					0.00	\$ -
465.0315	Asphaltic Flumes	SY	6	\$ 310.00	\$ 1,860.00					0.00	\$ -
522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1	\$ 920.00	\$ 920.00					0.00	\$ -
522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1	\$ 975.00	\$ 975.00					0.00	\$ -
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	560	\$ 23.30	\$ 13,048.00					0.00	\$ -
606.0200	Medium Riprap	CY	2	\$ 120.00	\$ 240.00					0.00	\$ -
608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	505	\$ 65.90	\$ 33,279.50					0.00	\$ -
608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	70	\$ 72.20	\$ 5,054.00					0.00	\$ -
611.0600	Inlet Covers Type A: R-3067-L	EACH	3	\$ 545.00	\$ 1,635.00					0.00	\$ -
611.0624	Inlet Covers Type H: R-3067-L	EACH	3	\$ 545.00	\$ 1,635.00					0.00	\$ -
611.1230	Catch Basins 2x3-FT	EACH	3	\$ 1,695.00	\$ 5,085.00					0.00	\$ -
611.3003	Inlets 3-FT Diameter	EACH	3	\$ 1,425.00	\$ 4,275.00					0.00	\$ -
611.8110	Adjusting Manhole Covers - Sanitary	EACH	1	\$ 735.00	\$ 735.00					0.00	\$ -
628.1504	Silt Fence	LF	100	\$ 3.00	\$ 300.00	136.00				136.00	\$ 408.00
628.2004	Erosion Mat Class I Type B	SY	1020	\$ 1.20	\$ 1,224.00					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	6	\$ 60.00	\$ 360.00					0.00	\$ -
645.0120	Geotextile Type HR	SY	5	\$ 8.00	\$ 40.00					0.00	\$ -
645.0220	Geogrid Type SR	SY	400	\$ 5.00	\$ 2,000.00					0.00	\$ -
690.0150	Sawing Asphalt	LF	800	\$ 1.25	\$ 1,000.00					0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.020	SY	1020	\$ 4.15	\$ 4,233.00					0.00	\$ -
ADDITIONAL BID SUBTOTAL				\$123,445.60		Subtotal, Additional Bid - Paid to Date				\$3,580.40	
Subtotal \$ per Estimate - Base Bid						\$ 408.00	\$ 3,172.40	\$ -	\$ -		
Subtotal \$ Paid per Estimate						\$ 158,908.45	\$ 366,003.46	\$ -	\$ -		
Retainage Held per Estimate						\$ (7,945.42)	\$ (8,270.38)				
Total Paid per Estimate						\$ 150,963.03	\$ 357,733.08	\$ -	\$ -		
TOTAL BASE BID + ALL ADD'L BIDS:				\$648,631.82		TOTAL - Paid to Date				\$ 524,911.91	
						Less Retainage Held				\$ (16,215.80)	
TOTAL BASE BID + ALL ADD'L BIDS - Paid to Date, Less Retainage										\$ 508,696.11	

MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Tom Earle
From: Emma Connell
CC: Neil Waswo, Mike Timmers, Gregory Governatori
Date: June 8th, 2021
Re: Pay Request #2 for 2021 Lake Geneva Street Program

A review of the Request for **Payment No. 2** from **Wolf Paving Co., Inc.** for the **2021 Lake Geneva Street Program** construction contract has been completed.

Tom, could you please review this pay request and forward it to City Hall, if you approve.

Payment in the amount of **\$357,733.08** for this payment request has been recommended for approval by the Construction Manager on site.

The Contractor's documents are enclosed for the City's approval.

Payment amounts are broken up as follows:

	<u>New Invoice Amount</u>	<u>Previously Invoiced</u>	<u>Total</u>
Invoiced	\$366,003.46	\$158,908.45	\$524,911.91
Retainage (5%, until 50% complete)	(\$ 8,270.38)	(\$ 7,945.42)	(\$16,215.80)
Total Approved for Payment	\$357,733.08	\$150,963.03	\$508,696.11

Contract Base Bid, based on plan quantities: \$648,631.82

Please feel free to contact me if you have any questions.

Please send Payment to:

Wolf Paving Co., Inc.
Attn: Jay Trepanier
612 N. Sawyer Road
Oconomowoc, WI 53066



Lake Geneva 2021 Street Program - General Bid Tab

City of Lake Geneva, Walworth County, Wisconsin - Bid Opening 2/18/2021, 10am

BASE BID - EDWARDS BLVD											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
201.0110	Clearing	SY	116	\$ 18.00	\$ 2,088.00					0.00	\$ -
201.0120	Clearing (Tree Removal Two Each)	ID	39	\$ 20.00	\$ 780.00					0.00	\$ -
201.0210	Grubbing	SY	116	\$ 2.00	\$ 232.00					0.00	\$ -
201.0220	Grubbing (Tree Removal Two Each)	ID	39	\$ 2.00	\$ 78.00					0.00	\$ -
204.0100	Removing Pavement (Asphalt)	SY	102	\$ 19.00	\$ 1,938.00					0.00	\$ -
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2") (Edwards Blvd)	SY	21484	\$ 1.74	\$ 37,382.16		21,772.85			21,772.85	\$ 37,884.76
204.0120	Removing Asphaltic Surface Milling (Depth 3") (Alleys)	SY	1000	\$ 4.15	\$ 4,150.00					0.00	\$ -
204.0150	Removing Curb & Gutter (includes sawcuts into lane)	LF	1000	\$ 12.00	\$ 12,000.00	1,000.00				1,000.00	\$ 12,000.00
204.0155	Remove Concrete Sidewalk	SY	62	\$ 36.00	\$ 2,232.00	49.50				49.50	\$ 1,782.00
205.0100	Excavation Common	CY	650	\$ 25.00	\$ 16,250.00	350.00	333.00			683.00	\$ 17,075.00
205.0100.1	Excavation-EBS-Undistributed	CY	175	\$ 30.00	\$ 5,250.00					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	756	\$ 20.00	\$ 15,120.00	690.81				690.81	\$ 13,816.20
311.0110	Breaker Run-Undistributed (Alleys)	TON	133	\$ 25.00	\$ 3,325.00					0.00	\$ -
416.0180	Concrete Driveway 8-Inch	SY	102	\$ 67.50	\$ 6,885.00	102.00				102.00	\$ 6,885.00
460.5224.01	HMA Pavement Type 4 LT 58-28 S (460.6223), Item also includes asphaltic material PG 58-28 (455.0220) and asphaltic material for tack coat (455.0605). (2" Overlay on Bike Path)	TON	516	\$ 74.00	\$ 38,184.00		588.03			588.03	\$ 43,514.22
460.5224.02	HMA Pavement Type 4 LT 58-28 S (460.6223), Item also includes asphaltic material PG 58-28 (455.0220) and asphaltic material for tack coat (455.0605). (Alleys)	TON	173	\$ 83.93	\$ 14,519.89					0.00	\$ -
460.6224	HMA Pavement Type 4 MT 58-28 S (460.6223), Item also includes asphaltic material PG 58-28 (455.0220) and asphaltic material for tack coat (455.0605). (Edwards Blvd)	TON	2471	\$ 63.00	\$ 155,673.00		3,074.23			3,074.23	\$ 193,676.49
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1000	\$ 32.00	\$ 32,000.00	1,000.00				1,000.00	\$ 32,000.00
602.0405	Concrete Sidewalk 4-Inch	SF	18367	\$ 3.75	\$ 68,876.25	18,367.00				18,367.00	\$ 68,876.25
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	230	\$ 30.00	\$ 6,900.00	283.70				283.70	\$ 8,511.00
611.8110	Adjusting Manhole Covers	EACH	16	\$ 735.00	\$ 11,760.00					0.00	\$ -
628.7020	Inlet Protection Type D	EACH	42	\$ 98.00	\$ 4,116.00	60.00				60.00	\$ 5,880.00
646.1020.01	Marking Line Epoxy 4-Inch (White)	LF	4572	\$ 0.48	\$ 2,194.56		3,781.00			3,781.00	\$ 1,814.88
646.1020.02	Marking Line Epoxy 4-Inch (Yellow)	LF	33782	\$ 0.48	\$ 16,215.36		12,104.00			12,104.00	\$ 5,809.92
646.3020.01	Marking Line Epoxy 8-Inch (White)	LF	1281	\$ 0.75	\$ 960.75		1,392.20			1,392.20	\$ 1,044.15
646.3020.02	Marking Line Epoxy 8-Inch Diagonal (Yellow)	LF	1000	\$ 10.25	\$ 10,250.00		899.00			899.00	\$ 9,214.75
646.5020.02	Epoxy Arrow (left)	EACH	9	\$ 280.00	\$ 2,520.00		10.00			10.00	\$ 2,800.00
646.5020.03	Epoxy Arrow (right)	EACH	10	\$ 280.00	\$ 2,800.00		10.00			10.00	\$ 2,800.00
646.5120	Marking Word Epoxy "ONLY"	EACH	17	\$ 325.00	\$ 5,525.00		17.00			17.00	\$ 5,525.00
646.6120	Marking Stop Line Epoxy 18-inch	LF	19	\$ 16.25	\$ 308.75		18.00			18.00	\$ 292.50
646.7420	Marking Crosswalk Epoxy 6-inch	LF	945	\$ 8.50	\$ 8,032.50		733.00			733.00	\$ 6,230.50
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$ 155.00	\$ 155.00					0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 9,200.00	\$ 9,200.00					0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140) and Erosion Control Matting (Class I Type A)	SY	5100	\$ 5.35	\$ 27,285.00		8,205.40			8,205.40	\$ 43,898.89
BASE BID SUBTOTAL					\$525,186.22	Subtotal, Base Bid - Paid to Date				\$ 521,331.51	
Subtotal \$ per Estimate - Base Bid						\$ 158,500.45	\$ 362,831.06	\$ -	\$ -		

ADDITIONAL BID - SNAKE ROAD											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
201.0110	Clearing	SY	1020	\$ 4.00	\$ 4,080.00		793.10			793.10	\$ 3,172.40
201.0210	Grubbing	SY	1020	\$ 2.00	\$ 2,040.00					0.00	\$ -
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	2000	\$ 2.18	\$ 4,360.00					0.00	\$ -
204.0150	Removing Curb & Gutter	LF	10	\$ 9.80	\$ 98.00					0.00	\$ -
205.0100	Excavation Common	CY	75	\$ 29.60	\$ 2,220.00					0.00	\$ -
305.0115	Base Aggregate Dense 3/4-Inch	TON	35	\$ 45.70	\$ 1,599.50					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	90	\$ 27.15	\$ 2,443.50					0.00	\$ -
311.0110	Breaker Run-Undistributed	TON	290	\$ 29.85	\$ 8,656.50					0.00	\$ -
416.1010	Concrete Surface Drains	CY	2	\$ 1,200.00	\$ 2,400.00					0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S (460.6223), Item also includes asphaltic mater	TON	240	\$ 73.54	\$ 17,649.60					0.00	\$ -
465.0315	Asphaltic Flumes	SY	6	\$ 310.00	\$ 1,860.00					0.00	\$ -
522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1	\$ 920.00	\$ 920.00					0.00	\$ -
522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1	\$ 975.00	\$ 975.00					0.00	\$ -
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	560	\$ 23.30	\$ 13,048.00					0.00	\$ -
606.0200	Medium Riprap	CY	2	\$ 120.00	\$ 240.00					0.00	\$ -
608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	505	\$ 65.90	\$ 33,279.50					0.00	\$ -
608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	70	\$ 72.20	\$ 5,054.00					0.00	\$ -
611.0600	Inlet Covers Type A: R-3067-L	EACH	3	\$ 545.00	\$ 1,635.00					0.00	\$ -
611.0624	Inlet Covers Type H: R-3067-L	EACH	3	\$ 545.00	\$ 1,635.00					0.00	\$ -
611.1230	Catch Basins 2x3-FT	EACH	3	\$ 1,695.00	\$ 5,085.00					0.00	\$ -
611.3003	Inlets 3-FT Diameter	EACH	3	\$ 1,425.00	\$ 4,275.00					0.00	\$ -
611.8110	Adjusting Manhole Covers - Sanitary	EACH	1	\$ 735.00	\$ 735.00					0.00	\$ -
628.1504	Silt Fence	LF	100	\$ 3.00	\$ 300.00	136.00				136.00	\$ 408.00
628.2004	Erosion Mat Class I Type B	SY	1020	\$ 1.20	\$ 1,224.00					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	6	\$ 60.00	\$ 360.00					0.00	\$ -
645.0120	Geotextile Type HR	SY	5	\$ 8.00	\$ 40.00					0.00	\$ -
645.0220	Geogrid Type SR	SY	400	\$ 5.00	\$ 2,000.00					0.00	\$ -
690.0150	Sawing Asphalt	LF	800	\$ 1.25	\$ 1,000.00					0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.020	SY	1020	\$ 4.15	\$ 4,233.00					0.00	\$ -
ADDITIONAL BID SUBTOTAL				\$123,445.60		Subtotal, Additional Bid - Paid to Date				\$3,580.40	
Subtotal \$ per Estimate - Base Bid						\$ 408.00	\$ 3,172.40	\$ -	\$ -		
Subtotal \$ Paid per Estimate						\$ 158,908.45	\$ 366,003.46	\$ -	\$ -		
Retainage Held per Estimate						\$ (7,945.42)	\$ (8,270.38)				
Total Paid per Estimate						\$ 150,963.03	\$ 357,733.08	\$ -	\$ -		
TOTAL BASE BID + ALL ADD'L BIDS:				\$648,631.82		TOTAL - Paid to Date				\$ 524,911.91	
						Less Retainage Held				\$ (16,215.80)	
TOTAL BASE BID + ALL ADD'L BIDS - Paid to Date, Less Retainage										\$ 508,696.11	

Memo to City of Lake Geneva

To: Tom Earle, Public Works Committee **Date:** June 14, 2021

From: Emma Connell

CC: Neil Waswo, Naomi Rauch, Greg Governatori

Subject: Crosswalks on Edwards Blvd.

Based on our discussion at the last PWC meeting on April 26 2021, we would like to respond to the request for information related to the recommendation of flashing beacons at Edwards Blvd. and Geneva Pkwy., as well as, provide additional information related to the requested pedestrian crosswalk at Edwards Blvd. and Park Dr.

Edwards Blvd and Geneva Pkwy:

1. We are recommending a pedestrian crossing on the north side of the intersection with high visibility markings and crosswalk warning signs with rectangular rapid flashing beacons.
2. The table provided below, from FHWA - Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, was referenced for our recommendation. The table suggests pedestrian crash counter measures based on roadway configuration, vehicle counts, and speed limits. At the posted speed of 30 MPH, the minimum counter measures are: high visibility markings and crosswalk warning signs. Advanced yield signage is also highly recommended at the posted speed. At the design speed limit, 35 MPH, flashing beacons become highly recommended. **For the minimum signage, striping, and concrete work necessary the cost is approximately \$10,000. For additional signage, striping, concrete work, the beacon structures, and installation the cost is approximately \$32,000.**
3. WisDOT reviewed and concurred with the countermeasures as presented by Kapur at the April 2021 PWC meeting.
4. TAPCO has provided an alternative beacon option. A smaller, less expensive, system would be used for an area with 300 or less activations a day. This system looks similar and works the same as the one previously proposed, but the cabinet and solar panel are all in one unit and it does not require a concrete poured base. The material cost for the system and installation is approximately 20% less, \$25,600.

Edwards Blvd and Park Dr:

1. The City Development Review Team consisting of public works, building department, planning, and utilities has been in conversation with a developer that is proposing a residential development on the NW corner of Edwards Blvd and Townline Road.
 - a. A concept plan for the proposed development was presented to the Plan Commission on Monday May 17th, see attached. Part of the initial development will be duplex and multi-family residential units with the only ingress/egress connection opposite of the Park Drive on Edwards.



- b. The developer has been required to provide a Traffic Impact Analysis (TIA) for the intersection at the location of ingress/egress (Park Drive and Edwards). A traffic analysis professional, TADI, is in discussions with the developer regarding this work.
 - c. The TIA will provide recommendations regarding geometric changes, appropriate signage, signals, and pedestrian accommodations based on updated traffic and pedestrian counts.
 - d. The City has requested the applicant include recommendations from the TIA as part of the development per the Precise Implementation Plan process.
 - e. There is an existing bike path to the northwest of the development parcel. The City has requested the bike path be extended along the north edge of the parcel to the intersection of Edwards and Park.
- 2. If the Public Works Committee intends to proceed with design and installation of a pedestrian cross-walk from the West side of Edwards Boulevard to Park Drive, separate from the proposed development at NW corner of Edwards and Townline, the following must be considered:
 - a. Site specific topography must be collected at the existing median and along the bike trail on East side of Edwards Boulevard.
 - b. Pedestrian crossing design will be required.
 - c. Construction bid process will be required unless a Work Change Order can be added to the 2021 Streets Program.
 - d. If the development of the parcel proceeds as discussed in Item #2 above, geometric changes to Edwards Boulevard will require the cross-walk (if installed previously by the City) to be relocated and or redesigned.



Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6 7	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5 7	① ③ 5 7 9	① ③ 5 7 9	① ③ 4 5 7	① ③ 5 7 9	① ③ 5 7 9	① ③ 4 5 7	① ③ 5 7 9	① ③ 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7	① ③ 5 6 7 9	① ③ 5 6 9	① ③ 4 5 6 7	① ③ 5 6 7 9	① ③ 5 6 9	① ③ 4 5 6 7	① ③ 5 6 9	① ③ 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

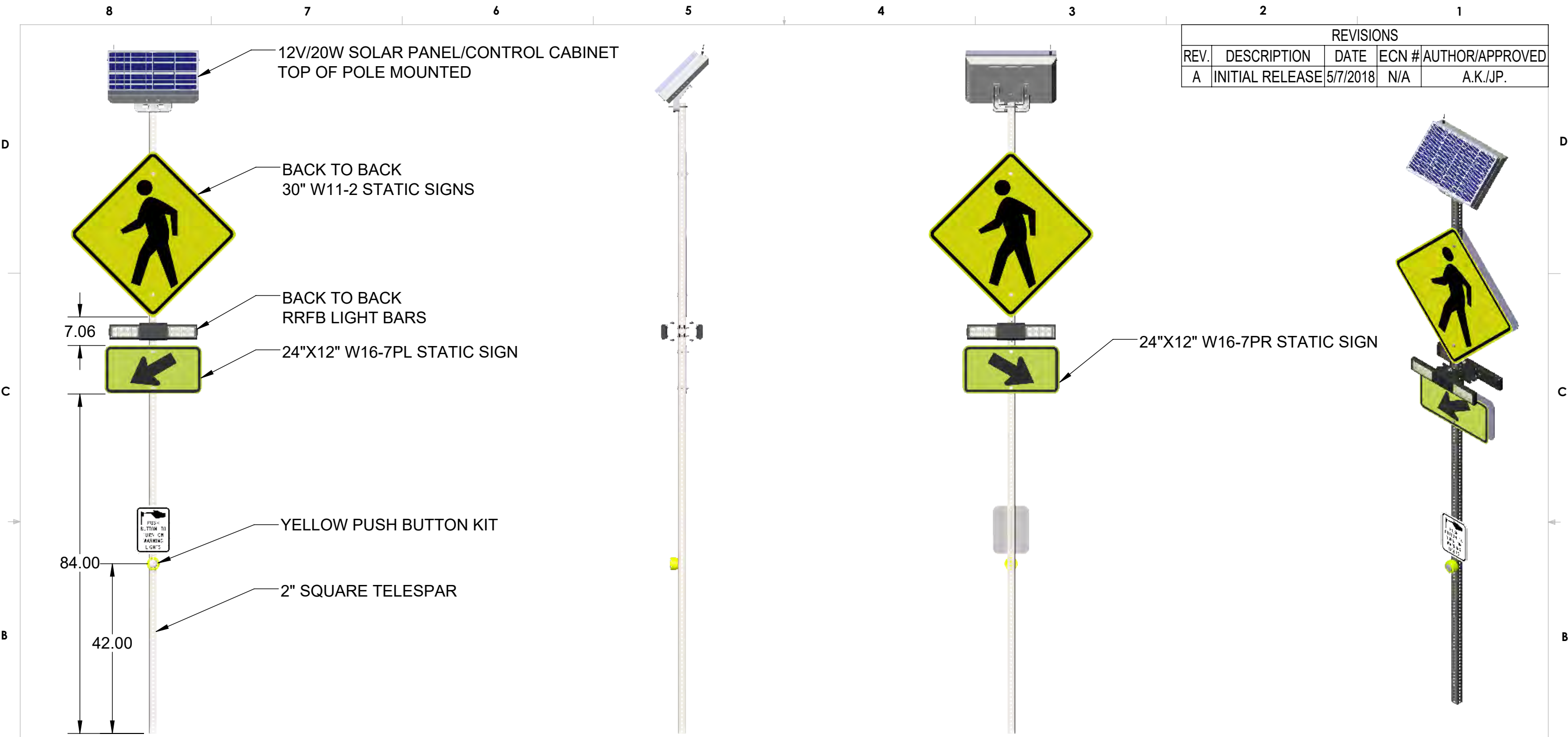
The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagenwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100. Washington, D.C.; FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>; FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.



REVISIONS				
REV.	DESCRIPTION	DATE	ECN #	AUTHOR/APPROVED
A	INITIAL RELEASE	5/7/2018	N/A	A.K./JP.



S:\ENGINEERING\SPECIFICATIONS\600145\	
MATERIAL	INTERPRET GEOMETRIC TOLERANCING PER: ASME Y14.5-2009
FINISH	REFERENCE:

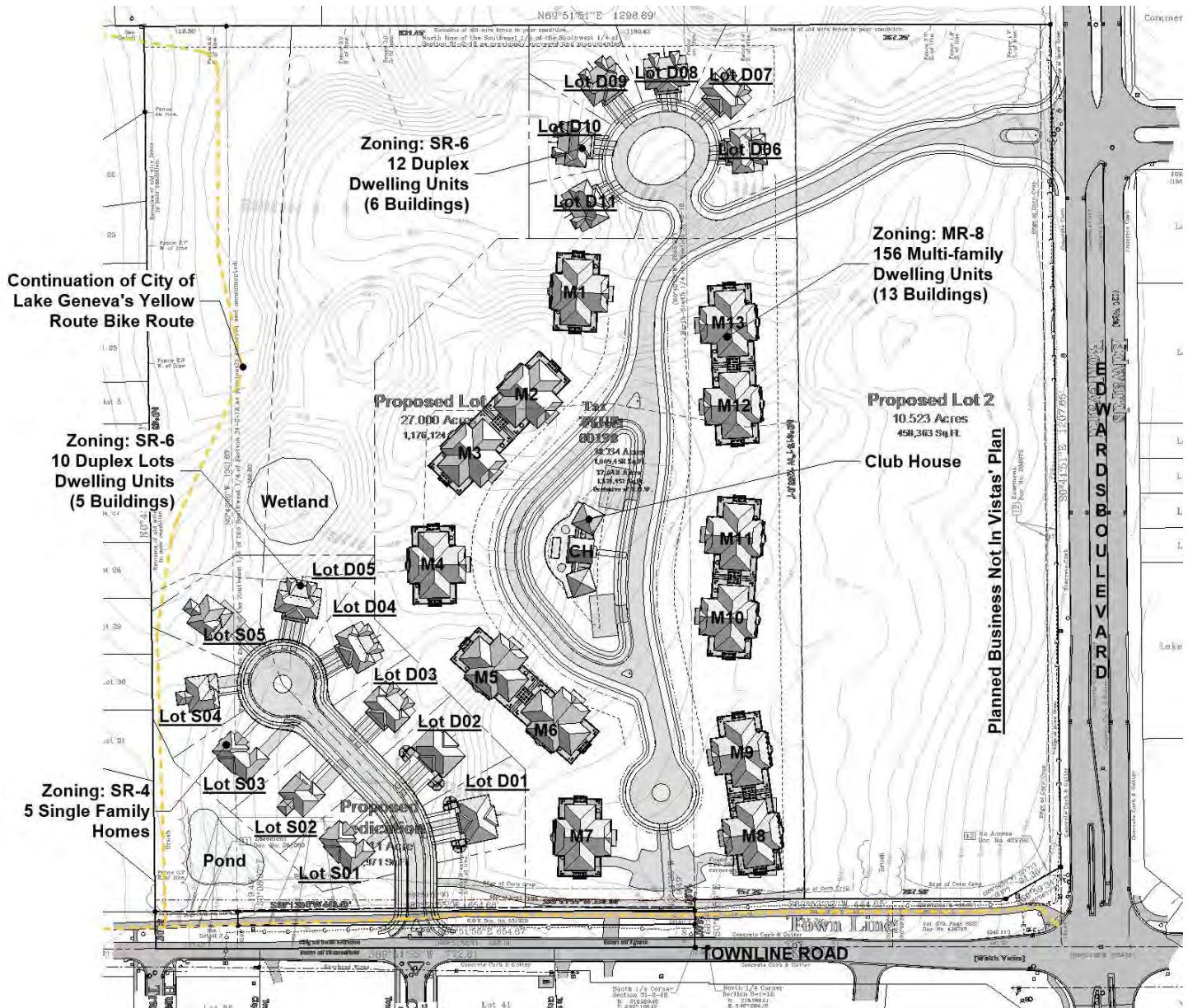
TOLERANCE UNLESS OTHERWISE SPECIFIED	
HOLE $\varnothing$	$\pm .003$
DEC.	INCH
X	$\pm .030$
XX	$\pm .015$
XXX	$\pm .005$
ANGULAR	$\pm .5^{\circ}$

TITLE: RRFB, SOLAR 20/44, RADIO, TOP, DS, AMBER, PB, H/T POLE X2			
DESIGNED BY: TAPCO	SIZE	DWG. NO.	REV
DRAWN BY: A. KAVANAUGH 5/7/2018	B	600145	A
CHECKED BY:			WEIGHT:
			SCALE: 1:24

PROPRIETARY AND CONFIDENTIAL THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TAPCO. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TAPCO IS PROHIBITED.

- NOTES:
- ALL DIMENSIONS ARE FOR REFERENCE ONLY.
 - STATIC SIGNS NOT INCLUDED IN SYSTEM

6 (a) 4 Conceptual Plan Drawing 11 x 17 inches



MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Tom Earle
From: Emma Connell
CC: Neil Waswo, Mike Timmers, Gregory Governatori
Date: May 4, 2021
Re: Pay Request #1 for 2021 Lake Geneva Street Program

A review of the Request for **Payment No. 1** from **Wolf Paving Co., Inc.** for the **2021 Lake Geneva Street Program** construction contract has been completed.

Tom, could you please review this pay request and forward it to City Hall, if you approve.

Payment in the amount of **\$150,963.03** for this payment request has been recommended for approval by the Construction Manager on site.

The Contractor's documents are enclosed for the City's approval.

Payment amounts are broken up as follows:

	<u>New Invoice Amount</u>	<u>Previously Invoiced</u>	<u>Total</u>
Invoiced	\$158,908.45	\$ 0.00	\$158,908.45
Retainage (5%, until 50% complete)	(\$ 7,945.42)	(\$ 0.00)	(\$ 7,945.42)
Total Approved for Payment	\$150,963.03	\$ 0.00	\$150,963.03

Contract Base Bid, based on plan quantities: \$648,631.82

Please feel free to contact me if you have any questions.

Please send Payment to:

Wolf Paving Co., Inc.
Attn: Jay Trepanier
612 N. Sawyer Road
Oconomowoc, WI 53066

MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Tom Earle
From: Emma Connell
CC: Neil Waswo, Mike Timmers, Gregory Governatori
Date: June 8th, 2021
Re: Pay Request #2 for 2021 Lake Geneva Street Program

A review of the Request for **Payment No. 2** from **Wolf Paving Co., Inc.** for the **2021 Lake Geneva Street Program** construction contract has been completed.

Tom, could you please review this pay request and forward it to City Hall, if you approve.

Payment in the amount of **\$357,733.08** for this payment request has been recommended for approval by the Construction Manager on site.

The Contractor's documents are enclosed for the City's approval.

Payment amounts are broken up as follows:

	<u>New Invoice Amount</u>	<u>Previously Invoiced</u>	<u>Total</u>
Invoiced	\$366,003.46	\$158,908.45	\$524,911.91
Retainage (5%, until 50% complete)	(\$ 8,270.38)	(\$ 7,945.42)	(\$16,215.80)
Total Approved for Payment	\$357,733.08	\$150,963.03	\$508,696.11

Contract Base Bid, based on plan quantities: \$648,631.82

Please feel free to contact me if you have any questions.

Please send Payment to:

Wolf Paving Co., Inc.
Attn: Jay Trepanier
612 N. Sawyer Road
Oconomowoc, WI 53066



Lake Geneva 2021 Street Program - General Bid Tab

City of Lake Geneva, Walworth County, Wisconsin - Bid Opening 2/18/2021, 10am

BASE BID - EDWARDS BLVD											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
201.0110	Clearing	SY	116	\$ 18.00	\$ 2,088.00					0.00	\$ -
201.0120	Clearing (Tree Removal Two Each)	ID	39	\$ 20.00	\$ 780.00					0.00	\$ -
201.0210	Grubbing	SY	116	\$ 2.00	\$ 232.00					0.00	\$ -
201.0220	Grubbing (Tree Removal Two Each)	ID	39	\$ 2.00	\$ 78.00					0.00	\$ -
204.0100	Removing Pavement (Asphalt)	SY	102	\$ 19.00	\$ 1,938.00					0.00	\$ -
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2") (Edwards Blvd)	SY	21484	\$ 1.74	\$ 37,382.16		21,772.85			21,772.85	\$ 37,884.76
204.0120	Removing Asphaltic Surface Milling (Depth 3") (Alleys)	SY	1000	\$ 4.15	\$ 4,150.00					0.00	\$ -
204.0150	Removing Curb & Gutter (includes sawcuts into lane)	LF	1000	\$ 12.00	\$ 12,000.00	1,000.00				1,000.00	\$ 12,000.00
204.0155	Remove Concrete Sidewalk	SY	62	\$ 36.00	\$ 2,232.00	49.50				49.50	\$ 1,782.00
205.0100	Excavation Common	CY	650	\$ 25.00	\$ 16,250.00	350.00	333.00			683.00	\$ 17,075.00
205.0100.1	Excavation-EBS-Undistributed	CY	175	\$ 30.00	\$ 5,250.00					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	756	\$ 20.00	\$ 15,120.00	690.81				690.81	\$ 13,816.20
311.0110	Breaker Run-Undistributed (Alleys)	TON	133	\$ 25.00	\$ 3,325.00					0.00	\$ -
416.0180	Concrete Driveway 8-Inch	SY	102	\$ 67.50	\$ 6,885.00	102.00				102.00	\$ 6,885.00
460.5224.01	HMA Pavement Type 4 LT 58-28 S (460.6223), Item also includes asphaltic material PG 58-28 (455.0220) and asphaltic material for tack coat (455.0605). (2" Overlay on Bike Path)	TON	516	\$ 74.00	\$ 38,184.00		588.03			588.03	\$ 43,514.22
460.5224.02	HMA Pavement Type 4 LT 58-28 S (460.6223), Item also includes asphaltic material PG 58-28 (455.0220) and asphaltic material for tack coat (455.0605). (Alleys)	TON	173	\$ 83.93	\$ 14,519.89					0.00	\$ -
460.6224	HMA Pavement Type 4 MT 58-28 S (460.6223), Item also includes asphaltic material PG 58-28 (455.0220) and asphaltic material for tack coat (455.0605). (Edwards Blvd)	TON	2471	\$ 63.00	\$ 155,673.00		3,074.23			3,074.23	\$ 193,676.49
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1000	\$ 32.00	\$ 32,000.00	1,000.00				1,000.00	\$ 32,000.00
602.0405	Concrete Sidewalk 4-Inch	SF	18367	\$ 3.75	\$ 68,876.25	18,367.00				18,367.00	\$ 68,876.25
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	230	\$ 30.00	\$ 6,900.00	283.70				283.70	\$ 8,511.00
611.8110	Adjusting Manhole Covers	EACH	16	\$ 735.00	\$ 11,760.00					0.00	\$ -
628.7020	Inlet Protection Type D	EACH	42	\$ 98.00	\$ 4,116.00	60.00				60.00	\$ 5,880.00
646.1020.01	Marking Line Epoxy 4-Inch (White)	LF	4572	\$ 0.48	\$ 2,194.56		3,781.00			3,781.00	\$ 1,814.88
646.1020.02	Marking Line Epoxy 4-Inch (Yellow)	LF	33782	\$ 0.48	\$ 16,215.36		12,104.00			12,104.00	\$ 5,809.92
646.3020.01	Marking Line Epoxy 8-Inch (White)	LF	1281	\$ 0.75	\$ 960.75		1,392.20			1,392.20	\$ 1,044.15
646.3020.02	Marking Line Epoxy 8-Inch Diagonal (Yellow)	LF	1000	\$ 10.25	\$ 10,250.00		899.00			899.00	\$ 9,214.75
646.5020.02	Epoxy Arrow (left)	EACH	9	\$ 280.00	\$ 2,520.00		10.00			10.00	\$ 2,800.00
646.5020.03	Epoxy Arrow (right)	EACH	10	\$ 280.00	\$ 2,800.00		10.00			10.00	\$ 2,800.00
646.5120	Marking Word Epoxy "ONLY"	EACH	17	\$ 325.00	\$ 5,525.00		17.00			17.00	\$ 5,525.00
646.6120	Marking Stop Line Epoxy 18-inch	LF	19	\$ 16.25	\$ 308.75		18.00			18.00	\$ 292.50
646.7420	Marking Crosswalk Epoxy 6-inch	LF	945	\$ 8.50	\$ 8,032.50		733.00			733.00	\$ 6,230.50
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$ 155.00	\$ 155.00					0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 9,200.00	\$ 9,200.00					0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140) and Erosion Control Matting (Class I Type A)	SY	5100	\$ 5.35	\$ 27,285.00		8,205.40			8,205.40	\$ 43,898.89
BASE BID SUBTOTAL					\$525,186.22	Subtotal, Base Bid - Paid to Date				\$ 521,331.51	
Subtotal \$ per Estimate - Base Bid						\$ 158,500.45	\$ 362,831.06	\$ -	\$ -		

ADDITIONAL BID - SNAKE ROAD											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
201.0110	Clearing	SY	1020	\$ 4.00	\$ 4,080.00		793.10			793.10	\$ 3,172.40
201.0210	Grubbing	SY	1020	\$ 2.00	\$ 2,040.00					0.00	\$ -
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	2000	\$ 2.18	\$ 4,360.00					0.00	\$ -
204.0150	Removing Curb & Gutter	LF	10	\$ 9.80	\$ 98.00					0.00	\$ -
205.0100	Excavation Common	CY	75	\$ 29.60	\$ 2,220.00					0.00	\$ -
305.0115	Base Aggregate Dense 3/4-Inch	TON	35	\$ 45.70	\$ 1,599.50					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	90	\$ 27.15	\$ 2,443.50					0.00	\$ -
311.0110	Breaker Run-Undistributed	TON	290	\$ 29.85	\$ 8,656.50					0.00	\$ -
416.1010	Concrete Surface Drains	CY	2	\$ 1,200.00	\$ 2,400.00					0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S (460.6223), Item also includes asphaltic mater	TON	240	\$ 73.54	\$ 17,649.60					0.00	\$ -
465.0315	Asphaltic Flumes	SY	6	\$ 310.00	\$ 1,860.00					0.00	\$ -
522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1	\$ 920.00	\$ 920.00					0.00	\$ -
522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1	\$ 975.00	\$ 975.00					0.00	\$ -
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	560	\$ 23.30	\$ 13,048.00					0.00	\$ -
606.0200	Medium Riprap	CY	2	\$ 120.00	\$ 240.00					0.00	\$ -
608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	505	\$ 65.90	\$ 33,279.50					0.00	\$ -
608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	70	\$ 72.20	\$ 5,054.00					0.00	\$ -
611.0600	Inlet Covers Type A: R-3067-L	EACH	3	\$ 545.00	\$ 1,635.00					0.00	\$ -
611.0624	Inlet Covers Type H: R-3067-L	EACH	3	\$ 545.00	\$ 1,635.00					0.00	\$ -
611.1230	Catch Basins 2x3-FT	EACH	3	\$ 1,695.00	\$ 5,085.00					0.00	\$ -
611.3003	Inlets 3-FT Diameter	EACH	3	\$ 1,425.00	\$ 4,275.00					0.00	\$ -
611.8110	Adjusting Manhole Covers - Sanitary	EACH	1	\$ 735.00	\$ 735.00					0.00	\$ -
628.1504	Silt Fence	LF	100	\$ 3.00	\$ 300.00	136.00				136.00	\$ 408.00
628.2004	Erosion Mat Class I Type B	SY	1020	\$ 1.20	\$ 1,224.00					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	6	\$ 60.00	\$ 360.00					0.00	\$ -
645.0120	Geotextile Type HR	SY	5	\$ 8.00	\$ 40.00					0.00	\$ -
645.0220	Geogrid Type SR	SY	400	\$ 5.00	\$ 2,000.00					0.00	\$ -
690.0150	Sawing Asphalt	LF	800	\$ 1.25	\$ 1,000.00					0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.020	SY	1020	\$ 4.15	\$ 4,233.00					0.00	\$ -
ADDITIONAL BID SUBTOTAL				\$123,445.60		Subtotal, Additional Bid - Paid to Date				\$3,580.40	
Subtotal \$ per Estimate - Base Bid						\$ 408.00	\$ 3,172.40	\$ -	\$ -		
Subtotal \$ Paid per Estimate						\$ 158,908.45	\$ 366,003.46	\$ -	\$ -		
Retainage Held per Estimate						\$ (7,945.42)	\$ (8,270.38)				
Total Paid per Estimate						\$ 150,963.03	\$ 357,733.08	\$ -	\$ -		
TOTAL BASE BID + ALL ADD'L BIDS:				\$648,631.82		TOTAL - Paid to Date				\$ 524,911.91	
						Less Retainage Held				\$ (16,215.80)	
TOTAL BASE BID + ALL ADD'L BIDS - Paid to Date, Less Retainage										\$ 508,696.11	

MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Tom Earle
From: Luke Podella
CC: Neil Waswo, Mike Timmers, Gregory Governatori
Date: May 17, 2021
Re: Pay Request #3 for 2020 Lake Geneva Street Program

A review of the Request for **Payment No. 3** from **Payne & Dolan, Inc.** for the **2020 Lake Geneva Street Program** construction contract has been completed.

Tom, could you please review this pay request and forward it to City Hall, if you approve.

Payment in the amount of **\$14,865.13** for this payment request has been recommended for approval by the Construction Manager on site.

The Contractor's documents are enclosed for the City's approval.

Payment amounts are broken up as follows:

	<u>New Invoice Amount</u>	<u>Previously Invoiced</u>	<u>Total</u>
Invoiced	\$17,365.13	\$ 570,034.45	\$572,084.45
Retainage (5%, until 50% complete)	(\$ 2,500.00)	(\$ 15,315.13)	(\$ 0.00)
Total Approved for Payment	\$14,865.13	\$ 554,719.32	\$572,084.45

Contract Base Bid, based on plan quantities: \$612,605.28

Please feel free to contact me if you have any questions.

Please send Payment to:

Payne & Dolan, Inc.
P.O. Box 781
Waukesha, WI 53187-0781



KAPUR & ASSOCIATES, INC.

2020 LAKE GENEVA STREET PROGRAM - General Bid Tab

City of Lake Geneva, Walworth County, Wisconsin

Bid Opening: June 25th, 2020, 10am CST

PAYMENT TAB, DATED:

12/14/2020

1/10/2021

BASE BID - SAGE STREET:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0100	Removing Pavement (Concrete Driveway)	SY	30	\$27.00	\$ 810.00		55.40			55.40	\$ 1,495.80
204.0110	Removing Asphaltic Surface (Driveway)	SY	46	\$9.00	\$ 414.00	41.25				41.25	\$ 371.25
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	9300	\$1.96	\$ 18,228.00	8946.57				8946.57	\$ 17,535.28
204.0150	Removing Curb & Gutter	LF	875	\$11.50	\$ 10,062.50	996.00				996.00	\$ 11,454.00
204.0155	Removing Concrete Sidewalk	SY	300	\$20.50	\$ 6,150.00	321.16				321.16	\$ 6,583.80
204.0210	Removing Manholes (Storm)	EACH	2	\$1,200.00	\$ 2,400.00	3.00				3.00	\$ 3,600.00
204.0220	Removing Inlets	EACH	1	\$950.00	\$ 950.00	1.00				1.00	\$ 950.00
205.0100	Excavation Common	CY	110	\$30.00	\$ 3,300.00		110.00			110.00	\$ 3,300.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	150	\$25.00	\$ 3,750.00		149.81			149.81	\$ 3,745.25
416.0160	Concrete Driveway 6-Inch	SY	8	\$60.00	\$ 480.00		17.79			17.79	\$ 1,067.40
416.0180	Concrete Driveway 8-Inch	SY	38	\$63.00	\$ 2,394.00		37.50			37.50	\$ 2,362.50
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	1120	\$67.74	\$ 75,868.80	1153.33				1153.33	\$ 78,126.57
465.0120	Asphaltic Surface Driveways	TON	10	\$119.41	\$ 1,194.10	10.00				10.00	\$ 1,194.10
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	655	\$35.50	\$ 23,252.50	849.50				849.50	\$ 30,157.25
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	195	\$36.35	\$ 7,088.25	125.50				125.50	\$ 4,561.93
601.0600	Concrete Curb Pedestrian	LF	115	\$30.00	\$ 3,450.00	91.50				91.50	\$ 2,745.00
602.0405	Concrete Sidewalk 4-Inch	SF	2750	\$7.75	\$ 21,312.50	2890.45				2890.45	\$ 22,400.99
602.1500	Concrete Steps	SF	30	\$45.00	\$ 1,350.00	16.00				16.00	\$ 720.00
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	204	\$35.00	\$ 7,140.00	186.00				186.00	\$ 6,510.00
608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	8	\$205.00	\$ 1,640.00	25.00				25.00	\$ 5,125.00
608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	16	\$212.00	\$ 3,392.00	16.00				16.00	\$ 3,392.00
611.0612	Inlet Cover Type C	EACH	2	\$608.00	\$ 1,216.00	2.00				2.00	\$ 1,216.00
611.2004	Manholes 4-FT Diameter	EACH	2	\$3,300.00	\$ 6,600.00	3.00				3.00	\$ 9,900.00
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	25	\$54.63	\$ 1,365.75	3.00				3.00	\$ 163.89
611.8115	Adjusting Inlet Covers (Undistributed)	EACH	7	\$425.00	\$ 2,975.00	6.00				6.00	\$ 2,550.00
628.7010	Inlet Protection Type B	EACH	4	\$45.00	\$ 180.00	4.00				4.00	\$ 180.00
628.7015	Inlet Protection Type C	EACH	17	\$55.00	\$ 935.00	14.00				14.00	\$ 770.00
646.6120	Marking Stop Line Epoxy 18-inch	LF	160	\$15.50	\$ 2,480.00	165.80				165.80	\$ 2,569.90
646.7420	Marking Crosswalk Epoxy Transverse Line 6-inch	LF	1000	\$13.50	\$ 13,500.00	967.80				967.80	\$ 13,065.30
690.0150	Sawing Asphalt	LF	90	\$1.75	\$ 157.50	105.00	32.00			137.00	\$ 239.75
690.0250	Sawing Concrete	LF	135	\$2.25	\$ 303.75		535.00			535.00	\$ 1,203.75
SPV.0060.01	Adjusting Valve Boxes (Undistributed)	EACH	6	\$32.78	\$ 196.68	2.00				2.00	\$ 65.56
SPV.0105.01	Traffic Control	LS	1	\$7,231.73	\$ 7,231.73	1.00				1.00	\$ 7,231.73
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	510	\$10.50	\$ 5,355.00	960.39				960.39	\$ 10,084.10
SUBTOTAL SAGE ST: \$ 237,123.06						Subtotal, Base Bid Sage Street - Paid to Date				\$ 256,638.09	
Subtotal \$ per Estimate - Sage St.						\$ 243,407.39	\$ 13,230.70	\$ -	\$ -		

BASE BID - HORACE STREET:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0110	Removing Asphaltic Surface (Driveway)	SY	6	\$9.00	\$ 54.00	5.67				5.67	\$ 51.03
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1080	\$2.09	\$ 2,257.20	1042.33				1042.33	\$ 2,178.47
204.0150	Removing Curb & Gutter	LF	126	\$11.50	\$ 1,449.00	110.50				110.50	\$ 1,270.75
204.0155	Removing Concrete Sidewalk	SY	26	\$20.50	\$ 533.00	26.00				26.00	\$ 533.00
205.0100	Excavation Common	CY	10	\$30.00	\$ 300.00	10.00				10.00	\$ 300.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	17	\$17.00	\$ 289.00		17.00			17.00	\$ 289.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	130	\$64.89	\$ 8,435.70	128.00				128.00	\$ 8,305.92
465.0120	Asphaltic Surface Driveways	TON	2	\$161.45	\$ 322.90	2.00				2.00	\$ 322.90
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	47	\$35.50	\$ 1,668.50	68.00				68.00	\$ 2,414.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	79	\$36.35	\$ 2,871.65	42.50				42.50	\$ 1,544.88
602.0405	Concrete Sidewalk 4-Inch	SF	275	\$7.75	\$ 2,131.25	234.00				234.00	\$ 1,813.50
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	20	\$35.00	\$ 700.00	16.00				16.00	\$ 560.00
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	1	\$54.63	\$ 54.63					0.00	\$ -
611.8115	Adjusting Inlet Covers (Undistributed)	EACH	2	\$425.00	\$ 850.00	2.00				2.00	\$ 850.00
628.7015	Inlet Protection Type C	EACH	5	\$55.00	\$ 275.00	2.00				2.00	\$ 110.00
690.0150	Sawing Asphalt	LF	17	\$1.75	\$ 29.75	17.00	6.00			23.00	\$ 40.25
SPV.0105.01	Traffic Control	LS	1	\$2,781.78	\$ 2,781.78	1.00				1.00	\$ 2,781.78
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	35	\$10.50	\$ 367.50	53.94				53.94	\$ 566.37
SUBTOTAL HORACE ST:					\$ 25,370.86	Subtotal, Base Bid Horace Street - Paid to Date				\$ 23,931.84	
Subtotal \$ per Estimate - Horace St.						\$ 23,632.34	\$ 299.50	\$ -	\$ -		

BASE BID - CAREY STREET:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0110	Removing Asphaltic Surface (Driveway & Roadway)	SY	175	\$9.00	\$ 1,575.00		155.00			155.00	\$ 1,395.00
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	350	\$2.70	\$ 945.00	504.44				504.44	\$ 1,361.99
204.0150	Removing Curb & Gutter	LF	305	\$11.50	\$ 3,507.50	297.00				297.00	\$ 3,415.50
205.0100	Excavation Common	CY	15	\$30.00	\$ 450.00	15.00				15.00	\$ 450.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	30	\$17.00	\$ 510.00	30.00				30.00	\$ 510.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	40	\$89.09	\$ 3,563.60	44.43				44.43	\$ 3,958.27
465.0120	Asphaltic Surface Driveways	TON	40	\$149.29	\$ 5,971.60	49.45				49.45	\$ 7,382.39
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	305	\$35.50	\$ 10,827.50	297.00				297.00	\$ 10,543.50
611.8115	Adjusting Inlet Covers (Undistributed)	EACH	1	\$525.00	\$ 525.00					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	2	\$55.00	\$ 110.00	2.00				2.00	\$ 110.00
690.0150	Sawing Asphalt	LF	600	\$1.75	\$ 1,050.00	564.00	8.00			572.00	\$ 1,001.00
SPV.0105.01	Traffic Control	LS	1	\$2,781.78	\$ 2,781.78	1.00				1.00	\$ 2,781.78
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	10	\$10.50	\$ 105.00	10.67				10.67	\$ 112.04
SUBTOTAL CAREY ST:					\$ 31,921.98	Subtotal, Base Bid Carey Street - Paid to Date				\$ 33,021.46	
Subtotal \$ per Estimate - Carey St.						\$ 31,612.46	\$ 1,409.00	\$ -	\$ -		

BASE BID - HEATHER CIRCLE:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1100	\$1.93	\$ 2,123.00	1100.00				1100.00	\$ 2,123.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	130	\$67.36	\$ 8,756.80	128.97				128.97	\$ 8,687.42
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	2	\$54.63	\$ 109.26					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	4	\$55.00	\$ 220.00	4.00				4.00	\$ 220.00
SPV.0105.01	Traffic Control	LS	1	\$1,248.41	\$ 1,248.41	1.00				1.00	\$ 1,248.41
SUBTOTAL HEATHER CIR:					\$ 12,457.47	Subtotal, Base Bid Heather Circle - Paid to Date				\$ 12,278.83	
Subtotal \$ per Estimate - Heather Cir.						\$ 12,278.83	\$ -	\$ -	\$ -		

BASE BID - ANDRIA DRIVE:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1700	\$2.66	\$ 4,522.00	1588.11				1588.11	\$ 4,224.37
204.0155	Removing Concrete Sidewalk	SY	23	\$20.50	\$ 471.50	31.77				31.77	\$ 651.29
205.0100	Excavation Common	CY	3	\$30.00	\$ 90.00	3.00				3.00	\$ 90.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	6	\$17.00	\$ 102.00	6.00				6.00	\$ 102.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	205	\$66.75	\$ 13,683.75	201.50				201.50	\$ 13,450.13
602.0405	Concrete Sidewalk 4-Inch	SF	210	\$7.75	\$ 1,627.50	285.90				285.90	\$ 2,215.73
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	32	\$35.00	\$ 1,120.00	32.00				32.00	\$ 1,120.00
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	2	\$54.63	\$ 109.26					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	5	\$55.00	\$ 275.00	5.00				5.00	\$ 275.00
690.0150	Sawing Asphalt	LF	17	\$1.75	\$ 29.75					0.00	\$ -
SPV.0060.01	Adjusting Valve Boxes (Undistributed)	EACH	3	\$32.77	\$ 98.31	1.00				1.00	\$ 32.77
SPV.0105.01	Traffic Control	LS	1	\$2,574.09	\$ 2,574.09	1.00				1.00	\$ 2,574.09
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	20	\$10.50	\$ 210.00	26.67				26.67	\$ 280.04
SUBTOTAL ANDRIA DR:					\$ 24,913.16	Subtotal, Base Bid Andria Drive - Paid to Date				\$ 25,015.40	
Subtotal \$ per Estimate - Andria Dr.						\$ 25,015.40	\$ -	\$ -	\$ -		

BASE BID - MAYTAG ROAD:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	3000	\$1.89	\$ 5,670.00	3000.00				3000.00	\$ 5,670.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	350	\$67.56	\$ 23,646.00	328.60				328.60	\$ 22,200.22
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	6	\$54.63	\$ 327.78					0.00	\$ -
SPV.0060.01	Adjusting Valve Boxes (Undistributed)	EACH	1	\$32.78	\$ 32.78	1.00				1.00	\$ 32.78
SPV.0105.01	Traffic Control	LS	1	\$2,476.57	\$ 2,476.57	1.00				1.00	\$ 2,476.57
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	120	\$10.50	\$ 1,260.00	199.61				199.61	\$ 2,095.91
SUBTOTAL MAYTAG RD:					\$ 33,413.13	Subtotal, Base Bid Maytag Road - Paid to Date				\$ 32,475.47	
Subtotal \$ per Estimate - Maytag Rd.						\$ 32,475.47	\$ -	\$ -	\$ -		

BASE BID - ALLEY DODGE STREET-NORTH STREET:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0100	Removing Pavement (Concrete Driveway)	SY	15	\$27.00	\$ 405.00	65.66				65.66	\$ 1,772.82
204.0120	Removing Asphaltic Surface Milling (Partial Depth 3")	SY	760	\$4.08	\$ 3,100.80	790.00				790.00	\$ 3,223.20
204.0150	Removing Curb & Gutter	LF	70	\$11.50	\$ 805.00	68.50				68.50	\$ 787.75
204.0155	Removing Concrete Sidewalk	SY	8	\$20.50	\$ 164.00		4.44			4.44	\$ 91.02
205.0100	Excavation Common	CY	12	\$30.00	\$ 360.00	12.00				12.00	\$ 360.00
205.0100	Excavation Common - EBS	CY	120	\$24.03	\$ 2,883.60	9.30				9.30	\$ 223.48
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	240	\$25.00	\$ 6,000.00		57.49			57.49	\$ 1,437.25
416.0180	Concrete Driveway 8-Inch	SY	65	\$63.00	\$ 4,095.00	65.66				65.66	\$ 4,136.58
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	140	\$74.69	\$ 10,456.60	138.00				138.00	\$ 10,307.22
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	58	\$35.50	\$ 2,059.00		70.50			70.50	\$ 2,502.75
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	1	\$54.63	\$ 54.63	1.00				1.00	\$ 54.63
SPV.0105.01	Traffic Control	LS	1	\$3,952.14	\$ 3,952.14	1.00				1.00	\$ 3,952.14
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	70	\$10.50	\$ 735.00	36.44				36.44	\$ 382.62
SUBTOTAL ALLEY DODGE ST-NORTH ST:				\$	35,070.77	Subtotal, Base Bid Alley Dodge Street - North Street - Paid to Date				\$	29,231.46
Subtotal \$ per Estimate - Alley Dodge St.-North St.						\$ 25,200.44	\$ 4,031.02	\$ -	\$ -		
BASE BID - ALLEY COOK STREET-BROAD STREET:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 3")	SY	560	\$3.62	\$ 2,027.20	486.11				486.11	\$ 1,759.72
204.0155	Removing Concrete Sidewalk	SY	6	\$20.50	\$ 123.00	6.00				6.00	\$ 123.00
205.0100	Excavation Common - EBS	CY	90	\$24.03	\$ 2,162.70					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	180	\$25.00	\$ 4,500.00		39.21			39.21	\$ 980.25
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	100	\$74.75	\$ 7,475.00	90.00				90.00	\$ 6,727.50
SPV.0105.01	Traffic Control	LS	1	\$3,902.85	\$ 3,902.85	1.00				1.00	\$ 3,902.85
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	20	\$10.50	\$ 210.00	4.44				4.44	\$ 46.62
SUBTOTAL ALLEY COOK ST-BROAD ST:				\$	20,400.75	Subtotal, Base - Paid to Date				\$	13,539.94
Subtotal \$ per Estimate - Alley Cook St. - Broad St.						\$ 12,559.69	\$ 980.25	\$ -	\$ -		

BASE BID - ALLEY PATCH:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 3")	SY	80	\$14.30	\$ 1,144.00	78.33				78.33	\$ 1,120.12
205.0100	Excavation Common - EBS	CY	40	\$24.02	\$ 960.80					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	80	\$22.23	\$ 1,778.40		38.03			38.03	\$ 845.41
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	14	\$123.97	\$ 1,735.58	14.00				14.00	\$ 1,735.58
SPV.0105.01	Traffic Control	LS	1	\$1,544.55	\$ 1,544.55	1.00				1.00	\$ 1,544.55
SUBTOTAL ALLEY PATCH:					\$ 7,163.33	Subtotal, Base - Paid to Date				\$ 5,245.66	
Subtotal \$ per Estimate - Alley Patch						\$ 4,400.25	\$ 845.41	\$ -	\$ -		

BASE BID - PEDESTRIAN PATH (TOWNLINEROAD):

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0155	Removing Concrete Sidewalk	SY	6	\$20.50	\$ 123.00	5.50				5.50	\$ 112.75
205.0100	Excavation Common	CY	600	\$30.05	\$ 18,030.00	12.00				12.00	\$ 360.60
205.0100	Excavation Common - EBS	CY	360	\$28.44	\$ 10,238.40					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	1500	\$19.38	\$ 29,070.00	63.67	19.01			82.68	\$ 1,602.34
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	370	\$72.41	\$ 26,791.70	396.22				396.22	\$ 28,690.29
602.0405	Concrete Sidewalk 4-Inch	SF	72	\$7.75	\$ 558.00	49.00				49.00	\$ 379.75
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	20	\$35.00	\$ 700.00	16.00				16.00	\$ 560.00
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	1	\$54.63	\$ 54.63	1.00				1.00	\$ 54.63
628.1504	Silt Fence	LF	1480	\$1.50	\$ 2,220.00					0.00	\$ -
646.7420	Marking Crosswalk Epoxy Transverse Line 6-inch	LF	280	\$13.50	\$ 3,780.00	331.20				331.20	\$ 4,471.20
646.9000	Marking Removal Line 4-Inch	LF	90	\$3.00	\$ 270.00	84.00				84.00	\$ 252.00
690.0150	Sawing Asphalt	LF	280	\$1.75	\$ 490.00	318.00				318.00	\$ 556.50
SPV.0105.01	Traffic Control	LS	1	\$5,798.64	\$ 5,798.64	1.00				1.00	\$ 5,798.64
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	1050	\$10.50	\$ 11,025.00	830.33				830.33	\$ 8,718.47
SUBTOTAL PEDESTRIAN PATH:					\$ 109,149.37	Subtotal, Pedestrian Path - Paid to Date				\$ 51,557.16	
Subtotal \$ per Estimate - Pedestrian Path (Townline Road)						\$ 51,188.75	\$ 368.41	\$ -	\$ -		
TOTAL BASE BID:					\$ 536,983.88	Subtotal, Base Bid -Paid to Date				\$ 482,935.32	

MANDATORY ADDITIONAL BID 1 - SUE ANN DRIVE:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	3600	\$2.89	\$ 10,404.00	3396.22				3396.22	\$ 9,815.08
204.0150	Removing Curb & Gutter	LF	26	\$11.50	\$ 299.00	34.00				34.00	\$ 391.00
205.0100	Excavation Common	CY	1	\$30.00	\$ 30.00	1.00				1.00	\$ 30.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	2	\$25.00	\$ 50.00	2.00				2.00	\$ 50.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	420	\$66.10	\$ 27,762.00	414.86				414.86	\$ 27,422.25
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	26	\$35.50	\$ 923.00	34.00				34.00	\$ 1,207.00
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	6	\$54.63	\$ 327.78					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	5	\$55.00	\$ 275.00	5.00				5.00	\$ 275.00
SPV.0060.01	Adjusting Valve Boxes (Undistributed)	EACH	2	\$32.78	\$ 65.56					0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$901.35	\$ 901.35	1.00				1.00	\$ 901.35
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	6	\$10.50	\$ 63.00	22.22				22.22	\$ 233.31
SUBTOTAL ADDT'L BID 1: \$ 41,100.69						Subtotal, Add'l Bid #1 - Paid to Date				\$ 40,324.98	
Subtotal \$ per Estimate - Sue Ann Drive						\$ 40,324.98	\$ -	\$ -	\$ -		
MANDATORY ADDITIONAL BID 2 - MADISON STREET:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1010	\$2.40	\$ 2,424.00	1048.81				1048.81	\$ 2,517.14
204.0150	Removing Curb & Gutter	LF	75	\$11.50	\$ 862.50	82.50				82.50	\$ 948.75
205.0100	Excavation Common	CY	3	\$30.00	\$ 90.00	3.00				3.00	\$ 90.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	6	\$25.00	\$ 150.00	6.00				6.00	\$ 150.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	120	\$67.05	\$ 8,046.00	120.00				120.00	\$ 8,046.00
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	75	\$35.50	\$ 2,662.50	82.50				82.50	\$ 2,928.75
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	1	\$54.63	\$ 54.63					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	2	\$55.00	\$ 110.00	2.00				2.00	\$ 110.00
SPV.0060.01	Adjusting Valve Boxes (Undistributed)	EACH	1	\$32.78	\$ 32.78					0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$993.69	\$ 993.69	1.00				1.00	\$ 993.69
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	18	\$10.50	\$ 189.00	17.50				17.50	\$ 183.75
SUBTOTAL ADDT'L BID 2: \$ 15,615.10						Subtotal, Add'l Bid #2 - Paid to Date				\$ 15,968.08	
Subtotal \$ per Estimate - Madison St.						\$ 15,968.08	\$ -	\$ -	\$ -		

MANDATORY ADDITIONAL BID 3 - ALLEY ENTRANCES:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0100	Removing Pavement (Concrete Driveway)	SY	15	\$27.00	\$ 405.00	43.65				43.65	\$ 1,178.55
204.0150	Removing Curb & Gutter	LF	39	\$11.50	\$ 448.50	39.50				39.50	\$ 454.25
204.0155	Removing Concrete Sidewalk	SY	16	\$20.50	\$ 328.00		15.91			15.91	\$ 326.24
205.0100	Excavation Common	CY	14	\$30.00	\$ 420.00	14.00				14.00	\$ 420.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	30	\$25.00	\$ 750.00		18.51			18.51	\$ 462.75
416.0180	Concrete Driveway 8-Inch	SY	43	\$63.00	\$ 2,709.00	43.65				43.65	\$ 2,749.95
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	9	\$306.17	\$ 2,755.53	11.00				11.00	\$ 3,367.87
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	28	\$35.50	\$ 994.00	31.70				31.70	\$ 1,125.35
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	17	\$36.35	\$ 617.95	19.80				19.80	\$ 719.73
690.0150	Sawing Asphalt	LF	100	\$1.75	\$ 175.00	97.94	47.06			145.00	\$ 253.75
SPV.0105.01	Traffic Control	LS	1	\$1,418.63	\$ 1,418.63	1.00				1.00	\$ 1,418.63
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	18	\$10.50	\$ 189.00	19.89				19.89	\$ 208.85
SUBTOTAL ADDT'L BID 3:					\$ 11,210.61	Subtotal, Add'l Bid #3 - Paid to Date				\$ 12,685.91	
Subtotal \$ per Estimate - Alley Entrances						\$ 11,814.57	\$ 871.34	\$ -	\$ -		
MANDATORY ADDITIONAL BID 4 - SAGE STREET SHARROWS:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
646.5220	Marking Symbol Epoxy	EACH	19	\$405.00	\$ 7,695.00	20.00				20.00	\$ 8,100.00
SUBTOTAL ADDT'L BID 4:					\$ 7,695.00	Subtotal, Add'l Bid #4 - Paid to Date				\$ 8,100.00	
Subtotal \$ per Estimate - Sage St. Sharrows						\$ 8,100.00	\$ -	\$ -	\$ -		

CONTRACT CHANGE ORDER #1:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
1.01	Excavation Common - Asphaltic Pavement	LS	1	\$5,943.60	\$ 5,943.60		1.00			1.00	\$ 5,943.60
1.02	Short Load Trucking Add-On	LS	1	\$2,456.56	\$ 2,456.56		1.00			1.00	\$ 2,456.56
1.03	Reconstruct Inlet - Sage St.	LS	1	\$1,620.00	\$ 1,620.00		1.00			1.00	\$ 1,620.00

SUBTOTAL CCO #1:	\$ 10,020.16	Subtotal, Add'l Bid #3 - Paid to Date	\$ 10,020.16
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Subtotal \$ per Estimate - Contract Change Order	\$ -	\$ 10,020.16	\$ -	\$ -
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CONTRACT CHANGE ORDER #2:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
1.01	Landscape Grading and Restoration	LS	1	\$2,050.00	\$2,050.00			1.00		1.00	\$ 2,050.00
SUBTOTAL CCO #2:					\$ 2,050.00	Subtotal, Add'l Bid #3 - Paid to Date				\$ 2,050.00	

Subtotal \$ per Estimate - Contract Change Order	\$ -		\$ 2,050.00	\$ -
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Subtotal \$ per Estimate	\$ 537,978.66	\$ 32,055.79	\$ 2,050.00	\$ -		
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Retainage per Estimate	\$ (15,315.13)		\$ 12,815.13	\$ -		
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Total to be Paid per Estimate	\$ 522,663.53	\$ 32,055.79	\$ 14,865.13	\$ -		
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TOTAL BASE BID + ALL ADDT'L BIDS + CCO:	\$ 624,675.44	TOTAL - Paid to Date	\$ 572,084.45
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	Less Retainage Held	-\$2,500.00
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TOTAL BASE BID + ALL ADDT'L BIDS - Paid to Date, Less Retainage	\$ 569,584.45
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MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Tom Earle
From: Luke Podella
CC: Neil Waswo, Greg Governatori, Mike Timmers
Date: May 17th, 2020
Re: Contract Change Order Request #2 for 2020 Lake Geneva Streets Program

Attached please find a copy of Contract Change Order #2 and Justification of Price for the **2020 Lake Geneva Street Program** construction project.

This includes additional work requested by the City of Lake Geneva. Work includes: Grading work, erosion mat, seeding, and fertilization of ground located at the intersection of Sage St. and Water St. consisting of approximately 168 SY.

The TOTAL cost of this change order is **\$2,050.00**.

Please note, the final cost for this project will be significantly lower than the original project bid cost. The original project bid cost was \$612,605.28, but the actual cost will be \$572,084.45.

Let me know if you have any questions or comments!

Thank you!

2020 Lake Geneva Street Program Justification of Price for Contract Change Order #2

I. Item Description:

Item #2.01 Landscape Grading and Restoration:

Description: Grading work, erosion mat, seeding, and fertilization of ground located at the intersection of Sage St. and Water St. consisting of approximately 168 SY, per City of Lake Geneva request. In discussions with the City, it was decided to adjust the sidewalk configuration at the intersection of Sage St. and Water St. to no longer include pedestrian curb. This change resulted in additional grading, erosion mat, and seeding along the back side of the sidewalk to match back into the existing grade.

II. Method of Measurement: Work performed, for the above items, is measured as a lump sum.

II. Basis of Payment: The work under these items, measured as provided above, will be paid for at the contract unit price as stated in the below attached table, which price shall be full compensation for all work herein specified and for all labor, materials, and equipment; and for all cleanup and incidentals necessary to complete the Work in accordance with the Contract and all specifications that apply.

The following is a cost summary for the additional items mentioned above:

Item No.	Description	Unit	Qty	Unit Price	Total Price
2.01	Landscape Grading and Restoration	LS	1	\$ 2,050.00	\$ 2,050.00
Grand Total – Contract Change Order #2					\$2,050.00

CONTRACT CHANGE ORDERChange Order: #2Date: May 17, 2021Name of Project: 2020 Lake Geneva Street ProgramOWNER: City of Lake GenevaCONTRACTOR: Payne & DolanENGINEER: Kapur & Associates, Inc.The following changes are hereby made to the Contract Documents: **See attached documentation.**

Justification: (See attached)

Change to CONTRACT PRICE- \$ 10,020.16Original CONTRACT PRICE - \$ 612,605.28Current CONTRACT PRICE adjusted by previous CHANGE ORDER - \$ 622,625.44The CONTRACT PRICE due to this CHANGE ORDER will be
increased (~~decreased~~) by - \$ 2,050.00The new CONTRACT PRICE including this CHANGE ORDER will be - \$ 624,675.44

Change to CONTRACT TIME:

The CONTRACT TIME will be (increased) (~~decreased~~) by zero calendar days.The date for completion of work will be Substantial (Date).Final (Date)

The CONTRACTOR and OWNER hereby agree that the compensation to the CONTRACTOR effected hereby constitutes full settlement of the claims of the CONTRACTOR under this contract arising out of or incident to the changes effected hereby.

This document will become a supplement to the contract and all provisions will apply hereto.

Recommended by the ENGINEER: *Luke Podella* Date 5/17/21
Name: Luke Podella

Title: Project Manager

Accepted by the CONTRACTOR:

DocuSigned by:
Raymond A. Postotnik 5/27/2021 | 5:40 AM PDT
Name: ~~Samuel Nigbur~~ Raymond A. Postotnik

Title: ~~Project Manager~~ Agent

Approved by the OWNER:

Name: Tom Earle Date

Title: Director of Public Works

Area Office
1740 120th Avenue
Kenosha, WI 53144



Samuel K. Nigbur
Cell: 262-366-5134
Snigbur@Walbecgroup.com

SUBMITTED TO:

City of Lake Geneva

DATE: 4/28/2021
PHONE:
JOB NAME: CO Lake Geneva 2020 Street Program
JOB LOCATION: Various Locations
PLAN DATE: NA

CHANGE ORDER

For furnishing the necessary labor, material and equipment to complete the following:

Base Proposal - Landscape Grading and Restoration

- ☐ Re-grade, EMat, Seed, and Fertilize existing landscape located at the intersection of Sage St and Water St consisting of approximately 168 sy.

TOTAL PRICE: \$ 2,050.00

NOTES:

- Project is to be built in 1 phases(s).
- Price does NOT include: sawcutting, base course, concrete curb or sidewalk, pavement marking, utility adjustments, traffic control, or permits.

THIS PROPOSAL AND PAYNE & DOLAN, INC.'S OBLIGATION TO PROVIDE ANY LABOR, MATERIALS AND/OR EQUIPMENT HEREUNDER IS EXPRESSLY CONDITIONED UPON FEDERAL, STATE AND LOCAL REGULATIONS, RESTRICTIONS AND ORDERS PERTAINING TO THE COVID-19 PANDEMIC AND THE HEALTH, SAFETY AND WELFARE OF PAYNE & DOLAN, INC.'S EMPLOYEES. IF PAYNE & DOLAN, INC., IN ITS SOLE DISCRETION, IS UNABLE TO TIMELY AND/OR ADEQUATELY PROVIDE LABOR, MATERIALS, EQUIPMENT, AND/OR WORKFORCE TO FULFILL THIS PROPOSAL DUE TO THE COVID-19 PANDEMIC OR OTHER VIRUS OUTBREAKS, EPIDEMICS, AND PANDEMICS, THEN THIS PROPOSAL SHALL BE NULL AND VOID, PAYNE & DOLAN, INC. SHALL BE EXCUSED FROM ALL PERFORMANCE HEREUNDER, ANY AND ALL LIABILITY AGAINST PAYNE & DOLAN, INC. IS WAIVED, AND PAYNE & DOLAN, INC. SHALL BE ENTITLED TO REIMBURSEMENT OF ALL COSTS INCURRED AT THE TIME PERFORMANCE IS CEASED.

IF THIS PROPOSAL IS NOT ACCEPTED AND RETURNED WITHIN 10 DAYS FROM THE DATE OF THIS PROPOSAL OR IF THE WORK IS NOT COMPLETED BY OCTOBER 15TH 2021 PAYNE & DOLAN, INC. RESERVES THE RIGHT TO WITHDRAW THE PROPOSAL OR MODIFY THE TERMS OF THE PROPOSAL/CONTRACT.

PRIOR TO PAYNE & DOLAN, INC. BEGINNING WORK UNDER THIS CONTRACT, OWNER/CONTRACTOR SHALL PROVIDE EVIDENCE THAT THE FOLLOWING PAYMENT TERM IS MET OR PAID AND IS ACCEPTABLE TO PAYNE & DOLAN, INC. TO FULFILL THEIR OBLIGATIONS UNDER THIS CONTRACT: PAYMENT IN FULL/LETTER OF CREDIT FOR CONTRACT

PLEASE CALL SAM NIGBUR AT 262 366-5134 TO GET APPROVAL ON YOUR PROPOSED PAYMENT SCHEDULE OR TO MAKE PAYMENT ARRANGEMENTS. PROPOSAL TERMS AND CONDITIONS

Work of Others: Prior to the commencement of the Work, the work of others shall be completed to such an extent that it will not in any way conflict or interfere with the Work. If Payne & Dolan, Inc. is directed to commence Work prior to the time such other work is completed, Owner/Contractor agrees to pay the costs of any extra mobilizations or reduced productivity attributable to Payne & Dolan, Inc. commencing any of the Work before any others have completed their work.

Duration: In order to meet any agreed upon completion date, Payne & Dolan, Inc. must receive a 10 day advance notice to proceed plus the total allowable number of working days required to complete the Work under normal conditions. Performance of the Work is contingent upon strikes, accidents or delays beyond Payne & Dolan, Inc.'s control.

Changed Conditions: Any changed condition of the job specifications involving extra costs will be performed only upon submission of a written change order, and Owner/Contractor will be required to pay to Payne & Dolan, Inc. an extra charge over and above the original contract price for performance of the requested change order.

Utilities: Payne & Dolan, Inc. will not be responsible for damage to any underground utilities or other hidden conditions if the Owner/Contractor fails to give Payne & Dolan, Inc. advance notice of their existence and location. Owner/Contractor agrees to indemnify and hold Payne & Dolan, Inc. harmless for any loss, expense or damage resulting from, arising out of, or in any way related to such condition.

Access: Physical access by heavy equipment and material delivery vehicles to the site that is the subject of this contract may result in physical damage to property including but not limited to existing pavement, landscape or structures. Payne & Dolan, Inc. will cooperate with the Owner/Contractor in finding alternative access solutions, but the Owner/Contractor does hereby release and hold harmless Payne & Dolan, Inc. from any claims for physical damage caused from access to the site. Owner/Contractor agrees that any physical damage to property caused by Payne & Dolan, Inc.'s heavy equipment and material delivery vehicles in the process of gaining access to the site, where no other access options have been made available, shall be the responsibility of the Owner/Contractor.

Restoration: Payne & Dolan, Inc. will not be responsible for any restoration of adjacent areas disturbed as a result of construction, including, but not limited to, stone shoulder, adjustment of drainage structures or landscaping that may need to be performed to allow for proper drainage of water from the surface of the new pavement unless otherwise agreed to in the scope of work.

Damage Waiver: Any claim for property damage is conclusively waived unless presented to Payne & Dolan, Inc. in writing within seven (7) calendar days of the occurrence.

Acceptance of Material/Labor: All materials and labor are conclusively accepted as satisfactory unless objected to in writing within seven (7) calendar days of performance.

Lien Law: "AS REQUIRED BY THE WISCONSIN CONSTRUCTION LIEN LAW, BUILDER (PAYNE & DOLAN, INC.) HEREBY NOTIFIES OWNER THAT PERSONS OR COMPANIES FURNISHING LABOR OR MATERIALS FOR THE CONSTRUCTION ON OWNER'S LAND MAY HAVE LIEN RIGHTS ON OWNER'S LAND AND BUILDINGS IF NOT PAID. THOSE ENTITLED TO LIEN RIGHTS, IN ADDITION TO THE UNDERSIGNED BUILDER, ARE THOSE WHO CONTRACT DIRECTLY WITH THE OWNER OR THOSE WHO GIVE THE OWNER NOTICE WITHIN 60 DAYS AFTER THEY FIRST FURNISH LABOR OR MATERIALS FOR THE CONSTRUCTION. ACCORDINGLY, OWNER PROBABLY WILL RECEIVE NOTICES FROM THOSE WHO FURNISH LABOR OR MATERIALS FOR THE CONSTRUCTION, AND SHOULD GIVE A COPY OF EACH NOTICE RECEIVED TO HIS MORTGAGE LENDER, IF ANY, TO SEE THAT ALL POTENTIAL LIEN CLAIMANTS ARE DULY PAID."

Compliance with Laws: Owner/Contractor, at its sole expense, shall comply with and obtain all necessary licenses and permits under present and future laws, statutes, ordinances, rules, orders or regulations of any governmental body having jurisdiction over the site, the Work, or the Owner/Contractor shall bear the sole cost of any fines or penalties for failure to comply with or obtain the same and shall indemnify and hold Payne & Dolan, Inc. harmless for any fine, penalty or expense resulting from, arising out of, or in any way related to Owner/Contractor's violations under this paragraph.

Payment: Payne & Dolan, Inc. proposes to furnish material and labor - complete in accordance with above specifications and prices. Payne & Dolan, Inc. is entitled to final payment upon substantial completion of the "Work" required herein. Terms of payment shall be net on receipt of invoice. A 1.5% per month service charge shall be charged on all outstanding balances. Upon receipt of payment in full, Payne & Dolan, Inc. will provide a lien waiver required by Owner/Contractor.

Collection Costs: If any amount due under this contract is not paid when due, is referred to any attorney for collection (whether or not litigation is commenced), or if any legal advice, services or action shall be necessary, Owner/Contractor agrees to pay all attorney's fees, costs and expenses incurred by Payne & Dolan, Inc. in connection with collecting that amount.

Insurance/Indemnification: This Proposal is contingent upon the express agreement that indemnification, defense, additional insured status and waivers of subrogation, if required by the Owner/Contractor, shall be provided by Payne & Dolan, Inc., but only to the extent of Payne & Dolan, Inc.'s negligent acts or omissions in the performance of its work. Owner/Contractor to carry any necessary property insurance on the Work. Payne & Dolan, Inc.'s workers are fully covered by Workers' Compensation Insurance. Payne & Dolan, Inc. will meet insurance limits of liability by using a combination of primary insurance policies and umbrella/excess policies.

Warranty: All material is guaranteed to be as specified. All Work to be completed in a workmanlike manner according to standard practices. Payne & Dolan, Inc.'s warranty excludes remedy for damage or defect caused by abuse, modifications not executed by Payne & Dolan, Inc. its subcontractors or suppliers, improper or insufficient maintenance, improper operation, normal wear and tear under normal usage or excessive manipulation over the original design criteria. Payne & Dolan, Inc.'s warranty for material and workmanship is for the term of one year from Payne & Dolan, Inc.'s last substantial labor date and is in lieu of any other warranty or remedy required by law.

Site Drainage: Payne & Dolan, Inc. reserves the right to refuse to construct a pavement unless minimum grades of 1% are attainable for surface drainage. If the Owner/Contractor directs construction with less than a minimum grade of 1% or if the plans do not provide 1%

drainage in all directions, it is understood and agreed that waterponding may occur and that no warranty will attach to the Work. Payne & Dolan, Inc. is not responsible for the redesigning of plan grades in order to establish a minimum of 1% drainage.

Subgrade/Aggregate Base: The Owner/Contractor is responsible to furnish Payne & Dolan, Inc. a suitable subgrade/aggregate base having the ability to support the maximum axle loads transmitted from the heaviest construction and/or vehicle traffic anticipated as not to cause any deformation to the subgrade/aggregate base. All subgrade must be rough graded by Owner/Contractor to within $\pm 0.1'$ of the proposed plan subgrade elevations.

Heaving and Cracking: Heaving of asphalt pavements caused by, but not limited to, wet conditions, expansive soils and freeze-thaw cycles, is not the responsibility of Payne & Dolan, Inc. Cracking of asphalt pavements caused by, but not limited to, freeze-thaw cycles, excessive drying of expansive soils, clay soils and reflective cracking, is not the responsibility of Payne & Dolan, Inc.

Fine Grading of Aggregate Base by Payne & Dolan, Inc.: If Payne & Dolan, Inc. fine grades the surface to be paved, the Owner/Contractor shall furnish a surface rough graded to within $\pm 0.1'$ of the proposed plan aggregate base course elevations.

Fine Grading of Aggregate Base by Others: If Owner/Contractor fine grades the surface to be paved, Payne & Dolan, Inc. may choose to request additional work to correct the surface to be paved for (but not limited to) stability, surface drainage, slope and elevation. Additional corrective work will be done at no cost to Payne & Dolan, Inc.

Resurfacing: When resurfacing concrete, brick or asphalt pavements, Payne & Dolan, Inc. is not responsible for the reproduction of cracks or expansion joints which may occur.

Exclusion of WDOT Specifications: If Wisconsin DOT Standard Specifications are being used, this proposal excludes the following: 450.3.2.1.1 and 450.3.2.1.2 Preparation and Paving Operations and Cold Weather Paving: Payne & Dolan, Inc. will provide the best quality pavement achievable based on all other required standard specifications.

450.3.2.9 Testing (Ride Quality): Payne & Dolan, Inc. will provide the best quality ride achievable based on all other required standard specifications.

455.2.2 and 455.2.3 Sampling and Testing (Asphaltic Materials): Payne & Dolan, Inc. will provide Owner/Contractor a Wisconsin approved mix design and all other material requirements per section 460. Payne & Dolan, Inc. will perform daily quality control mixture testing at Owner/Contractor's request.

460.2.8.2 Contractor Testing: Payne & Dolan, Inc. will provide Owner/Contractor a Wisconsin approved mix design and all other material requirements per section 460. Payne & Dolan, Inc. will perform daily quality control mixture testing at Owner/Contractor's request.

Incorporation: If any other agreement is entered into between the parties, the terms of this agreement shall be incorporated into any such agreement and shall supersede any conflicting terms contained therein.

Captions: The captions and headings at the beginning of each section of this Proposal are for convenience only and are to be given no weight in construing the provisions of this Agreement.

Authorized Signature: _____
Raymond A Postotnik, Agent

Acceptance of Proposal - The above prices, specifications and terms and conditions are satisfactory and are hereby accepted. Payne & Dolan, Inc. is authorized by Owner/Contractor to do the Work as specified. Payment will be made to Payne & Dolan, Inc. by Owner/Contractor as outlined above. If separate bids or alternate bids are indicated, acknowledge acceptance by initialing those prices which you hereby accept.

Owner/Contractor: _____ Date: _____

Signature: _____

Job Name: CO Lake Geneva 2020 SP - Change Order #2

Date of Proposal: 4/28/2021

Contractor's Application for Payment No.**3**

Application Period: thru May 27, 2021		Application Date: May 27, 2021
To (Owner): City of Lake Geneva	From (Contractor): Payne & Dolan, Inc.	Via (Engineer): Kapur
Project: 2020 Streets Program	Contract: Lake Geneva 2020 Streets Program	
Owner's Contract No.:	Contractor's Project No.: 253480	Engineer's Project No.:

**Application For Payment
Change Order Summary**

Approved Change Orders		
Number	Additions	Deductions
1	\$10,020.16	
2	\$2,050.00	
TOTALS	\$12,070.16	
NET CHANGE BY CHANGE ORDERS	\$12,070.16	

1. ORIGINAL CONTRACT PRICE.....	\$	\$612,605.28
2. Net change by Change Orders.....	\$	\$12,070.16
3. Current Contract Price (Line 1 ± 2).....	\$	\$624,675.44
4. TOTAL COMPLETED AND STORED TO DATE (Column F on Progress Estimate).....	\$	\$570,034.45
5. RETAINAGE:		
a. X Work Completed.....	\$	\$2,500.00
b. X Stored Material.....	\$	
c. Total Retainage (Line 5a + Line 5b).....	\$	\$2,500.00
6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5c).....	\$	\$567,534.45
7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application).....	\$	\$552,669.32
8. LESS LIQUIDATED DAMAGES	\$	
9. LESS ADDITIONAL ENGINEERING COSTS	\$	
10. AMOUNT DUE THIS APPLICATION.....	\$	\$14,865.13
11. BALANCE TO FINISH, PLUS RETAINAGE.....	\$	\$57,140.99

Contractor's Certification

The undersigned Contractor certifies that to the best of its knowledge: (1) all previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with Work covered by prior Applications for Payment; (2) title of all Work, materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to Owner at time of payment free and clear of all Liens, security interests and encumbrances (except such as are covered by a Bond acceptable to Owner indemnifying Owner against any such Liens, security interest or encumbrances); and (3) all Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

By: DocuSigned by:

Raymond A. Postolnik

5E05A6B602AF467...

Date: 5/27/2021 | 6:53 AM PDT

Approved by:

Funding Agency (if applicable)

(Date)

Endorsed by the Construction Specifications Institute.

Progress Estimate

Contractor's Application

For (contract): 2020 Lake Geneva Street Program						Application Number: 3		
Application Period:						Application Date: 10/27/2021		
A		B	Work Completed		E	F		G
Item			C	D				
Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (E) B	Balance to Finish (B - F)
	Removing Pavement (Concrete Driveway)	\$ 810.00	\$ 1,495.80	\$ -		\$ 1,495.80		\$ 810.00
	Removing Asphaltic Surface (Driveway)	\$ 414.00	\$ 371.25	\$ -		\$ 371.25	89.7%	\$ 414.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 18,228.00	\$ 17,535.28	\$ -		\$ 17,535.28	96.2%	\$ 18,228.00
	Removing Curb & Gutter	\$ 10,062.50	\$ 11,454.00	\$ -		\$ 11,454.00	113.8%	\$ 10,062.50
	Removing Concrete Sidewalk	\$ 6,150.00	\$ 6,583.80	\$ -		\$ 6,583.80	107.1%	\$ 6,150.00
	Removing Manholes (Storm)	\$ 2,400.00	\$ 3,600.00	\$ -		\$ 3,600.00	150.0%	\$ 2,400.00
	Removing Inlets	\$ 950.00	\$ 950.00	\$ -		\$ 950.00	100.0%	\$ 950.00
	Excavation Common	\$ 3,300.00	\$ 3,300.00	\$ -		\$ 3,300.00		\$ 3,300.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 3,750.00	\$ 3,745.25	\$ -		\$ 3,745.25		\$ 3,750.00
	Concrete Driveway 6-Inch	\$ 480.00	\$ 1,067.40	\$ -		\$ 1,067.40		\$ 480.00
	Concrete Driveway 8-Inch	\$ 2,394.00	\$ 2,362.50	\$ -		\$ 2,362.50		\$ 2,394.00
	includes asphaltic material for tack coat (455.0605). Includes	\$ 75,868.80	\$ 78,126.57	\$ -		\$ 78,126.57	103.0%	\$ 75,868.80
	Asphaltic Surface Driveways	\$ 1,194.10	\$ 1,194.10	\$ -		\$ 1,194.10	100.0%	\$ 1,194.10
	Concrete Curb & Gutter 24-Inch Type D	\$ 23,252.50	\$ 30,157.25	\$ -		\$ 30,157.25	129.7%	\$ 23,252.50
	Concrete Curb & Gutter 30-Inch Type D	\$ 7,088.25	\$ 4,561.93	\$ -		\$ 4,561.93	64.4%	\$ 7,088.25
	Concrete Curb Pedestrian	\$ 3,450.00	\$ 2,745.00	\$ -		\$ 2,745.00	79.6%	\$ 3,450.00
	Concrete Sidewalk 4-Inch	\$ 21,312.50	\$ 22,400.99	\$ -		\$ 22,400.99	105.1%	\$ 21,312.50
	Concrete Steps	\$ 1,350.00	\$ 720.00	\$ -		\$ 720.00	53.3%	\$ 1,350.00
	Curb Ramp Detectable Warning Field Yellow	\$ 7,140.00	\$ 6,510.00	\$ -		\$ 6,510.00	91.2%	\$ 7,140.00
	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	\$ 1,640.00	\$ 5,125.00	\$ -		\$ 5,125.00	312.5%	\$ 1,640.00
	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	\$ 3,392.00	\$ 3,392.00	\$ -		\$ 3,392.00	100.0%	\$ 3,392.00
	Inlet Cover Type C	\$ 1,216.00	\$ 1,216.00	\$ -		\$ 1,216.00	100.0%	\$ 1,216.00
	Manholes 4-FT Diameter	\$ 6,600.00	\$ 9,900.00	\$ -		\$ 9,900.00	150.0%	\$ 6,600.00
	Adjusting Manholes Covers (Undistributed)	\$ 1,365.75	\$ 163.89	\$ -		\$ 163.89	12.0%	\$ 1,365.75
	Adjusting Inlet Covers (Undistributed)	\$ 2,975.00	\$ 2,550.00	\$ -		\$ 2,550.00	85.7%	\$ 2,975.00
	Inlet Protection Type B	\$ 180.00	\$ 180.00	\$ -		\$ 180.00	100.0%	\$ 180.00
	Inlet Protection Type C	\$ 935.00	\$ 770.00	\$ -		\$ 770.00	82.4%	\$ 935.00
	Marking Stop Line Epoxy 18-inch	\$ 2,480.00	\$ 2,569.90	\$ -		\$ 2,569.90	103.6%	\$ 2,480.00
	Marking Crosswalk Epoxy Transverse Line 6-inch	\$ 13,500.00	\$ 13,065.30	\$ -		\$ 13,065.30	96.8%	\$ 13,500.00
	Sawing Asphalt	\$ 157.50	\$ 239.75	\$ -		\$ 239.75	116.7%	\$ 157.50
	Sawing Concrete	\$ 303.75	\$ 1,203.75	\$ -		\$ 1,203.75		\$ 303.75
	Adjusting Valve Boxes (Undistributed)	\$ 196.68	\$ 65.56	\$ -		\$ 65.56	33.3%	\$ 196.68
	Traffic Control	\$ 7,231.73	\$ 7,231.73	\$ -		\$ 7,231.73	100.0%	\$ 7,231.73
	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	\$ 5,355.00	\$ 10,084.10	\$ -		\$ 10,084.10	188.3%	\$ 5,355.00
For (contract): 2020 Lake Geneva Street Program						Application Number: 1		
Application Period:						Application Date: 12/11/2020		
A		B	Work Completed		E	F		G
Item			C	D				
Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (E) B	Balance to Finish (B - F)
	Removing Asphaltic Surface (Driveway)	\$ 54.00	\$ 51.03	\$ -		\$ 51.03	94.5%	\$ 54.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 2,257.20	\$ 2,178.47	\$ -		\$ 2,178.47	96.5%	\$ 2,257.20
	Removing Curb & Gutter	\$ 1,449.00	\$ 1,270.75	\$ -		\$ 1,270.75	87.7%	\$ 1,449.00
	Removing Concrete Sidewalk	\$ 533.00	\$ 533.00	\$ -		\$ 533.00	100.0%	\$ 533.00
	Excavation Common	\$ 300.00	\$ 300.00	\$ -		\$ 300.00	100.0%	\$ 300.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 289.00	\$ 289.00	\$ -		\$ 289.00		\$ 289.00
	HMA Pavement Type 4 LT 58-28 S (460.5224). Item also includes	\$ 8,435.70	\$ 8,305.92	\$ -		\$ 8,305.92	98.5%	\$ 8,435.70
	Asphaltic Surface Driveways	\$ 322.90	\$ 322.90	\$ -		\$ 322.90	100.0%	\$ 322.90
	Concrete Curb & Gutter 24-Inch Type D	\$ 1,668.50	\$ 2,414.00	\$ -		\$ 2,414.00	144.7%	\$ 1,668.50
	Concrete Curb & Gutter 30-Inch Type D	\$ 2,871.65	\$ 1,544.88	\$ -		\$ 1,544.88	53.8%	\$ 2,871.65
	Concrete Sidewalk 4-Inch	\$ 2,131.25	\$ 1,813.50	\$ -		\$ 1,813.50	85.1%	\$ 2,131.25
	Curb Ramp Detectable Warning Field Yellow	\$ 700.00	\$ 560.00	\$ -		\$ 560.00	80.0%	\$ 700.00
	Adjusting Manholes Covers (Undistributed)	\$ 54.63	\$ -	\$ -		\$ -		\$ 54.63
	Adjusting Inlet Covers (Undistributed)	\$ 850.00	\$ 850.00	\$ -		\$ 850.00	100.0%	\$ 850.00
	Inlet Protection Type C	\$ 275.00	\$ 110.00	\$ -		\$ 110.00	40.0%	\$ 275.00
	Sawing Asphalt	\$ 29.75	\$ 40.25	\$ -		\$ 40.25	100.0%	\$ 29.75
	Traffic Control	\$ 2,781.78	\$ 2,781.78	\$ -		\$ 2,781.78	100.0%	\$ 2,781.78
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 367.50	\$ 566.37	\$ -		\$ 566.37	154.1%	\$ 367.50
	Removing Asphaltic Surface (Driveway & Roadway)	\$ 1,575.00	\$ 1,395.00	\$ -		\$ 1,395.00		\$ 1,575.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 945.00	\$ 1,361.99	\$ -		\$ 1,361.99	144.1%	\$ 945.00
	Removing Curb & Gutter	\$ 3,507.50	\$ 3,415.50	\$ -		\$ 3,415.50	97.4%	\$ 3,507.50
	Excavation Common	\$ 450.00	\$ 450.00	\$ -		\$ 450.00	100.0%	\$ 450.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 510.00	\$ 510.00	\$ -		\$ 510.00	100.0%	\$ 510.00
	HMA Pavement Type 4 LT 58-28 S (460.5224). Item also includes	\$ 3,563.60	\$ 3,958.27	\$ -		\$ 3,958.27	111.1%	\$ 3,563.60
	Asphaltic Surface Driveways	\$ 5,971.60	\$ 7,382.39	\$ -		\$ 7,382.39	123.6%	\$ 5,971.60
	Concrete Curb & Gutter 24-Inch Type D	\$ 10,827.50	\$ 10,543.50	\$ -		\$ 10,543.50	97.4%	\$ 10,827.50
	Adjusting Inlet Covers (Undistributed)	\$ 525.00	\$ -	\$ -		\$ -		\$ 525.00
	Inlet Protection Type C	\$ 110.00	\$ 110.00	\$ -		\$ 110.00	100.0%	\$ 110.00
	Sawing Asphalt	\$ 1,050.00	\$ 1,001.00	\$ -		\$ 1,001.00	94.0%	\$ 1,050.00
	Traffic Control	\$ 2,781.78	\$ 2,781.78	\$ -		\$ 2,781.78	100.0%	\$ 2,781.78
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 105.00	\$ 112.04	\$ -		\$ 112.04	106.7%	\$ 105.00

	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 2,123.00	\$	2,123.00	\$	-	\$	2,123.00	100.0%	\$	2,123.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 8,687.42	\$	8,687.42	\$	-	\$	8,687.42	99.2%	\$	8,756.80
	Adjusting Manholes Covers (Undistributed)	\$ 109.26	\$	-	\$	-	\$	-		\$	109.26
For (contract): 2020 Lake Geneva Street Program								Application Number: 1			
Application Period:								Application Date: 12/11/2020			
A		B		Work Completed		E		F		G	
Item											
Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (E) B	Balance to Finish (B - F)			
	Inlet Protection Type C	\$ 220.00	\$	220.00	\$	-	\$	220.00	100.0%	\$	220.00
	Traffic Control	\$ 1,248.41	\$	1,248.41	\$	-	\$	1,248.41	100.0%	\$	1,248.41
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 4,522.00	\$	4,224.37	\$	-	\$	4,224.37	93.4%	\$	4,522.00
	Removing Concrete Sidewalk	\$ 471.50	\$	651.29	\$	-	\$	651.29	138.1%	\$	471.50
	Excavation Common	\$ 90.00	\$	90.00	\$	-	\$	90.00	100.0%	\$	90.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 102.00	\$	102.00	\$	-	\$	102.00	100.0%	\$	102.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 13,683.75	\$	13,450.13	\$	-	\$	13,450.13	98.3%	\$	13,683.75
	Concrete Sidewalk 4-Inch	\$ 1,627.50	\$	2,215.73	\$	-	\$	2,215.73	136.1%	\$	1,627.50
	Curb Ramp Detectable Warning Field Yellow	\$ 1,120.00	\$	1,120.00	\$	-	\$	1,120.00	100.0%	\$	1,120.00
	Adjusting Manholes Covers (Undistributed)	\$ 109.26	\$	-	\$	-	\$	-		\$	109.26
	Inlet Protection Type C	\$ 275.00	\$	275.00	\$	-	\$	275.00	100.0%	\$	275.00
	Sawing Asphalt	\$ 29.75	\$	-	\$	-	\$	-		\$	29.75
	Adjusting Valve Boxes (Undistributed)	\$ 98.31	\$	32.77	\$	-	\$	32.77	33.3%	\$	98.31
	Traffic Control	\$ 2,574.09	\$	2,574.09	\$	-	\$	2,574.09	100.0%	\$	2,574.09
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 210.00	\$	280.04	\$	-	\$	280.04	133.4%	\$	210.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 5,670.00	\$	5,670.00	\$	-	\$	5,670.00	100.0%	\$	5,670.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 23,646.00	\$	22,200.22	\$	-	\$	22,200.22	93.9%	\$	23,646.00
	Adjusting Manholes Covers (Undistributed)	\$ 327.78	\$	-	\$	-	\$	-		\$	327.78
	Adjusting Valve Boxes (Undistributed)	\$ 32.78	\$	32.78	\$	-	\$	32.78	100.0%	\$	32.78
	Traffic Control	\$ 2,476.57	\$	2,476.57	\$	-	\$	2,476.57	100.0%	\$	2,476.57
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 1,260.00	\$	2,095.91	\$	-	\$	2,095.91	166.3%	\$	1,260.00
	Removing Pavement (Concrete Driveway)	\$ 405.00	\$	1,772.82	\$	-	\$	1,772.82	437.7%	\$	405.00
	Removing Asphaltic Surface Milling (Partial Depth 3")	\$ 3,100.80	\$	3,223.20	\$	-	\$	3,223.20	103.9%	\$	3,100.80
	Removing Curb & Gutter	\$ 805.00	\$	787.75	\$	-	\$	787.75	97.9%	\$	805.00
	Removing Concrete Sidewalk	\$ 164.00	\$	91.02	\$	-	\$	91.02		\$	164.00
	Excavation Common	\$ 360.00	\$	360.00	\$	-	\$	360.00	100.0%	\$	360.00
	Excavation Common - EBS	\$ 2,883.60	\$	223.48	\$	-	\$	223.48	7.8%	\$	2,883.60
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 6,000.00	\$	1,437.25	\$	-	\$	1,437.25		\$	6,000.00
	Concrete Driveway 8-Inch	\$ 4,095.00	\$	4,136.58	\$	-	\$	4,136.58	101.0%	\$	4,095.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 10,456.60	\$	10,307.22	\$	-	\$	10,307.22	98.6%	\$	10,456.60
	Concrete Curb & Gutter 24-Inch Type D	\$ 2,059.00	\$	2,502.75	\$	-	\$	2,502.75		\$	2,059.00
	Adjusting Manholes Covers (Undistributed)	\$ 54.63	\$	54.63	\$	-	\$	54.63	100.0%	\$	54.63
	Traffic Control	\$ 3,952.14	\$	3,952.14	\$	-	\$	3,952.14	100.0%	\$	3,952.14
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 735.00	\$	382.62	\$	-	\$	382.62	52.1%	\$	735.00
For (contract): 2020 Lake Geneva Street Program								Application Number: 1			
Application Period:								Application Date: 12/11/2020			
A		B		Work Completed		E		F		G	
Item											
Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (E) B	Balance to Finish (B - F)			
	Removing Asphaltic Surface Milling (Partial Depth 3")	\$ 2,027.20	\$	1,759.72	\$	-	\$	1,759.72	86.8%	\$	2,027.20
	Removing Concrete Sidewalk	\$ 123.00	\$	123.00	\$	-	\$	123.00	100.0%	\$	123.00
	Excavation Common - EBS	\$ 2,162.70	\$	-	\$	-	\$	-		\$	2,162.70
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 4,500.00	\$	980.25	\$	-	\$	980.25		\$	4,500.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 6,727.50	\$	6,727.50	\$	-	\$	6,727.50	90.0%	\$	7,475.00
	Traffic Control	\$ 3,902.85	\$	3,902.85	\$	-	\$	3,902.85	100.0%	\$	3,902.85
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 210.00	\$	46.62	\$	-	\$	46.62	22.2%	\$	210.00
	Removing Asphaltic Surface Milling (Partial Depth 3")	\$ 1,144.00	\$	1,120.12	\$	-	\$	1,120.12	97.9%	\$	1,144.00
	Excavation Common - EBS	\$ 960.80	\$	-	\$	-	\$	-		\$	960.80
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 1,778.40	\$	845.41	\$	-	\$	845.41		\$	1,778.40
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 1,735.58	\$	1,735.58	\$	-	\$	1,735.58	100.0%	\$	1,735.58
	Traffic Control	\$ 1,544.55	\$	1,544.55	\$	-	\$	1,544.55		\$	1,544.55
	Removing Concrete Sidewalk	\$ 123.00	\$	112.75	\$	-	\$	112.75	91.7%	\$	123.00
	Excavation Common	\$ 18,030.00	\$	360.60	\$	-	\$	360.60	2.0%	\$	18,030.00
	Excavation Common - EBS	\$ 10,238.40	\$	-	\$	-	\$	-		\$	10,238.40
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 29,070.00	\$	1,602.34	\$	-	\$	1,602.34	4.2%	\$	29,070.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 26,791.70	\$	28,690.29	\$	-	\$	28,690.29	107.1%	\$	26,791.70
	Concrete Sidewalk 4-Inch	\$ 558.00	\$	379.75	\$	-	\$	379.75		\$	558.00
	Curb Ramp Detectable Warning Field Yellow	\$ 700.00	\$	560.00	\$	-	\$	560.00	80.0%	\$	700.00
	Adjusting Manholes Covers (Undistributed)	\$ 54.63	\$	54.63	\$	-	\$	54.63	100.0%	\$	54.63
	Stiff Fence	\$ 2,220.00	\$	-	\$	-	\$	-		\$	2,220.00
	Marking Crosswalk Epoxy Transverse Line 6-inch	\$ 3,780.00	\$	4,471.20	\$	-	\$	4,471.20	118.3%	\$	3,780.00
	Marking Removal Line 4-Inch	\$ 270.00	\$	252.00	\$	-	\$	252.00	93.3%	\$	270.00
	Sawing Asphalt	\$ 490.00	\$	556.50	\$	-	\$	556.50	113.6%	\$	490.00
	Traffic Control	\$ 5,798.64	\$	5,798.64	\$	-	\$	5,798.64		\$	5,798.64
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 11,025.00	\$	8,718.47	\$	-	\$	8,718.47	79.1%	\$	11,025.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 10,404.00	\$	9,815.08	\$	-	\$	9,815.08	94.3%	\$	10,404.00
	Removing Curb & Gutter	\$ 299.00	\$	391.00	\$	-	\$	391.00		\$	299.00
	Excavation Common	\$ 30.00	\$	30.00	\$	-	\$	30.00	100.0%	\$	30.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 50.00	\$	50.00	\$	-	\$	50.00	100.0%	\$	50.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 27,762.00	\$	27,422.25	\$	-	\$	27,422.25		\$	27,762.00
	Concrete Curb & Gutter 24-Inch Type D	\$ 923.00	\$	1,207.00	\$	-	\$	1,207.00	130.8%	\$	923.00
	Adjusting Manholes Covers (Undistributed)	\$ 327.78	\$	-	\$	-	\$	-		\$	327.78
	Inlet Protection Type C	\$ 275.00	\$	275.00	\$	-	\$	275.00	139.1%	\$	275.00
For (contract): 2020 Lake Geneva Street Program								Application Number: 1			
Application Period:								Application Date: 12/11/2020			
A		B		Work Completed		E		F		G	
Item											
Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (E) B	Balance to Finish (B - F)			

Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	(not in C or D)	Stored to Date (C + D + E)		
	Adjusting Valve Boxes (Undistributed)	\$ 65.56	\$ -	\$ -		\$ -		\$ 65.56
	Traffic Control	\$ 901.35	\$ 901.35	\$ -		\$ 901.35	100.0%	\$ 901.35
	Restore Disturbed Areas - Includes Topsoil (625.0100).	\$ 63.00	\$ 233.31	\$ -		\$ 233.31	370.3%	\$ 63.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 2,424.00	\$ 2,517.14	\$ -		\$ 2,517.14	103.8%	\$ 2,424.00
	Removing Curb & Gutter	\$ 862.50	\$ 948.75	\$ -		\$ 948.75	110.0%	\$ 862.50
	Excavation Common	\$ 90.00	\$ 90.00	\$ -		\$ 90.00	100.0%	\$ 90.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 150.00	\$ 150.00	\$ -		\$ 150.00	100.0%	\$ 150.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 8,046.00	\$ 8,046.00	\$ -		\$ 8,046.00	100.0%	\$ 8,046.00
	Concrete Curb & Gutter 24-Inch Type D	\$ 2,662.50	\$ 2,928.75	\$ -		\$ 2,928.75	110.0%	\$ 2,662.50
	Adjusting Manholes Covers (Undistributed)	\$ 54.63	\$ -	\$ -		\$ -		\$ 54.63
	Inlet Protection Type C	\$ 110.00	\$ 110.00	\$ -		\$ 110.00	100.0%	\$ 110.00
	Adjusting Valve Boxes (Undistributed)	\$ 32.78	\$ -	\$ -		\$ -		\$ 32.78
	Traffic Control	\$ 993.69	\$ 993.69	\$ -		\$ 993.69	100.0%	\$ 993.69
	Restore Disturbed Areas - Includes Topsoil (625.0100).	\$ 189.00	\$ 183.75	\$ -		\$ 183.75	97.2%	\$ 189.00
	Removing Pavement (Concrete Driveway)	\$ 405.00	\$ 1,178.55	\$ -		\$ 1,178.55	291.0%	\$ 405.00
	Removing Curb & Gutter	\$ 448.50	\$ 454.25	\$ -		\$ 454.25	101.3%	\$ 448.50
	Removing Concrete Sidewalk	\$ 328.00	\$ 326.16	\$ -		\$ 326.16		\$ 328.00
	Excavation Common	\$ 420.00	\$ 420.00	\$ -		\$ 420.00		\$ 420.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 750.00	\$ 462.75	\$ -		\$ 462.75		\$ 750.00
	Concrete Driveway 8-Inch	\$ 2,709.00	\$ 2,749.95	\$ -		\$ 2,749.95	101.5%	\$ 2,709.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 2,755.53	\$ 3,367.87	\$ -		\$ 3,367.87	122.2%	\$ 2,755.53
	Concrete Curb & Gutter 24-Inch Type D	\$ 994.00	\$ 1,125.35	\$ -		\$ 1,125.35	113.2%	\$ 994.00
	Concrete Curb & Gutter 30-Inch Type D	\$ 617.95	\$ 719.73	\$ -		\$ 719.73	116.5%	\$ 617.95
	Sawing Asphalt	\$ 175.00	\$ 253.75	\$ -		\$ 253.75	97.9%	\$ 175.00
	Traffic Control	\$ 1,418.63	\$ 1,418.63	\$ -		\$ 1,418.63		\$ 1,418.63
	Restore Disturbed Areas - Includes Topsoil (625.0100).	\$ 189.00	\$ 208.85	\$ -		\$ 208.85	110.5%	\$ 189.00
	Marking Symbol Epoxy	\$ 7,695.00	\$ 8,100.00	\$ -		\$ 8,100.00	105.3%	\$ 7,695.00
	Excavation Common - Asphaltic Pavement	\$ 5,943.60	\$ 5,943.60	\$ -		\$ 5,943.60		\$ 5,943.60
	Short Load Trucking Add-On	\$ 2,456.56	\$ 2,456.56	\$ -		\$ 2,456.56		\$ 2,456.56
	Reconstruct Inlet - Sage St.	\$ 1,620.00	\$ 1,620.00	\$ -		\$ 1,620.00		\$ 1,620.00
	Landscape Grading and Restoration	\$ 2,050.00	\$ -	\$ 2,050.00		\$ 2,050.00		\$ -
						\$ -		
						\$ -		
						\$ -		
						\$ -		
	Totals	\$624,675.44	\$570,034.45	\$2,050.00		\$572,084.45		\$622,625.44

Contractor's Application for Payment No. 3		
Application Period: thru May 27, 2021		Application Date: May 27, 2021
To (Owner): City of Lake Geneva	From (Contractor): Payne & Dolan, Inc.	Via (Engineer): Kapur
Project: 2020 Streets Program	Contract: Lake Geneva 2020 Streets Program	
Owner's Contract No.:	Contractor's Project No.: 253480	Engineer's Project No.:

Application For Payment
Change Order Summary

Approved Change Orders		
Number	Additions	Deductions
1	\$10,020.16	
2	\$2,050.00	
TOTALS	\$12,070.16	
NET CHANGE BY CHANGE ORDERS	\$12,070.16	

1. ORIGINAL CONTRACT PRICE.....	\$	\$612,605.28
2. Net change by Change Orders.....	\$	\$12,070.16
3. Current Contract Price (Line 1 ± 2).....	\$	\$624,675.44
4. TOTAL COMPLETED AND STORED TO DATE (Column F on Progress Estimate).....	\$	\$570,034.45
5. RETAINAGE:		
a. X Work Completed.....	\$	\$2,500.00
b. X Stored Material.....	\$	
c. Total Retainage (Line 5a + Line 5b).....	\$	\$2,500.00
6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5c).....	\$	\$567,534.45
7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application).....	\$	\$552,669.32
8. LESS LIQUIDATED DAMAGES	\$	
9. LESS ADDITIONAL ENGINEERING COSTS	\$	
10. AMOUNT DUE THIS APPLICATION.....	\$	\$14,865.13
11. BALANCE TO FINISH, PLUS RETAINAGE.....	\$	\$57,140.99

Contractor's Certification	
The undersigned Contractor certifies that to the best of its knowledge: (1) all previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with Work covered by prior Applications for Payment; (2) title of all Work, materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to Owner at time of payment free and clear of all Liens, security interests and encumbrances (except such as are covered by a Bond acceptable to Owner indemnifying Owner against any such Liens, security interest or encumbrances); and (3) all Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective	
By: <u>Raymond A. Postolnik</u>	Date: 5/27/2021 6:53 PM PDT

Payment of:	\$ 14,865.13
	(Line 10 or other - attach explanation of the other amount)
is recommended by:	<u>Luke Podella</u> 6/1/21
	(Date)
Payment of:	\$
	(Line 10 or other - attach explanation of the other amount)
is approved by:	
	(Owner) (Date)
Approved by:	
	Funding Agency (if applicable) (Date)

Endorsed by the Construction Specifications Institute.

Memo to City of Lake Geneva

To: Tom Earle, Public Works Committee **Date:** June 14, 2021

From: Emma Connell

CC: Neil Waswo, Naomi Rauch, Greg Governatori

Subject: Crosswalks on Edwards Blvd.

Based on our discussion at the last PWC meeting on April 26 2021, we would like to respond to the request for information related to the recommendation of flashing beacons at Edwards Blvd. and Geneva Pkwy., as well as, provide additional information related to the requested pedestrian crosswalk at Edwards Blvd. and Park Dr.

Edwards Blvd and Geneva Pkwy:

1. We are recommending a pedestrian crossing on the north side of the intersection with high visibility markings and crosswalk warning signs with rectangular rapid flashing beacons.
2. The table provided below, from FHWA - Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, was referenced for our recommendation. The table suggests pedestrian crash counter measures based on roadway configuration, vehicle counts, and speed limits. At the posted speed of 30 MPH, the minimum counter measures are: high visibility markings and crosswalk warning signs. Advanced yield signage is also highly recommended at the posted speed. At the design speed limit, 35 MPH, flashing beacons become highly recommended. **For the minimum signage, striping, and concrete work necessary the cost is approximately \$10,000. For additional signage, striping, concrete work, the beacon structures, and installation the cost is approximately \$32,000.**
3. WisDOT reviewed and concurred with the countermeasures as presented by Kapur at the April 2021 PWC meeting.
4. TAPCO has provided an alternative beacon option. A smaller, less expensive, system would be used for an area with 300 or less activations a day. This system looks similar and works the same as the one previously proposed, but the cabinet and solar panel are all in one unit and it does not require a concrete poured base. The material cost for the system and installation is approximately 20% less, \$25,600.

Edwards Blvd and Park Dr:

1. The City Development Review Team consisting of public works, building department, planning, and utilities has been in conversation with a developer that is proposing a residential development on the NW corner of Edwards Blvd and Townline Road.
 - a. A concept plan for the proposed development was presented to the Plan Commission on Monday May 17th, see attached. Part of the initial development will be duplex and multi-family residential units with the only ingress/egress connection opposite of the Park Drive on Edwards.





- b. The developer has been required to provide a Traffic Impact Analysis (TIA) for the intersection at the location of ingress/egress (Park Drive and Edwards). A traffic analysis professional, TADI, is in discussions with the developer regarding this work.
 - c. The TIA will provide recommendations regarding geometric changes, appropriate signage, signals, and pedestrian accommodations based on updated traffic and pedestrian counts.
 - d. The City has requested the applicant include recommendations from the TIA as part of the development per the Precise Implementation Plan process.
 - e. There is an existing bike path to the northwest of the development parcel. The City has requested the bike path be extended along the north edge of the parcel to the intersection of Edwards and Park.
- 2. If the Public Works Committee intends to proceed with design and installation of a pedestrian cross-walk from the West side of Edwards Boulevard to Park Drive, separate from the proposed development at NW corner of Edwards and Townline, the following must be considered:
 - a. Site specific topography must be collected at the existing median and along the bike trail on East side of Edwards Boulevard.
 - b. Pedestrian crossing design will be required.
 - c. Construction bid process will be required unless a Work Change Order can be added to the 2021 Streets Program.
 - d. If the development of the parcel proceeds as discussed in Item #2 above, geometric changes to Edwards Boulevard will require the cross-walk (if installed previously by the City) to be relocated and or redesigned.



Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6 7	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5 7	① ③ 5 7 9	① ③ 5 7 9	① 3 4 5 7	① ③ 5 7 9	① ③ 5 7 9	① ③ 4 5 7	① ③ 5 7 9	① ③ 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7	① ③ 5 6 7 9	① ③ 5 6 9	① 3 4 5 6 7	① ③ 5 6 7 9	① ③ 5 6 9	① ③ 4 5 6 7	① ③ 5 6 9	① ③ 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

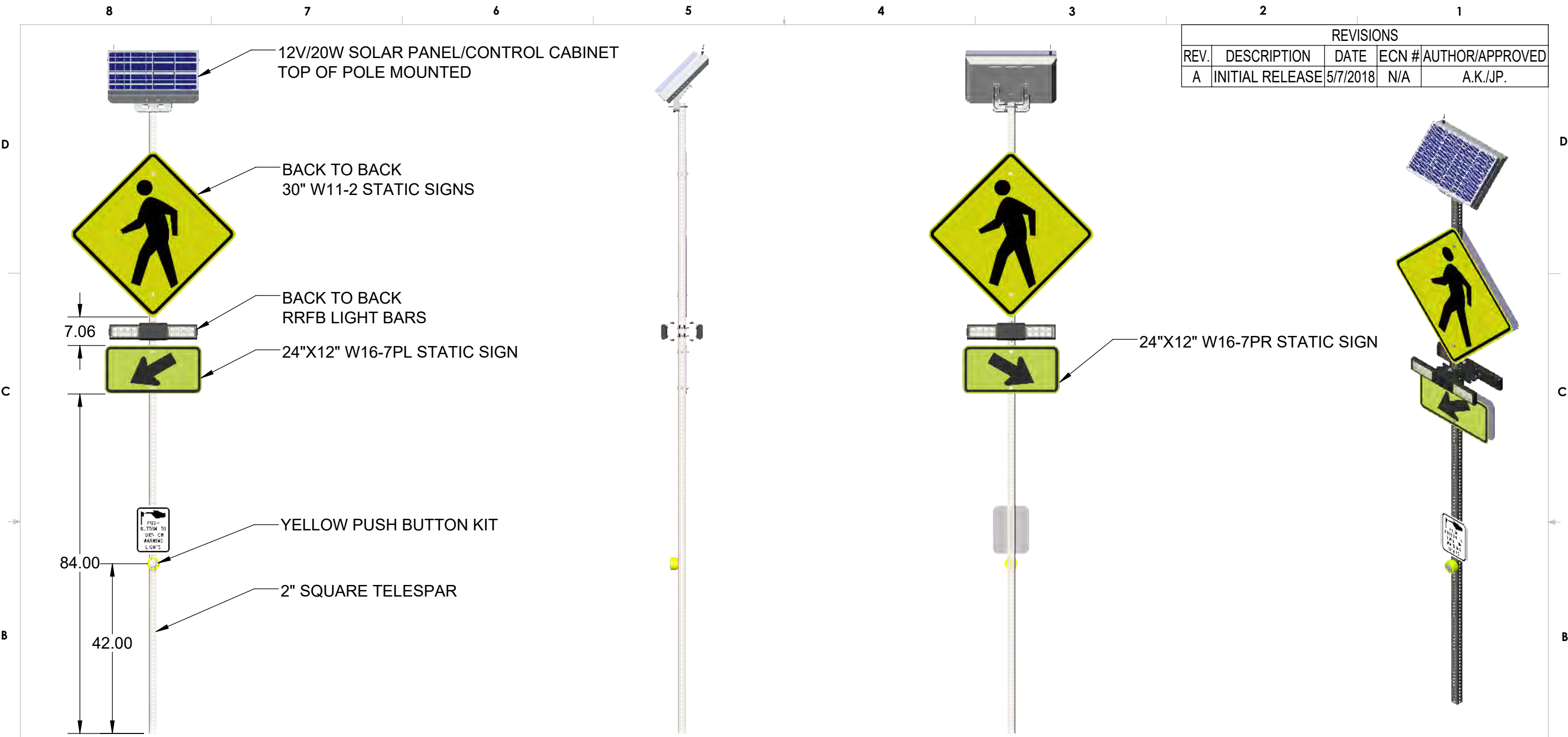
The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagenwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100. Washington, D.C.; FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>; FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.



REVISIONS				
REV.	DESCRIPTION	DATE	ECN #	AUTHOR/APPROVED
A	INITIAL RELEASE	5/7/2018	N/A	A.K./JP.



S:\ENGINEERING\SPECIFICATIONS\600145\	
MATERIAL	INTERPRET GEOMETRIC TOLERANCING PER: ASME Y14.5-2009
FINISH	REFERENCE:

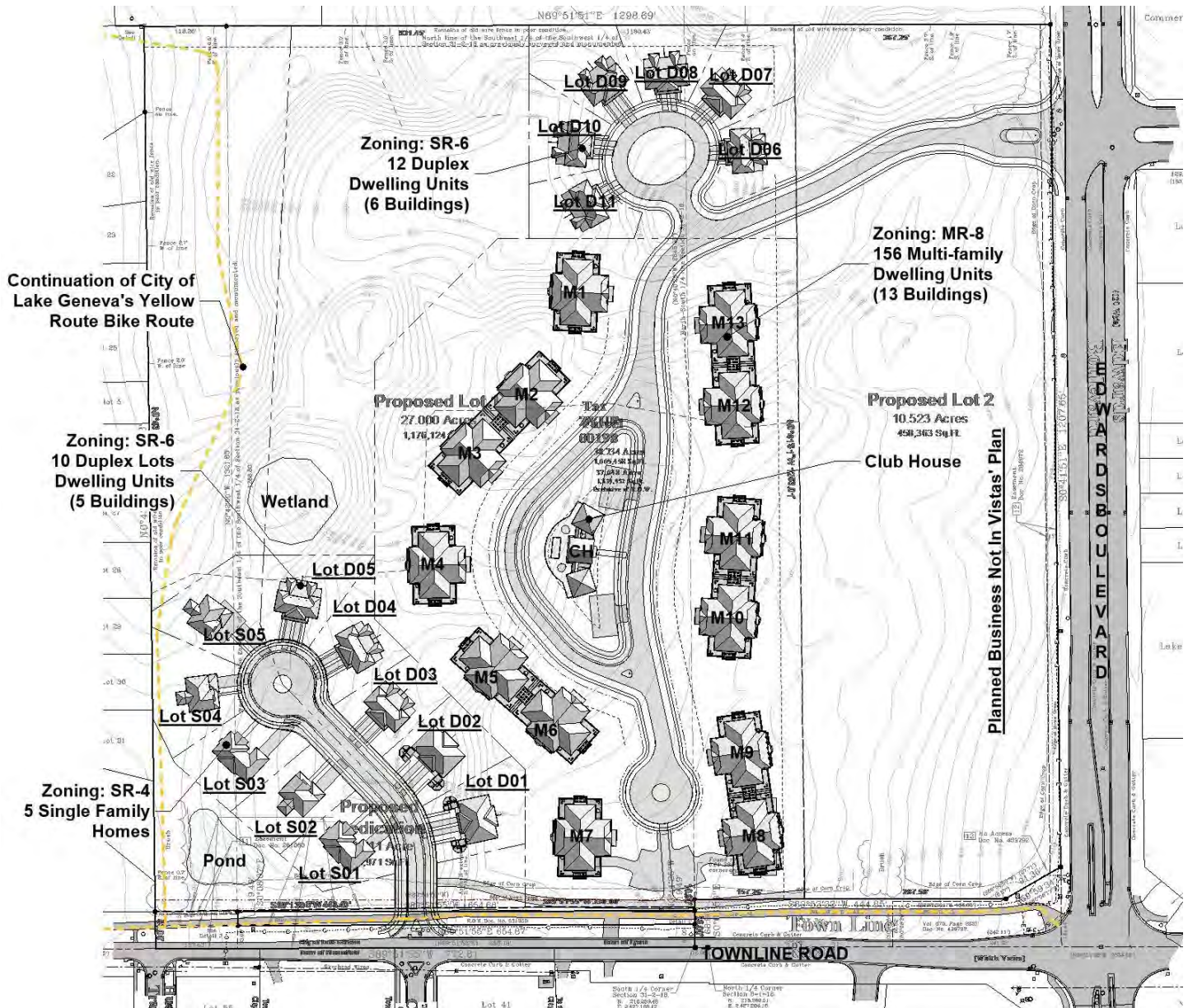
TOLERANCE UNLESS OTHERWISE SPECIFIED	
HOLE $\varnothing$	± 0.003
DEC.	INCH
X	± 0.030
XX	± 0.015
XXX	± 0.005
ANGULAR	$\pm 0.5^\circ$

TITLE: RRFB, SOLAR 20/44, RADIO, TOP, DS, AMBER, PB, H/T POLE X2			
DESIGNED BY: TAPCO	SIZE	DWG. NO.	REV
DRAWN BY: A. KAVANAUGH 5/7/2018	B	600145	A
CHECKED BY:			WEIGHT:
			SCALE: 1:24

- NOTES:
- ALL DIMENSIONS ARE FOR REFERENCE ONLY.
 - STATIC SIGNS NOT INCLUDED IN SYSTEM

PROPRIETARY AND CONFIDENTIAL THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TAPCO. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TAPCO IS PROHIBITED.

6 (a) 4 Conceptual Plan Drawing 11 x 17 inches



MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Tom Earle
From: Luke Podella
CC: Neil Waswo, Mike Timmers, Gregory Governatori
Date: May 17, 2021
Re: Pay Request #3 for 2020 Lake Geneva Street Program

A review of the Request for **Payment No. 3** from **Payne & Dolan, Inc.** for the **2020 Lake Geneva Street Program** construction contract has been completed.

Tom, could you please review this pay request and forward it to City Hall, if you approve.

Payment in the amount of **\$14,865.13** for this payment request has been recommended for approval by the Construction Manager on site.

The Contractor's documents are enclosed for the City's approval.

Payment amounts are broken up as follows:

	<u>New Invoice Amount</u>	<u>Previously Invoiced</u>	<u>Total</u>
Invoiced	\$17,365.13	\$ 570,034.45	\$572,084.45
Retainage (5%, until 50% complete)	(\$ 2,500.00)	(\$ 15,315.13)	(\$ 0.00)
Total Approved for Payment	\$14,865.13	\$ 554,719.32	\$572,084.45

Contract Base Bid, based on plan quantities: \$612,605.28

Please feel free to contact me if you have any questions.

Please send Payment to:

Payne & Dolan, Inc.
P.O. Box 781
Waukesha, WI 53187-0781



KAPUR & ASSOCIATES, INC.

2020 LAKE GENEVA STREET PROGRAM - General Bid Tab

City of Lake Geneva, Walworth County, Wisconsin

Bid Opening: June 25th, 2020, 10am CST

PAYMENT TAB, DATED:

12/14/2020

1/10/2021

BASE BID - SAGE STREET:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0100	Removing Pavement (Concrete Driveway)	SY	30	\$27.00	\$ 810.00		55.40			55.40	\$ 1,495.80
204.0110	Removing Asphaltic Surface (Driveway)	SY	46	\$9.00	\$ 414.00	41.25				41.25	\$ 371.25
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	9300	\$1.96	\$ 18,228.00	8946.57				8946.57	\$ 17,535.28
204.0150	Removing Curb & Gutter	LF	875	\$11.50	\$ 10,062.50	996.00				996.00	\$ 11,454.00
204.0155	Removing Concrete Sidewalk	SY	300	\$20.50	\$ 6,150.00	321.16				321.16	\$ 6,583.80
204.0210	Removing Manholes (Storm)	EACH	2	\$1,200.00	\$ 2,400.00	3.00				3.00	\$ 3,600.00
204.0220	Removing Inlets	EACH	1	\$950.00	\$ 950.00	1.00				1.00	\$ 950.00
205.0100	Excavation Common	CY	110	\$30.00	\$ 3,300.00		110.00			110.00	\$ 3,300.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	150	\$25.00	\$ 3,750.00		149.81			149.81	\$ 3,745.25
416.0160	Concrete Driveway 6-Inch	SY	8	\$60.00	\$ 480.00		17.79			17.79	\$ 1,067.40
416.0180	Concrete Driveway 8-Inch	SY	38	\$63.00	\$ 2,394.00		37.50			37.50	\$ 2,362.50
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	1120	\$67.74	\$ 75,868.80	1153.33				1153.33	\$ 78,126.57
465.0120	Asphaltic Surface Driveways	TON	10	\$119.41	\$ 1,194.10	10.00				10.00	\$ 1,194.10
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	655	\$35.50	\$ 23,252.50	849.50				849.50	\$ 30,157.25
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	195	\$36.35	\$ 7,088.25	125.50				125.50	\$ 4,561.93
601.0600	Concrete Curb Pedestrian	LF	115	\$30.00	\$ 3,450.00	91.50				91.50	\$ 2,745.00
602.0405	Concrete Sidewalk 4-Inch	SF	2750	\$7.75	\$ 21,312.50	2890.45				2890.45	\$ 22,400.99
602.1500	Concrete Steps	SF	30	\$45.00	\$ 1,350.00	16.00				16.00	\$ 720.00
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	204	\$35.00	\$ 7,140.00	186.00				186.00	\$ 6,510.00
608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	8	\$205.00	\$ 1,640.00	25.00				25.00	\$ 5,125.00
608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	16	\$212.00	\$ 3,392.00	16.00				16.00	\$ 3,392.00
611.0612	Inlet Cover Type C	EACH	2	\$608.00	\$ 1,216.00	2.00				2.00	\$ 1,216.00
611.2004	Manholes 4-FT Diameter	EACH	2	\$3,300.00	\$ 6,600.00	3.00				3.00	\$ 9,900.00
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	25	\$54.63	\$ 1,365.75	3.00				3.00	\$ 163.89
611.8115	Adjusting Inlet Covers (Undistributed)	EACH	7	\$425.00	\$ 2,975.00	6.00				6.00	\$ 2,550.00
628.7010	Inlet Protection Type B	EACH	4	\$45.00	\$ 180.00	4.00				4.00	\$ 180.00
628.7015	Inlet Protection Type C	EACH	17	\$55.00	\$ 935.00	14.00				14.00	\$ 770.00
646.6120	Marking Stop Line Epoxy 18-inch	LF	160	\$15.50	\$ 2,480.00	165.80				165.80	\$ 2,569.90
646.7420	Marking Crosswalk Epoxy Transverse Line 6-inch	LF	1000	\$13.50	\$ 13,500.00	967.80				967.80	\$ 13,065.30
690.0150	Sawing Asphalt	LF	90	\$1.75	\$ 157.50	105.00	32.00			137.00	\$ 239.75
690.0250	Sawing Concrete	LF	135	\$2.25	\$ 303.75		535.00			535.00	\$ 1,203.75
SPV.0060.01	Adjusting Valve Boxes (Undistributed)	EACH	6	\$32.78	\$ 196.68	2.00				2.00	\$ 65.56
SPV.0105.01	Traffic Control	LS	1	\$7,231.73	\$ 7,231.73	1.00				1.00	\$ 7,231.73
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	510	\$10.50	\$ 5,355.00	960.39				960.39	\$ 10,084.10
SUBTOTAL SAGE ST: \$ 237,123.06						Subtotal, Base Bid Sage Street - Paid to Date				\$ 256,638.09	
Subtotal \$ per Estimate - Sage St.						\$ 243,407.39	\$ 13,230.70	\$ -	\$ -		

BASE BID - HORACE STREET:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0110	Removing Asphaltic Surface (Driveway)	SY	6	\$9.00	\$ 54.00	5.67				5.67	\$ 51.03
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1080	\$2.09	\$ 2,257.20	1042.33				1042.33	\$ 2,178.47
204.0150	Removing Curb & Gutter	LF	126	\$11.50	\$ 1,449.00	110.50				110.50	\$ 1,270.75
204.0155	Removing Concrete Sidewalk	SY	26	\$20.50	\$ 533.00	26.00				26.00	\$ 533.00
205.0100	Excavation Common	CY	10	\$30.00	\$ 300.00	10.00				10.00	\$ 300.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	17	\$17.00	\$ 289.00		17.00			17.00	\$ 289.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	130	\$64.89	\$ 8,435.70	128.00				128.00	\$ 8,305.92
465.0120	Asphaltic Surface Driveways	TON	2	\$161.45	\$ 322.90	2.00				2.00	\$ 322.90
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	47	\$35.50	\$ 1,668.50	68.00				68.00	\$ 2,414.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	79	\$36.35	\$ 2,871.65	42.50				42.50	\$ 1,544.88
602.0405	Concrete Sidewalk 4-Inch	SF	275	\$7.75	\$ 2,131.25	234.00				234.00	\$ 1,813.50
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	20	\$35.00	\$ 700.00	16.00				16.00	\$ 560.00
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	1	\$54.63	\$ 54.63					0.00	\$ -
611.8115	Adjusting Inlet Covers (Undistributed)	EACH	2	\$425.00	\$ 850.00	2.00				2.00	\$ 850.00
628.7015	Inlet Protection Type C	EACH	5	\$55.00	\$ 275.00	2.00				2.00	\$ 110.00
690.0150	Sawing Asphalt	LF	17	\$1.75	\$ 29.75	17.00	6.00			23.00	\$ 40.25
SPV.0105.01	Traffic Control	LS	1	\$2,781.78	\$ 2,781.78	1.00				1.00	\$ 2,781.78
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	35	\$10.50	\$ 367.50	53.94				53.94	\$ 566.37
SUBTOTAL HORACE ST:					\$ 25,370.86	Subtotal, Base Bid Horace Street - Paid to Date				\$ 23,931.84	
Subtotal \$ per Estimate - Horace St.						\$ 23,632.34	\$ 299.50	\$ -	\$ -		

BASE BID - CAREY STREET:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0110	Removing Asphaltic Surface (Driveway & Roadway)	SY	175	\$9.00	\$ 1,575.00		155.00			155.00	\$ 1,395.00
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	350	\$2.70	\$ 945.00	504.44				504.44	\$ 1,361.99
204.0150	Removing Curb & Gutter	LF	305	\$11.50	\$ 3,507.50	297.00				297.00	\$ 3,415.50
205.0100	Excavation Common	CY	15	\$30.00	\$ 450.00	15.00				15.00	\$ 450.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	30	\$17.00	\$ 510.00	30.00				30.00	\$ 510.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	40	\$89.09	\$ 3,563.60	44.43				44.43	\$ 3,958.27
465.0120	Asphaltic Surface Driveways	TON	40	\$149.29	\$ 5,971.60	49.45				49.45	\$ 7,382.39
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	305	\$35.50	\$ 10,827.50	297.00				297.00	\$ 10,543.50
611.8115	Adjusting Inlet Covers (Undistributed)	EACH	1	\$525.00	\$ 525.00					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	2	\$55.00	\$ 110.00	2.00				2.00	\$ 110.00
690.0150	Sawing Asphalt	LF	600	\$1.75	\$ 1,050.00	564.00	8.00			572.00	\$ 1,001.00
SPV.0105.01	Traffic Control	LS	1	\$2,781.78	\$ 2,781.78	1.00				1.00	\$ 2,781.78
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	10	\$10.50	\$ 105.00	10.67				10.67	\$ 112.04
SUBTOTAL CAREY ST:					\$ 31,921.98	Subtotal, Base Bid Carey Street - Paid to Date				\$ 33,021.46	
Subtotal \$ per Estimate - Carey St.						\$ 31,612.46	\$ 1,409.00	\$ -	\$ -		

BASE BID - HEATHER CIRCLE:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1100	\$1.93	\$ 2,123.00	1100.00				1100.00	\$ 2,123.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	130	\$67.36	\$ 8,756.80	128.97				128.97	\$ 8,687.42
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	2	\$54.63	\$ 109.26					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	4	\$55.00	\$ 220.00	4.00				4.00	\$ 220.00
SPV.0105.01	Traffic Control	LS	1	\$1,248.41	\$ 1,248.41	1.00				1.00	\$ 1,248.41
SUBTOTAL HEATHER CIR:					\$ 12,457.47	Subtotal, Base Bid Heather Circle - Paid to Date				\$ 12,278.83	
Subtotal \$ per Estimate - Heather Cir.						\$ 12,278.83	\$ -	\$ -	\$ -		

BASE BID - ANDRIA DRIVE:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1700	\$2.66	\$ 4,522.00	1588.11				1588.11	\$ 4,224.37
204.0155	Removing Concrete Sidewalk	SY	23	\$20.50	\$ 471.50	31.77				31.77	\$ 651.29
205.0100	Excavation Common	CY	3	\$30.00	\$ 90.00	3.00				3.00	\$ 90.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	6	\$17.00	\$ 102.00	6.00				6.00	\$ 102.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	205	\$66.75	\$ 13,683.75	201.50				201.50	\$ 13,450.13
602.0405	Concrete Sidewalk 4-Inch	SF	210	\$7.75	\$ 1,627.50	285.90				285.90	\$ 2,215.73
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	32	\$35.00	\$ 1,120.00	32.00				32.00	\$ 1,120.00
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	2	\$54.63	\$ 109.26					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	5	\$55.00	\$ 275.00	5.00				5.00	\$ 275.00
690.0150	Sawing Asphalt	LF	17	\$1.75	\$ 29.75					0.00	\$ -
SPV.0060.01	Adjusting Valve Boxes (Undistributed)	EACH	3	\$32.77	\$ 98.31	1.00				1.00	\$ 32.77
SPV.0105.01	Traffic Control	LS	1	\$2,574.09	\$ 2,574.09	1.00				1.00	\$ 2,574.09
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	20	\$10.50	\$ 210.00	26.67				26.67	\$ 280.04
SUBTOTAL ANDRIA DR:					\$ 24,913.16	Subtotal, Base Bid Andria Drive - Paid to Date				\$ 25,015.40	
Subtotal \$ per Estimate - Andria Dr.						\$ 25,015.40	\$ -	\$ -	\$ -		

BASE BID - MAYTAG ROAD:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	3000	\$1.89	\$ 5,670.00	3000.00				3000.00	\$ 5,670.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	350	\$67.56	\$ 23,646.00	328.60				328.60	\$ 22,200.22
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	6	\$54.63	\$ 327.78					0.00	\$ -
SPV.0060.01	Adjusting Valve Boxes (Undistributed)	EACH	1	\$32.78	\$ 32.78	1.00				1.00	\$ 32.78
SPV.0105.01	Traffic Control	LS	1	\$2,476.57	\$ 2,476.57	1.00				1.00	\$ 2,476.57
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	120	\$10.50	\$ 1,260.00	199.61				199.61	\$ 2,095.91
SUBTOTAL MAYTAG RD:					\$ 33,413.13	Subtotal, Base Bid Maytag Road - Paid to Date				\$ 32,475.47	
Subtotal \$ per Estimate - Maytag Rd.						\$ 32,475.47	\$ -	\$ -	\$ -		

BASE BID - ALLEY DODGE STREET-NORTH STREET:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0100	Removing Pavement (Concrete Driveway)	SY	15	\$27.00	\$ 405.00	65.66				65.66	\$ 1,772.82
204.0120	Removing Asphaltic Surface Milling (Partial Depth 3")	SY	760	\$4.08	\$ 3,100.80	790.00				790.00	\$ 3,223.20
204.0150	Removing Curb & Gutter	LF	70	\$11.50	\$ 805.00	68.50				68.50	\$ 787.75
204.0155	Removing Concrete Sidewalk	SY	8	\$20.50	\$ 164.00		4.44			4.44	\$ 91.02
205.0100	Excavation Common	CY	12	\$30.00	\$ 360.00	12.00				12.00	\$ 360.00
205.0100	Excavation Common - EBS	CY	120	\$24.03	\$ 2,883.60	9.30				9.30	\$ 223.48
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	240	\$25.00	\$ 6,000.00		57.49			57.49	\$ 1,437.25
416.0180	Concrete Driveway 8-Inch	SY	65	\$63.00	\$ 4,095.00	65.66				65.66	\$ 4,136.58
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	140	\$74.69	\$ 10,456.60	138.00				138.00	\$ 10,307.22
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	58	\$35.50	\$ 2,059.00		70.50			70.50	\$ 2,502.75
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	1	\$54.63	\$ 54.63	1.00				1.00	\$ 54.63
SPV.0105.01	Traffic Control	LS	1	\$3,952.14	\$ 3,952.14	1.00				1.00	\$ 3,952.14
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	70	\$10.50	\$ 735.00	36.44				36.44	\$ 382.62
SUBTOTAL ALLEY DODGE ST-NORTH ST:					\$ 35,070.77	Subtotal, Base Bid Alley Dodge Street - North Street - Paid to Date				\$ 29,231.46	
Subtotal \$ per Estimate - Alley Dodge St.-North St.						\$ 25,200.44	\$ 4,031.02	\$ -	\$ -		
BASE BID - ALLEY COOK STREET-BROAD STREET:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 3")	SY	560	\$3.62	\$ 2,027.20	486.11				486.11	\$ 1,759.72
204.0155	Removing Concrete Sidewalk	SY	6	\$20.50	\$ 123.00	6.00				6.00	\$ 123.00
205.0100	Excavation Common - EBS	CY	90	\$24.03	\$ 2,162.70					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	180	\$25.00	\$ 4,500.00		39.21			39.21	\$ 980.25
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	100	\$74.75	\$ 7,475.00	90.00				90.00	\$ 6,727.50
SPV.0105.01	Traffic Control	LS	1	\$3,902.85	\$ 3,902.85	1.00				1.00	\$ 3,902.85
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	20	\$10.50	\$ 210.00	4.44				4.44	\$ 46.62
SUBTOTAL ALLEY COOK ST-BROAD ST:					\$ 20,400.75	Subtotal, Base - Paid to Date				\$ 13,539.94	
Subtotal \$ per Estimate - Alley Cook St. - Broad St.						\$ 12,559.69	\$ 980.25	\$ -	\$ -		

BASE BID - ALLEY PATCH:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 3")	SY	80	\$14.30	\$ 1,144.00	78.33				78.33	\$ 1,120.12
205.0100	Excavation Common - EBS	CY	40	\$24.02	\$ 960.80					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	80	\$22.23	\$ 1,778.40		38.03			38.03	\$ 845.41
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	14	\$123.97	\$ 1,735.58	14.00				14.00	\$ 1,735.58
SPV.0105.01	Traffic Control	LS	1	\$1,544.55	\$ 1,544.55	1.00				1.00	\$ 1,544.55
SUBTOTAL ALLEY PATCH:					\$ 7,163.33	Subtotal, Base - Paid to Date				\$ 5,245.66	
Subtotal \$ per Estimate - Alley Patch						\$ 4,400.25	\$ 845.41	\$ -	\$ -		

BASE BID - PEDESTRIAN PATH (TOWNLINEROAD):

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0155	Removing Concrete Sidewalk	SY	6	\$20.50	\$ 123.00	5.50				5.50	\$ 112.75
205.0100	Excavation Common	CY	600	\$30.05	\$ 18,030.00	12.00				12.00	\$ 360.60
205.0100	Excavation Common - EBS	CY	360	\$28.44	\$ 10,238.40					0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	1500	\$19.38	\$ 29,070.00	63.67	19.01			82.68	\$ 1,602.34
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	370	\$72.41	\$ 26,791.70	396.22				396.22	\$ 28,690.29
602.0405	Concrete Sidewalk 4-Inch	SF	72	\$7.75	\$ 558.00	49.00				49.00	\$ 379.75
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	20	\$35.00	\$ 700.00	16.00				16.00	\$ 560.00
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	1	\$54.63	\$ 54.63	1.00				1.00	\$ 54.63
628.1504	Silt Fence	LF	1480	\$1.50	\$ 2,220.00					0.00	\$ -
646.7420	Marking Crosswalk Epoxy Transverse Line 6-inch	LF	280	\$13.50	\$ 3,780.00	331.20				331.20	\$ 4,471.20
646.9000	Marking Removal Line 4-Inch	LF	90	\$3.00	\$ 270.00	84.00				84.00	\$ 252.00
690.0150	Sawing Asphalt	LF	280	\$1.75	\$ 490.00	318.00				318.00	\$ 556.50
SPV.0105.01	Traffic Control	LS	1	\$5,798.64	\$ 5,798.64	1.00				1.00	\$ 5,798.64
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	1050	\$10.50	\$ 11,025.00	830.33				830.33	\$ 8,718.47
SUBTOTAL PEDESTRIAN PATH:					\$ 109,149.37	Subtotal, Pedestrian Path - Paid to Date				\$ 51,557.16	
Subtotal \$ per Estimate - Pedestrian Path (Townline Road)						\$ 51,188.75	\$ 368.41	\$ -	\$ -		
TOTAL BASE BID:					\$ 536,983.88	Subtotal, Base Bid -Paid to Date				\$ 482,935.32	

MANDATORY ADDITIONAL BID 1 - SUE ANN DRIVE:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	3600	\$2.89	\$ 10,404.00	3396.22				3396.22	\$ 9,815.08
204.0150	Removing Curb & Gutter	LF	26	\$11.50	\$ 299.00	34.00				34.00	\$ 391.00
205.0100	Excavation Common	CY	1	\$30.00	\$ 30.00	1.00				1.00	\$ 30.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	2	\$25.00	\$ 50.00	2.00				2.00	\$ 50.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	420	\$66.10	\$ 27,762.00	414.86				414.86	\$ 27,422.25
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	26	\$35.50	\$ 923.00	34.00				34.00	\$ 1,207.00
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	6	\$54.63	\$ 327.78					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	5	\$55.00	\$ 275.00	5.00				5.00	\$ 275.00
SPV.0060.01	Adjusting Valve Boxes (Undistributed)	EACH	2	\$32.78	\$ 65.56					0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$901.35	\$ 901.35	1.00				1.00	\$ 901.35
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	6	\$10.50	\$ 63.00	22.22				22.22	\$ 233.31
SUBTOTAL ADDT'L BID 1:					\$ 41,100.69	Subtotal, Add'l Bid #1 - Paid to Date				\$ 40,324.98	
Subtotal \$ per Estimate - Sue Ann Drive						\$ 40,324.98	\$ -	\$ -	\$ -		
MANDATORY ADDITIONAL BID 2 - MADISON STREET:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1010	\$2.40	\$ 2,424.00	1048.81				1048.81	\$ 2,517.14
204.0150	Removing Curb & Gutter	LF	75	\$11.50	\$ 862.50	82.50				82.50	\$ 948.75
205.0100	Excavation Common	CY	3	\$30.00	\$ 90.00	3.00				3.00	\$ 90.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	6	\$25.00	\$ 150.00	6.00				6.00	\$ 150.00
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	120	\$67.05	\$ 8,046.00	120.00				120.00	\$ 8,046.00
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	75	\$35.50	\$ 2,662.50	82.50				82.50	\$ 2,928.75
611.8110	Adjusting Manholes Covers (Undistributed)	EACH	1	\$54.63	\$ 54.63					0.00	\$ -
628.7015	Inlet Protection Type C	EACH	2	\$55.00	\$ 110.00	2.00				2.00	\$ 110.00
SPV.0060.01	Adjusting Valve Boxes (Undistributed)	EACH	1	\$32.78	\$ 32.78					0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$993.69	\$ 993.69	1.00				1.00	\$ 993.69
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	18	\$10.50	\$ 189.00	17.50				17.50	\$ 183.75
SUBTOTAL ADDT'L BID 2:					\$ 15,615.10	Subtotal, Add'l Bid #2 - Paid to Date				\$ 15,968.08	
Subtotal \$ per Estimate - Madison St.						\$ 15,968.08	\$ -	\$ -	\$ -		

MANDATORY ADDITIONAL BID 3 - ALLEY ENTRANCES:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0100	Removing Pavement (Concrete Driveway)	SY	15	\$27.00	\$ 405.00	43.65				43.65	\$ 1,178.55
204.0150	Removing Curb & Gutter	LF	39	\$11.50	\$ 448.50	39.50				39.50	\$ 454.25
204.0155	Removing Concrete Sidewalk	SY	16	\$20.50	\$ 328.00		15.91			15.91	\$ 326.24
205.0100	Excavation Common	CY	14	\$30.00	\$ 420.00	14.00				14.00	\$ 420.00
305.0120	Base Aggregate Dense 1 1/4-Inch (Undistributed)	TON	30	\$25.00	\$ 750.00		18.51			18.51	\$ 462.75
416.0180	Concrete Driveway 8-Inch	SY	43	\$63.00	\$ 2,709.00	43.65				43.65	\$ 2,749.95
460.5224	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes asphaltic material for tack coat (455.0605). Includes shouldering and restoration.	TON	9	\$306.17	\$ 2,755.53	11.00				11.00	\$ 3,367.87
601.0110	Concrete Curb & Gutter 24-Inch Type D	LF	28	\$35.50	\$ 994.00	31.70				31.70	\$ 1,125.35
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	17	\$36.35	\$ 617.95	19.80				19.80	\$ 719.73
690.0150	Sawing Asphalt	LF	100	\$1.75	\$ 175.00	97.94	47.06			145.00	\$ 253.75
SPV.0105.01	Traffic Control	LS	1	\$1,418.63	\$ 1,418.63	1.00				1.00	\$ 1,418.63
SPV.0180.01	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	18	\$10.50	\$ 189.00	19.89				19.89	\$ 208.85
SUBTOTAL ADDT'L BID 3:					\$ 11,210.61	Subtotal, Add'l Bid #3 - Paid to Date				\$ 12,685.91	
Subtotal \$ per Estimate - Alley Entrances						\$ 11,814.57	\$ 871.34	\$ -	\$ -		
MANDATORY ADDITIONAL BID 4 - SAGE STREET SHARROWS:											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
646.5220	Marking Symbol Epoxy	EACH	19	\$405.00	\$ 7,695.00	20.00				20.00	\$ 8,100.00
SUBTOTAL ADDT'L BID 4:					\$ 7,695.00	Subtotal, Add'l Bid #4 - Paid to Date				\$ 8,100.00	
Subtotal \$ per Estimate - Sage St. Sharrows						\$ 8,100.00	\$ -	\$ -	\$ -		

CONTRACT CHANGE ORDER #1:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
1.01	Excavation Common - Asphaltic Pavement	LS	1	\$5,943.60	\$ 5,943.60		1.00			1.00	\$ 5,943.60
1.02	Short Load Trucking Add-On	LS	1	\$2,456.56	\$ 2,456.56		1.00			1.00	\$ 2,456.56
1.03	Reconstruct Inlet - Sage St.	LS	1	\$1,620.00	\$ 1,620.00		1.00			1.00	\$ 1,620.00

SUBTOTAL CCO #1:	\$ 10,020.16	Subtotal, Add'l Bid #3 - Paid to Date	\$ 10,020.16
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Subtotal \$ per Estimate - Contract Change Order	\$ -	\$ 10,020.16	\$ -	\$ -
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CONTRACT CHANGE ORDER #2:

Item No.	Item Description	Unit	Bid Qty.	Bid Unit \$	Bid Total \$	Quantity per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
1.01	Landscape Grading and Restoration	LS	1	\$2,050.00	\$2,050.00			1.00		1.00	\$ 2,050.00
SUBTOTAL CCO #2:					\$ 2,050.00	Subtotal, Add'l Bid #3 - Paid to Date				\$ 2,050.00	

Subtotal \$ per Estimate - Contract Change Order	\$ -		\$ 2,050.00	\$ -
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Subtotal \$ per Estimate	\$ 537,978.66	\$ 32,055.79	\$ 2,050.00	\$ -		
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Retainage per Estimate	\$ (15,315.13)		\$ 12,815.13	\$ -		
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Total to be Paid per Estimate	\$ 522,663.53	\$ 32,055.79	\$ 14,865.13	\$ -		
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TOTAL BASE BID + ALL ADDT'L BIDS + CCO:	\$ 624,675.44	TOTAL - Paid to Date	\$ 572,084.45
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	Less Retainage Held	-\$2,500.00
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TOTAL BASE BID + ALL ADDT'L BIDS - Paid to Date, Less Retainage	\$ 569,584.45
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MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Tom Earle
From: Luke Podella
CC: Neil Waswo, Greg Governatori, Mike Timmers
Date: May 17th, 2020
Re: Contract Change Order Request #2 for 2020 Lake Geneva Streets Program

Attached please find a copy of Contract Change Order #2 and Justification of Price for the **2020 Lake Geneva Street Program** construction project.

This includes additional work requested by the City of Lake Geneva. Work includes: Grading work, erosion mat, seeding, and fertilization of ground located at the intersection of Sage St. and Water St. consisting of approximately 168 SY.

The TOTAL cost of this change order is **\$2,050.00**.

Please note, the final cost for this project will be significantly lower than the original project bid cost. The original project bid cost was \$612,605.28, but the actual cost will be \$572,084.45.

Let me know if you have any questions or comments!

Thank you!

2020 Lake Geneva Street Program Justification of Price for Contract Change Order #2

I. Item Description:

Item #2.01 Landscape Grading and Restoration:

Description: Grading work, erosion mat, seeding, and fertilization of ground located at the intersection of Sage St. and Water St. consisting of approximately 168 SY, per City of Lake Geneva request. In discussions with the City, it was decided to adjust the sidewalk configuration at the intersection of Sage St. and Water St. to no longer include pedestrian curb. This change resulted in additional grading, erosion mat, and seeding along the back side of the sidewalk to match back into the existing grade.

II. Method of Measurement: Work performed, for the above items, is measured as a lump sum.

II. Basis of Payment: The work under these items, measured as provided above, will be paid for at the contract unit price as stated in the below attached table, which price shall be full compensation for all work herein specified and for all labor, materials, and equipment; and for all cleanup and incidentals necessary to complete the Work in accordance with the Contract and all specifications that apply.

The following is a cost summary for the additional items mentioned above:

Item No.	Description	Unit	Qty	Unit Price	Total Price
2.01	Landscape Grading and Restoration	LS	1	\$ 2,050.00	\$ 2,050.00
Grand Total – Contract Change Order #2					\$2,050.00

CONTRACT CHANGE ORDERChange Order: #2Date: May 17, 2021Name of Project: 2020 Lake Geneva Street ProgramOWNER: City of Lake GenevaCONTRACTOR: Payne & DolanENGINEER: Kapur & Associates, Inc.The following changes are hereby made to the Contract Documents: **See attached documentation.**

Justification: (See attached)

Change to CONTRACT PRICE- \$ 10,020.16Original CONTRACT PRICE - \$ 612,605.28Current CONTRACT PRICE adjusted by previous CHANGE ORDER - \$ 622,625.44The CONTRACT PRICE due to this CHANGE ORDER will be
increased (~~decreased~~) by - \$ 2,050.00The new CONTRACT PRICE including this CHANGE ORDER will be - \$ 624,675.44

Change to CONTRACT TIME:

The CONTRACT TIME will be (increased) (~~decreased~~) by zero calendar days.

The date for completion of work will be _____ Substantial (Date).

_____ Final (Date)

The CONTRACTOR and OWNER hereby agree that the compensation to the CONTRACTOR effected hereby constitutes full settlement of the claims of the CONTRACTOR under this contract arising out of or incident to the changes effected hereby.

This document will become a supplement to the contract and all provisions will apply hereto.

Recommended by the ENGINEER: *Luke Podella* Date 5/17/21
Name: Luke Podella

Title: Project Manager

Accepted by the CONTRACTOR:

DocuSigned by:
Raymond A. Postotnik 5/27/2021 | 5:40 AM PDT
Name: ~~Samuel Nigbur~~ Raymond A. Postotnik

Title: ~~Project Manager~~ Agent

Approved by the OWNER:

Name: Tom Earle

Title: Director of Public Works

Area Office
1740 120th Avenue
Kenosha, WI 53144



Samuel K. Nigbur
Cell: 262-366-5134
Snigbur@Walbecgroup.com

SUBMITTED TO:

City of Lake Geneva

DATE: 4/28/2021

PHONE:

JOB NAME: CO Lake Geneva 2020 Street Program

JOB LOCATION: Various Locations

PLAN DATE: NA

CHANGE ORDER

For furnishing the necessary labor, material and equipment to complete the following:

Base Proposal - Landscape Grading and Restoration

- ☐ Re-grade, EMat, Seed, and Fertilize existing landscape located at the intersection of Sage St and Water St consisting of approximately 168 sy.

TOTAL PRICE: \$ 2,050.00

NOTES:

- Project is to be built in 1 phases(s).
- Price does NOT include: sawcutting, base course, concrete curb or sidewalk, pavement marking, utility adjustments, traffic control, or permits.

THIS PROPOSAL AND PAYNE & DOLAN, INC.'S OBLIGATION TO PROVIDE ANY LABOR, MATERIALS AND/OR EQUIPMENT HEREUNDER IS EXPRESSLY CONDITIONED UPON FEDERAL, STATE AND LOCAL REGULATIONS, RESTRICTIONS AND ORDERS PERTAINING TO THE COVID-19 PANDEMIC AND THE HEALTH, SAFETY AND WELFARE OF PAYNE & DOLAN, INC.'S EMPLOYEES. IF PAYNE & DOLAN, INC., IN ITS SOLE DISCRETION, IS UNABLE TO TIMELY AND/OR ADEQUATELY PROVIDE LABOR, MATERIALS, EQUIPMENT, AND/OR WORKFORCE TO FULFILL THIS PROPOSAL DUE TO THE COVID-19 PANDEMIC OR OTHER VIRUS OUTBREAKS, EPIDEMICS, AND PANDEMICS, THEN THIS PROPOSAL SHALL BE NULL AND VOID, PAYNE & DOLAN, INC. SHALL BE EXCUSED FROM ALL PERFORMANCE HEREUNDER, ANY AND ALL LIABILITY AGAINST PAYNE & DOLAN, INC. IS WAIVED, AND PAYNE & DOLAN, INC. SHALL BE ENTITLED TO REIMBURSEMENT OF ALL COSTS INCURRED AT THE TIME PERFORMANCE IS CEASED.

IF THIS PROPOSAL IS NOT ACCEPTED AND RETURNED WITHIN 10 DAYS FROM THE DATE OF THIS PROPOSAL OR IF THE WORK IS NOT COMPLETED BY OCTOBER 15TH 2021 PAYNE & DOLAN, INC. RESERVES THE RIGHT TO WITHDRAW THE PROPOSAL OR MODIFY THE TERMS OF THE PROPOSAL/CONTRACT.

PRIOR TO PAYNE & DOLAN, INC. BEGINNING WORK UNDER THIS CONTRACT, OWNER/CONTRACTOR SHALL PROVIDE EVIDENCE THAT THE FOLLOWING PAYMENT TERM IS MET OR PAID AND IS ACCEPTABLE TO PAYNE & DOLAN, INC. TO FULFILL THEIR OBLIGATIONS UNDER THIS CONTRACT: PAYMENT IN FULL/LETTER OF CREDIT FOR CONTRACT

PLEASE CALL SAM NIGBUR AT 262 366-5134 TO GET APPROVAL ON YOUR PROPOSED PAYMENT SCHEDULE OR TO MAKE PAYMENT ARRANGEMENTS. PROPOSAL TERMS AND CONDITIONS

Work of Others: Prior to the commencement of the Work, the work of others shall be completed to such an extent that it will not in any way conflict or interfere with the Work. If Payne & Dolan, Inc. is directed to commence Work prior to the time such other work is completed, Owner/Contractor agrees to pay the costs of any extra mobilizations or reduced productivity attributable to Payne & Dolan, Inc. commencing any of the Work before any others have completed their work.

Duration: In order to meet any agreed upon completion date, Payne & Dolan, Inc. must receive a 10 day advance notice to proceed plus the total allowable number of working days required to complete the Work under normal conditions. Performance of the Work is contingent upon strikes, accidents or delays beyond Payne & Dolan, Inc.'s control.

Changed Conditions: Any changed condition of the job specifications involving extra costs will be performed only upon submission of a written change order, and Owner/Contractor will be required to pay to Payne & Dolan, Inc. an extra charge over and above the original contract price for performance of the requested change order.

Utilities: Payne & Dolan, Inc. will not be responsible for damage to any underground utilities or other hidden conditions if the Owner/Contractor fails to give Payne & Dolan, Inc. advance notice of their existence and location. Owner/Contractor agrees to indemnify and hold Payne & Dolan, Inc. harmless for any loss, expense or damage resulting from, arising out of, or in any way related to such condition.

Access: Physical access by heavy equipment and material delivery vehicles to the site that is the subject of this contract may result in physical damage to property including but not limited to existing pavement, landscape or structures. Payne & Dolan, Inc. will cooperate with the Owner/Contractor in finding alternative access solutions, but the Owner/Contractor does hereby release and hold harmless Payne & Dolan, Inc. from any claims for physical damage caused from access to the site. Owner/Contractor agrees that any physical damage to property caused by Payne & Dolan, Inc.'s heavy equipment and material delivery vehicles in the process of gaining access to the site, where no other access options have been made available, shall be the responsibility of the Owner/Contractor.

Restoration: Payne & Dolan, Inc. will not be responsible for any restoration of adjacent areas disturbed as a result of construction, including, but not limited to, stone shoulder, adjustment of drainage structures or landscaping that may need to be performed to allow for proper drainage of water from the surface of the new pavement unless otherwise agreed to in the scope of work.

Damage Waiver: Any claim for property damage is conclusively waived unless presented to Payne & Dolan, Inc. in writing within seven (7) calendar days of the occurrence.

Acceptance of Material/Labor: All materials and labor are conclusively accepted as satisfactory unless objected to in writing within seven (7) calendar days of performance.

Lien Law: "AS REQUIRED BY THE WISCONSIN CONSTRUCTION LIEN LAW, BUILDER (PAYNE & DOLAN, INC.) HEREBY NOTIFIES OWNER THAT PERSONS OR COMPANIES FURNISHING LABOR OR MATERIALS FOR THE CONSTRUCTION ON OWNER'S LAND MAY HAVE LIEN RIGHTS ON OWNER'S LAND AND BUILDINGS IF NOT PAID. THOSE ENTITLED TO LIEN RIGHTS, IN ADDITION TO THE UNDERSIGNED BUILDER, ARE THOSE WHO CONTRACT DIRECTLY WITH THE OWNER OR THOSE WHO GIVE THE OWNER NOTICE WITHIN 60 DAYS AFTER THEY FIRST FURNISH LABOR OR MATERIALS FOR THE CONSTRUCTION. ACCORDINGLY, OWNER PROBABLY WILL RECEIVE NOTICES FROM THOSE WHO FURNISH LABOR OR MATERIALS FOR THE CONSTRUCTION, AND SHOULD GIVE A COPY OF EACH NOTICE RECEIVED TO HIS MORTGAGE LENDER, IF ANY, TO SEE THAT ALL POTENTIAL LIEN CLAIMANTS ARE DULY PAID."

Compliance with Laws: Owner/Contractor, at its sole expense, shall comply with and obtain all necessary licenses and permits under present and future laws, statutes, ordinances, rules, orders or regulations of any governmental body having jurisdiction over the site, the Work, or the Owner/Contractor shall bear the sole cost of any fines or penalties for failure to comply with or obtain the same and shall indemnify and hold Payne & Dolan, Inc. harmless for any fine, penalty or expense resulting from, arising out of, or in any way related to Owner/Contractor's violations under this paragraph.

Payment: Payne & Dolan, Inc. proposes to furnish material and labor - complete in accordance with above specifications and prices. Payne & Dolan, Inc. is entitled to final payment upon substantial completion of the "Work" required herein. Terms of payment shall be net on receipt of invoice. A 1.5% per month service charge shall be charged on all outstanding balances. Upon receipt of payment in full, Payne & Dolan, Inc. will provide a lien waiver required by Owner/Contractor.

Collection Costs: If any amount due under this contract is not paid when due, is referred to any attorney for collection (whether or not litigation is commenced), or if any legal advice, services or action shall be necessary, Owner/Contractor agrees to pay all attorney's fees, costs and expenses incurred by Payne & Dolan, Inc. in connection with collecting that amount.

Insurance/Indemnification: This Proposal is contingent upon the express agreement that indemnification, defense, additional insured status and waivers of subrogation, if required by the Owner/Contractor, shall be provided by Payne & Dolan, Inc., but only to the extent of Payne & Dolan, Inc.'s negligent acts or omissions in the performance of its work. Owner/Contractor to carry any necessary property insurance on the Work. Payne & Dolan, Inc.'s workers are fully covered by Workers' Compensation Insurance. Payne & Dolan, Inc. will meet insurance limits of liability by using a combination of primary insurance policies and umbrella/excess policies.

Warranty: All material is guaranteed to be as specified. All Work to be completed in a workmanlike manner according to standard practices. Payne & Dolan, Inc.'s warranty excludes remedy for damage or defect caused by abuse, modifications not executed by Payne & Dolan, Inc. its subcontractors or suppliers, improper or insufficient maintenance, improper operation, normal wear and tear under normal usage or excessive manipulation over the original design criteria. Payne & Dolan, Inc.'s warranty for material and workmanship is for the term of one year from Payne & Dolan, Inc.'s last substantial labor date and is in lieu of any other warranty or remedy required by law.

Site Drainage: Payne & Dolan, Inc. reserves the right to refuse to construct a pavement unless minimum grades of 1% are attainable for surface drainage. If the Owner/Contractor directs construction with less than a minimum grade of 1% or if the plans do not provide 1%

drainage in all directions, it is understood and agreed that waterponding may occur and that no warranty will attach to the Work. Payne & Dolan, Inc. is not responsible for the redesigning of plan grades in order to establish a minimum of 1% drainage.

Subgrade/Aggregate Base: The Owner/Contractor is responsible to furnish Payne & Dolan, Inc. a suitable subgrade/aggregate base having the ability to support the maximum axle loads transmitted from the heaviest construction and/or vehicle traffic anticipated as not to cause any deformation to the subgrade/aggregate base. All subgrade must be rough graded by Owner/Contractor to within $\pm 0.1'$ of the proposed plan subgrade elevations.

Heaving and Cracking: Heaving of asphalt pavements caused by, but not limited to, wet conditions, expansive soils and freeze-thaw cycles, is not the responsibility of Payne & Dolan, Inc. Cracking of asphalt pavements caused by, but not limited to, freeze-thaw cycles, excessive drying of expansive soils, clay soils and reflective cracking, is not the responsibility of Payne & Dolan, Inc.

Fine Grading of Aggregate Base by Payne & Dolan, Inc.: If Payne & Dolan, Inc. fine grades the surface to be paved, the Owner/Contractor shall furnish a surface rough graded to within $\pm 0.1'$ of the proposed plan aggregate base course elevations.

Fine Grading of Aggregate Base by Others: If Owner/Contractor fine grades the surface to be paved, Payne & Dolan, Inc. may choose to request additional work to correct the surface to be paved for (but not limited to) stability, surface drainage, slope and elevation. Additional corrective work will be done at no cost to Payne & Dolan, Inc.

Resurfacing: When resurfacing concrete, brick or asphalt pavements, Payne & Dolan, Inc. is not responsible for the reproduction of cracks or expansion joints which may occur.

Exclusion of WDOT Specifications: If Wisconsin DOT Standard Specifications are being used, this proposal excludes the following: 450.3.2.1.1 and 450.3.2.1.2 Preparation and Paving Operations and Cold Weather Paving: Payne & Dolan, Inc. will provide the best quality pavement achievable based on all other required standard specifications.

450.3.2.9 Testing (Ride Quality): Payne & Dolan, Inc. will provide the best quality ride achievable based on all other required standard specifications.

455.2.2 and 455.2.3 Sampling and Testing (Asphaltic Materials): Payne & Dolan, Inc. will provide Owner/Contractor a Wisconsin approved mix design and all other material requirements per section 460. Payne & Dolan, Inc. will perform daily quality control mixture testing at Owner/Contractor's request.

460.2.8.2 Contractor Testing: Payne & Dolan, Inc. will provide Owner/Contractor a Wisconsin approved mix design and all other material requirements per section 460. Payne & Dolan, Inc. will perform daily quality control mixture testing at Owner/Contractor's request.

Incorporation: If any other agreement is entered into between the parties, the terms of this agreement shall be incorporated into any such agreement and shall supersede any conflicting terms contained therein.

Captions: The captions and headings at the beginning of each section of this Proposal are for convenience only and are to be given no weight in construing the provisions of this Agreement.

Authorized Signature: _____
Raymond A Postotnik, Agent

Acceptance of Proposal - The above prices, specifications and terms and conditions are satisfactory and are hereby accepted. Payne & Dolan, Inc. is authorized by Owner/Contractor to do the Work as specified. Payment will be made to Payne & Dolan, Inc. by Owner/Contractor as outlined above. If separate bids or alternate bids are indicated, acknowledge acceptance by initialing those prices which you hereby accept.

Owner/Contractor: _____ Date: _____

Signature: _____

Job Name: CO Lake Geneva 2020 SP - Change Order #2

Date of Proposal: 4/28/2021

Contractor's Application for Payment No.**3**

Application Period: thru May 27, 2021		Application Date: May 27, 2021
To (Owner): City of Lake Geneva	From (Contractor): Payne & Dolan, Inc.	Via (Engineer): Kapur
Project: 2020 Streets Program	Contract: Lake Geneva 2020 Streets Program	
Owner's Contract No.:	Contractor's Project No.: 253480	Engineer's Project No.:

**Application For Payment
Change Order Summary**

Approved Change Orders		
Number	Additions	Deductions
1	\$10,020.16	
2	\$2,050.00	
TOTALS	\$12,070.16	
NET CHANGE BY CHANGE ORDERS	\$12,070.16	

1. ORIGINAL CONTRACT PRICE.....	\$	\$612,605.28
2. Net change by Change Orders.....	\$	\$12,070.16
3. Current Contract Price (Line 1 ± 2).....	\$	\$624,675.44
4. TOTAL COMPLETED AND STORED TO DATE (Column F on Progress Estimate).....	\$	\$570,034.45
5. RETAINAGE:		
a. X Work Completed.....	\$	\$2,500.00
b. X Stored Material.....	\$	
c. Total Retainage (Line 5a + Line 5b).....	\$	\$2,500.00
6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5c).....	\$	\$567,534.45
7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application).....	\$	\$552,669.32
8. LESS LIQUIDATED DAMAGES	\$	
9. LESS ADDITIONAL ENGINEERING COSTS	\$	
10. AMOUNT DUE THIS APPLICATION.....	\$	\$14,865.13
11. BALANCE TO FINISH, PLUS RETAINAGE.....	\$	\$57,140.99

Contractor's Certification

The undersigned Contractor certifies that to the best of its knowledge: (1) all previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with Work covered by prior Applications for Payment; (2) title of all Work, materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to Owner at time of payment free and clear of all Liens, security interests and encumbrances (except such as are covered by a Bond acceptable to Owner indemnifying Owner against any such Liens, security interest or encumbrances); and (3) all Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

By: DocuSigned by:

Raymond A. Postolnik

5E05A6B602AF467...

Date: 5/27/2021 | 6:53 AM PDT

Approved by:

Funding Agency (if applicable)

(Date)

Endorsed by the Construction Specifications Institute.

Progress Estimate

Contractor's Application

For (contract): 2020 Lake Geneva Street Program						Application Number: 3		
Application Period:						Application Date: 10/27/2021		
A		B	Work Completed		E	F		G
Item			C	D				
Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (E) B	Balance to Finish (B - F)
	Removing Pavement (Concrete Driveway)	\$ 810.00	\$ 1,495.80	\$ -		\$ 1,495.80		\$ 810.00
	Removing Asphaltic Surface (Driveway)	\$ 414.00	\$ 371.25	\$ -		\$ 371.25	89.7%	\$ 414.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 18,228.00	\$ 17,535.28	\$ -		\$ 17,535.28	96.2%	\$ 18,228.00
	Removing Curb & Gutter	\$ 10,062.50	\$ 11,454.00	\$ -		\$ 11,454.00	113.8%	\$ 10,062.50
	Removing Concrete Sidewalk	\$ 6,150.00	\$ 6,583.80	\$ -		\$ 6,583.80	107.1%	\$ 6,150.00
	Removing Manholes (Storm)	\$ 2,400.00	\$ 3,600.00	\$ -		\$ 3,600.00	150.0%	\$ 2,400.00
	Removing Inlets	\$ 950.00	\$ 950.00	\$ -		\$ 950.00	100.0%	\$ 950.00
	Excavation Common	\$ 3,300.00	\$ 3,300.00	\$ -		\$ 3,300.00		\$ 3,300.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 3,750.00	\$ 3,745.25	\$ -		\$ 3,745.25		\$ 3,750.00
	Concrete Driveway 6-Inch	\$ 480.00	\$ 1,067.40	\$ -		\$ 1,067.40		\$ 480.00
	Concrete Driveway 8-Inch	\$ 2,394.00	\$ 2,362.50	\$ -		\$ 2,362.50		\$ 2,394.00
	includes asphaltic material for tack coat (455.0605). Includes	\$ 75,868.80	\$ 78,126.57	\$ -		\$ 78,126.57	103.0%	\$ 75,868.80
	Asphaltic Surface Driveways	\$ 1,194.10	\$ 1,194.10	\$ -		\$ 1,194.10	100.0%	\$ 1,194.10
	Concrete Curb & Gutter 24-Inch Type D	\$ 23,252.50	\$ 30,157.25	\$ -		\$ 30,157.25	129.7%	\$ 23,252.50
	Concrete Curb & Gutter 30-Inch Type D	\$ 7,088.25	\$ 4,561.93	\$ -		\$ 4,561.93	64.4%	\$ 7,088.25
	Concrete Curb Pedestrian	\$ 3,450.00	\$ 2,745.00	\$ -		\$ 2,745.00	79.6%	\$ 3,450.00
	Concrete Sidewalk 4-Inch	\$ 21,312.50	\$ 22,400.99	\$ -		\$ 22,400.99	105.1%	\$ 21,312.50
	Concrete Steps	\$ 1,350.00	\$ 720.00	\$ -		\$ 720.00	53.3%	\$ 1,350.00
	Curb Ramp Detectable Warning Field Yellow	\$ 7,140.00	\$ 6,510.00	\$ -		\$ 6,510.00	91.2%	\$ 7,140.00
	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	\$ 1,640.00	\$ 5,125.00	\$ -		\$ 5,125.00	312.5%	\$ 1,640.00
	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	\$ 3,392.00	\$ 3,392.00	\$ -		\$ 3,392.00	100.0%	\$ 3,392.00
	Inlet Cover Type C	\$ 1,216.00	\$ 1,216.00	\$ -		\$ 1,216.00	100.0%	\$ 1,216.00
	Manholes 4-FT Diameter	\$ 6,600.00	\$ 9,900.00	\$ -		\$ 9,900.00	150.0%	\$ 6,600.00
	Adjusting Manholes Covers (Undistributed)	\$ 1,365.75	\$ 163.89	\$ -		\$ 163.89	12.0%	\$ 1,365.75
	Adjusting Inlet Covers (Undistributed)	\$ 2,975.00	\$ 2,550.00	\$ -		\$ 2,550.00	85.7%	\$ 2,975.00
	Inlet Protection Type B	\$ 180.00	\$ 180.00	\$ -		\$ 180.00	100.0%	\$ 180.00
	Inlet Protection Type C	\$ 935.00	\$ 770.00	\$ -		\$ 770.00	82.4%	\$ 935.00
	Marking Stop Line Epoxy 18-inch	\$ 2,480.00	\$ 2,569.90	\$ -		\$ 2,569.90	103.6%	\$ 2,480.00
	Marking Crosswalk Epoxy Transverse Line 6-inch	\$ 13,500.00	\$ 13,065.30	\$ -		\$ 13,065.30	96.8%	\$ 13,500.00
	Sawing Asphalt	\$ 157.50	\$ 239.75	\$ -		\$ 239.75	116.7%	\$ 157.50
	Sawing Concrete	\$ 303.75	\$ 1,203.75	\$ -		\$ 1,203.75		\$ 303.75
	Adjusting Valve Boxes (Undistributed)	\$ 196.68	\$ 65.56	\$ -		\$ 65.56	33.3%	\$ 196.68
	Traffic Control	\$ 7,231.73	\$ 7,231.73	\$ -		\$ 7,231.73	100.0%	\$ 7,231.73
	Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	\$ 5,355.00	\$ 10,084.10	\$ -		\$ 10,084.10	188.3%	\$ 5,355.00
For (contract): 2020 Lake Geneva Street Program						Application Number: 1		
Application Period:						Application Date: 12/11/2020		
A		B	Work Completed		E	F		G
Item			C	D				
Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (E) B	Balance to Finish (B - F)
	Removing Asphaltic Surface (Driveway)	\$ 54.00	\$ 51.03	\$ -		\$ 51.03	94.5%	\$ 54.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 2,257.20	\$ 2,178.47	\$ -		\$ 2,178.47	96.5%	\$ 2,257.20
	Removing Curb & Gutter	\$ 1,449.00	\$ 1,270.75	\$ -		\$ 1,270.75	87.7%	\$ 1,449.00
	Removing Concrete Sidewalk	\$ 533.00	\$ 533.00	\$ -		\$ 533.00	100.0%	\$ 533.00
	Excavation Common	\$ 300.00	\$ 300.00	\$ -		\$ 300.00	100.0%	\$ 300.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 289.00	\$ 289.00	\$ -		\$ 289.00		\$ 289.00
	HMA Pavement Type 4 LT 58-28 S (460.5224). Item also includes	\$ 8,435.70	\$ 8,305.92	\$ -		\$ 8,305.92	98.5%	\$ 8,435.70
	Asphaltic Surface Driveways	\$ 322.90	\$ 322.90	\$ -		\$ 322.90	100.0%	\$ 322.90
	Concrete Curb & Gutter 24-Inch Type D	\$ 1,668.50	\$ 2,414.00	\$ -		\$ 2,414.00	144.7%	\$ 1,668.50
	Concrete Curb & Gutter 30-Inch Type D	\$ 2,871.65	\$ 1,544.88	\$ -		\$ 1,544.88	53.8%	\$ 2,871.65
	Concrete Sidewalk 4-Inch	\$ 2,131.25	\$ 1,813.50	\$ -		\$ 1,813.50	85.1%	\$ 2,131.25
	Curb Ramp Detectable Warning Field Yellow	\$ 700.00	\$ 560.00	\$ -		\$ 560.00	80.0%	\$ 700.00
	Adjusting Manholes Covers (Undistributed)	\$ 54.63	\$ -	\$ -		\$ -		\$ 54.63
	Adjusting Inlet Covers (Undistributed)	\$ 850.00	\$ 850.00	\$ -		\$ 850.00	100.0%	\$ 850.00
	Inlet Protection Type C	\$ 275.00	\$ 110.00	\$ -		\$ 110.00	40.0%	\$ 275.00
	Sawing Asphalt	\$ 29.75	\$ 40.25	\$ -		\$ 40.25	100.0%	\$ 29.75
	Traffic Control	\$ 2,781.78	\$ 2,781.78	\$ -		\$ 2,781.78	100.0%	\$ 2,781.78
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 367.50	\$ 566.37	\$ -		\$ 566.37	154.1%	\$ 367.50
	Removing Asphaltic Surface (Driveway & Roadway)	\$ 1,575.00	\$ 1,395.00	\$ -		\$ 1,395.00		\$ 1,575.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 945.00	\$ 1,361.99	\$ -		\$ 1,361.99	144.1%	\$ 945.00
	Removing Curb & Gutter	\$ 3,507.50	\$ 3,415.50	\$ -		\$ 3,415.50	97.4%	\$ 3,507.50
	Excavation Common	\$ 450.00	\$ 450.00	\$ -		\$ 450.00	100.0%	\$ 450.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 510.00	\$ 510.00	\$ -		\$ 510.00	100.0%	\$ 510.00
	HMA Pavement Type 4 LT 58-28 S (460.5224). Item also includes	\$ 3,563.60	\$ 3,958.27	\$ -		\$ 3,958.27	111.1%	\$ 3,563.60
	Asphaltic Surface Driveways	\$ 5,971.60	\$ 7,382.39	\$ -		\$ 7,382.39	123.6%	\$ 5,971.60
	Concrete Curb & Gutter 24-Inch Type D	\$ 10,827.50	\$ 10,543.50	\$ -		\$ 10,543.50	97.4%	\$ 10,827.50
	Adjusting Inlet Covers (Undistributed)	\$ 525.00	\$ -	\$ -		\$ -		\$ 525.00
	Inlet Protection Type C	\$ 110.00	\$ 110.00	\$ -		\$ 110.00	100.0%	\$ 110.00
	Sawing Asphalt	\$ 1,050.00	\$ 1,001.00	\$ -		\$ 1,001.00	94.0%	\$ 1,050.00
	Traffic Control	\$ 2,781.78	\$ 2,781.78	\$ -		\$ 2,781.78	100.0%	\$ 2,781.78
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 105.00	\$ 112.04	\$ -		\$ 112.04	106.7%	\$ 105.00

	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 2,123.00	\$	2,123.00	\$	-	\$	2,123.00	100.0%	\$	2,123.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 8,687.42	\$	8,687.42	\$	-	\$	8,687.42	99.2%	\$	8,756.80
	Adjusting Manholes Covers (Undistributed)	\$ 109.26	\$	-	\$	-	\$	-		\$	109.26
For (contract): 2020 Lake Geneva Street Program								Application Number: 1			
Application Period:								Application Date: 12/11/2020			
A		B		Work Completed		E		F		G	
Item											
Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (E) B	Balance to Finish (B - F)			
	Inlet Protection Type C	\$ 220.00	\$	220.00	\$	-	\$	220.00	100.0%	\$	220.00
	Traffic Control	\$ 1,248.41	\$	1,248.41	\$	-	\$	1,248.41	100.0%	\$	1,248.41
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 4,522.00	\$	4,224.37	\$	-	\$	4,224.37	93.4%	\$	4,522.00
	Removing Concrete Sidewalk	\$ 471.50	\$	651.29	\$	-	\$	651.29	138.1%	\$	471.50
	Excavation Common	\$ 90.00	\$	90.00	\$	-	\$	90.00	100.0%	\$	90.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 102.00	\$	102.00	\$	-	\$	102.00	100.0%	\$	102.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 13,683.75	\$	13,450.13	\$	-	\$	13,450.13	98.3%	\$	13,683.75
	Concrete Sidewalk 4-Inch	\$ 1,627.50	\$	2,215.73	\$	-	\$	2,215.73	136.1%	\$	1,627.50
	Curb Ramp Detectable Warning Field Yellow	\$ 1,120.00	\$	1,120.00	\$	-	\$	1,120.00	100.0%	\$	1,120.00
	Adjusting Manholes Covers (Undistributed)	\$ 109.26	\$	-	\$	-	\$	-		\$	109.26
	Inlet Protection Type C	\$ 275.00	\$	275.00	\$	-	\$	275.00	100.0%	\$	275.00
	Sawing Asphalt	\$ 29.75	\$	-	\$	-	\$	-		\$	29.75
	Adjusting Valve Boxes (Undistributed)	\$ 98.31	\$	32.77	\$	-	\$	32.77	33.3%	\$	98.31
	Traffic Control	\$ 2,574.09	\$	2,574.09	\$	-	\$	2,574.09	100.0%	\$	2,574.09
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 210.00	\$	280.04	\$	-	\$	280.04	133.4%	\$	210.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 5,670.00	\$	5,670.00	\$	-	\$	5,670.00	100.0%	\$	5,670.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 23,646.00	\$	22,200.22	\$	-	\$	22,200.22	93.9%	\$	23,646.00
	Adjusting Manholes Covers (Undistributed)	\$ 327.78	\$	-	\$	-	\$	-		\$	327.78
	Adjusting Valve Boxes (Undistributed)	\$ 32.78	\$	32.78	\$	-	\$	32.78	100.0%	\$	32.78
	Traffic Control	\$ 2,476.57	\$	2,476.57	\$	-	\$	2,476.57	100.0%	\$	2,476.57
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 1,260.00	\$	2,095.91	\$	-	\$	2,095.91	166.3%	\$	1,260.00
	Removing Pavement (Concrete Driveway)	\$ 405.00	\$	1,772.82	\$	-	\$	1,772.82	437.7%	\$	405.00
	Removing Asphaltic Surface Milling (Partial Depth 3")	\$ 3,100.80	\$	3,223.20	\$	-	\$	3,223.20	103.9%	\$	3,100.80
	Removing Curb & Gutter	\$ 805.00	\$	787.75	\$	-	\$	787.75	97.9%	\$	805.00
	Removing Concrete Sidewalk	\$ 164.00	\$	91.02	\$	-	\$	91.02		\$	164.00
	Excavation Common	\$ 360.00	\$	360.00	\$	-	\$	360.00	100.0%	\$	360.00
	Excavation Common - EBS	\$ 2,883.60	\$	223.48	\$	-	\$	223.48	7.8%	\$	2,883.60
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 6,000.00	\$	1,437.25	\$	-	\$	1,437.25		\$	6,000.00
	Concrete Driveway 8-Inch	\$ 4,095.00	\$	4,136.58	\$	-	\$	4,136.58	101.0%	\$	4,095.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 10,456.60	\$	10,307.22	\$	-	\$	10,307.22	98.6%	\$	10,456.60
	Concrete Curb & Gutter 24-Inch Type D	\$ 2,059.00	\$	2,502.75	\$	-	\$	2,502.75		\$	2,059.00
	Adjusting Manholes Covers (Undistributed)	\$ 54.63	\$	54.63	\$	-	\$	54.63	100.0%	\$	54.63
	Traffic Control	\$ 3,952.14	\$	3,952.14	\$	-	\$	3,952.14	100.0%	\$	3,952.14
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 735.00	\$	382.62	\$	-	\$	382.62	52.1%	\$	735.00
For (contract): 2020 Lake Geneva Street Program								Application Number: 1			
Application Period:								Application Date: 12/11/2020			
A		B		Work Completed		E		F		G	
Item											
Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (E) B	Balance to Finish (B - F)			
	Removing Asphaltic Surface Milling (Partial Depth 3")	\$ 2,027.20	\$	1,759.72	\$	-	\$	1,759.72	86.8%	\$	2,027.20
	Removing Concrete Sidewalk	\$ 123.00	\$	123.00	\$	-	\$	123.00	100.0%	\$	123.00
	Excavation Common - EBS	\$ 2,162.70	\$	-	\$	-	\$	-		\$	2,162.70
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 4,500.00	\$	980.25	\$	-	\$	980.25		\$	4,500.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 6,727.50	\$	6,727.50	\$	-	\$	6,727.50	90.0%	\$	7,475.00
	Traffic Control	\$ 3,902.85	\$	3,902.85	\$	-	\$	3,902.85	100.0%	\$	3,902.85
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 210.00	\$	46.62	\$	-	\$	46.62	22.2%	\$	210.00
	Removing Asphaltic Surface Milling (Partial Depth 3")	\$ 1,144.00	\$	1,120.12	\$	-	\$	1,120.12	97.9%	\$	1,144.00
	Excavation Common - EBS	\$ 960.80	\$	-	\$	-	\$	-		\$	960.80
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 1,778.40	\$	845.41	\$	-	\$	845.41		\$	1,778.40
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 1,735.58	\$	1,735.58	\$	-	\$	1,735.58	100.0%	\$	1,735.58
	Traffic Control	\$ 1,544.55	\$	1,544.55	\$	-	\$	1,544.55		\$	1,544.55
	Removing Concrete Sidewalk	\$ 123.00	\$	112.75	\$	-	\$	112.75	91.7%	\$	123.00
	Excavation Common	\$ 18,030.00	\$	360.60	\$	-	\$	360.60	2.0%	\$	18,030.00
	Excavation Common - EBS	\$ 10,238.40	\$	-	\$	-	\$	-		\$	10,238.40
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 29,070.00	\$	1,602.34	\$	-	\$	1,602.34	4.2%	\$	29,070.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 26,791.70	\$	28,690.29	\$	-	\$	28,690.29	107.1%	\$	26,791.70
	Concrete Sidewalk 4-Inch	\$ 558.00	\$	379.75	\$	-	\$	379.75		\$	558.00
	Curb Ramp Detectable Warning Field Yellow	\$ 700.00	\$	560.00	\$	-	\$	560.00	80.0%	\$	700.00
	Adjusting Manholes Covers (Undistributed)	\$ 54.63	\$	54.63	\$	-	\$	54.63	100.0%	\$	54.63
	Stiff Fence	\$ 2,220.00	\$	-	\$	-	\$	-		\$	2,220.00
	Marking Crosswalk Epoxy Transverse Line 6-inch	\$ 3,780.00	\$	4,471.20	\$	-	\$	4,471.20	118.3%	\$	3,780.00
	Marking Removal Line 4-Inch	\$ 270.00	\$	252.00	\$	-	\$	252.00	93.3%	\$	270.00
	Sawing Asphalt	\$ 490.00	\$	556.50	\$	-	\$	556.50	113.6%	\$	490.00
	Traffic Control	\$ 5,798.64	\$	5,798.64	\$	-	\$	5,798.64		\$	5,798.64
	Restore Disturbed Areas - Includes Topsoil (625.0100),	\$ 11,025.00	\$	8,718.47	\$	-	\$	8,718.47	79.1%	\$	11,025.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 10,404.00	\$	9,815.08	\$	-	\$	9,815.08	94.3%	\$	10,404.00
	Removing Curb & Gutter	\$ 299.00	\$	391.00	\$	-	\$	391.00		\$	299.00
	Excavation Common	\$ 30.00	\$	30.00	\$	-	\$	30.00	100.0%	\$	30.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 50.00	\$	50.00	\$	-	\$	50.00	100.0%	\$	50.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 27,762.00	\$	27,422.25	\$	-	\$	27,422.25		\$	27,762.00
	Concrete Curb & Gutter 24-Inch Type D	\$ 923.00	\$	1,207.00	\$	-	\$	1,207.00	130.8%	\$	923.00
	Adjusting Manholes Covers (Undistributed)	\$ 327.78	\$	-	\$	-	\$	-		\$	327.78
	Inlet Protection Type C	\$ 275.00	\$	275.00	\$	-	\$	275.00	139.1%	\$	275.00
For (contract): 2020 Lake Geneva Street Program								Application Number: 1			
Application Period:								Application Date: 12/11/2020			
A		B		Work Completed		E		F		G	
Item											
Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (E) B	Balance to Finish (B - F)			

Specification Section No.	Description	Scheduled Value	From Previous Application (C+D)	This Period	(not in C or D)	Stored to Date (C + D + E)		
	Adjusting Valve Boxes (Undistributed)	\$ 65.56	\$ -	\$ -		\$ -		\$ 65.56
	Traffic Control	\$ 901.35	\$ 901.35	\$ -		\$ 901.35	100.0%	\$ 901.35
	Restore Disturbed Areas - Includes Topsoil (625.0100).	\$ 63.00	\$ 233.31	\$ -		\$ 233.31	370.3%	\$ 63.00
	Removing Asphaltic Surface Milling (Partial Depth 2")	\$ 2,424.00	\$ 2,517.14	\$ -		\$ 2,517.14	103.8%	\$ 2,424.00
	Removing Curb & Gutter	\$ 862.50	\$ 948.75	\$ -		\$ 948.75	110.0%	\$ 862.50
	Excavation Common	\$ 90.00	\$ 90.00	\$ -		\$ 90.00	100.0%	\$ 90.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 150.00	\$ 150.00	\$ -		\$ 150.00	100.0%	\$ 150.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 8,046.00	\$ 8,046.00	\$ -		\$ 8,046.00	100.0%	\$ 8,046.00
	Concrete Curb & Gutter 24-Inch Type D	\$ 2,662.50	\$ 2,928.75	\$ -		\$ 2,928.75	110.0%	\$ 2,662.50
	Adjusting Manholes Covers (Undistributed)	\$ 54.63	\$ -	\$ -		\$ -		\$ 54.63
	Inlet Protection Type C	\$ 110.00	\$ 110.00	\$ -		\$ 110.00	100.0%	\$ 110.00
	Adjusting Valve Boxes (Undistributed)	\$ 32.78	\$ -	\$ -		\$ -		\$ 32.78
	Traffic Control	\$ 993.69	\$ 993.69	\$ -		\$ 993.69	100.0%	\$ 993.69
	Restore Disturbed Areas - Includes Topsoil (625.0100).	\$ 189.00	\$ 183.75	\$ -		\$ 183.75	97.2%	\$ 189.00
	Removing Pavement (Concrete Driveway)	\$ 405.00	\$ 1,178.55	\$ -		\$ 1,178.55	291.0%	\$ 405.00
	Removing Curb & Gutter	\$ 448.50	\$ 454.25	\$ -		\$ 454.25	101.3%	\$ 448.50
	Removing Concrete Sidewalk	\$ 328.00	\$ 326.16	\$ -		\$ 326.16		\$ 328.00
	Excavation Common	\$ 420.00	\$ 420.00	\$ -		\$ 420.00		\$ 420.00
	Base Aggregate Dense 1 1/4-Inch (Undistributed)	\$ 750.00	\$ 462.75	\$ -		\$ 462.75		\$ 750.00
	Concrete Driveway 8-Inch	\$ 2,709.00	\$ 2,749.95	\$ -		\$ 2,749.95	101.5%	\$ 2,709.00
	HMA Pavement Type 4 LT 58-28 S (460.5224), Item also includes	\$ 2,755.53	\$ 3,367.87	\$ -		\$ 3,367.87	122.2%	\$ 2,755.53
	Concrete Curb & Gutter 24-Inch Type D	\$ 994.00	\$ 1,125.35	\$ -		\$ 1,125.35	113.2%	\$ 994.00
	Concrete Curb & Gutter 30-Inch Type D	\$ 617.95	\$ 719.73	\$ -		\$ 719.73	116.5%	\$ 617.95
	Sawing Asphalt	\$ 175.00	\$ 253.75	\$ -		\$ 253.75	97.9%	\$ 175.00
	Traffic Control	\$ 1,418.63	\$ 1,418.63	\$ -		\$ 1,418.63		\$ 1,418.63
	Restore Disturbed Areas - Includes Topsoil (625.0100).	\$ 189.00	\$ 208.85	\$ -		\$ 208.85	110.5%	\$ 189.00
	Marking Symbol Epoxy	\$ 7,695.00	\$ 8,100.00	\$ -		\$ 8,100.00	105.3%	\$ 7,695.00
	Excavation Common - Asphaltic Pavement	\$ 5,943.60	\$ 5,943.60	\$ -		\$ 5,943.60		\$ 5,943.60
	Short Load Trucking Add-On	\$ 2,456.56	\$ 2,456.56	\$ -		\$ 2,456.56		\$ 2,456.56
	Reconstruct Inlet - Sage St.	\$ 1,620.00	\$ 1,620.00	\$ -		\$ 1,620.00		\$ 1,620.00
	Landscape Grading and Restoration	\$ 2,050.00	\$ -	\$ 2,050.00		\$ 2,050.00		\$ -
						\$ -		
						\$ -		
						\$ -		
						\$ -		
	Totals	\$624,675.44	\$570,034.45	\$2,050.00		\$572,084.45		\$622,625.44

Contractor's Application for Payment No. 3		
Application Period: thru May 27, 2021		Application Date: May 27, 2021
To (Owner): City of Lake Geneva	From (Contractor): Payne & Dolan, Inc.	Via (Engineer): Kapur
Project: 2020 Streets Program	Contract: Lake Geneva 2020 Streets Program	
Owner's Contract No.:	Contractor's Project No.: 253480	Engineer's Project No.:

Application For Payment
Change Order Summary

Approved Change Orders		
Number	Additions	Deductions
1	\$10,020.16	
2	\$2,050.00	
TOTALS	\$12,070.16	
NET CHANGE BY CHANGE ORDERS	\$12,070.16	

1. ORIGINAL CONTRACT PRICE.....	\$	\$612,605.28
2. Net change by Change Orders.....	\$	\$12,070.16
3. Current Contract Price (Line 1 ± 2).....	\$	\$624,675.44
4. TOTAL COMPLETED AND STORED TO DATE (Column F on Progress Estimate).....	\$	\$570,034.45
5. RETAINAGE:		
a. X Work Completed.....	\$	\$2,500.00
b. X Stored Material.....	\$	
c. Total Retainage (Line 5a + Line 5b).....	\$	\$2,500.00
6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5c).....	\$	\$567,534.45
7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application).....	\$	\$552,669.32
8. LESS LIQUIDATED DAMAGES	\$	
9. LESS ADDITIONAL ENGINEERING COSTS	\$	
10. AMOUNT DUE THIS APPLICATION.....	\$	\$14,865.13
11. BALANCE TO FINISH, PLUS RETAINAGE.....	\$	\$57,140.99

Contractor's Certification The undersigned Contractor certifies that to the best of its knowledge: (1) all previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with Work covered by prior Applications for Payment; (2) title of all Work, materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to Owner at time of payment free and clear of all Liens, security interests and encumbrances (except such as are covered by a Bond acceptable to Owner indemnifying Owner against any such Liens, security interest or encumbrances); and (3) all Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective	
By: <u>Raymond A. Postolnik</u>	Date: 5/27/2021 6:53 PM PDT

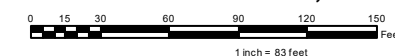
Payment of:	\$ 14,865.13
	(Line 10 or other - attach explanation of the other amount)
is recommended by:	<u>Luke Podella</u> 6/1/21
	(Date)
Payment of:	\$
	(Line 10 or other - attach explanation of the other amount)
is approved by:	
	(Owner) (Date)
Approved by:	
	Funding Agency (if applicable) (Date)

Endorsed by the Construction Specifications Institute.



350 N. Edwards No Left Turn

WALWORTH COUNTY, WISCONSIN



Author:

Map Produced on: 6/16/2021

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

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

DISCLAIMER: THE INFORMATION PROVIDED ON THIS MAP HAS BEEN PRODUCED
AND PROCESSED FROM SOURCES BELIEVED TO BE RELIABLE. NO WARRANTY,
EXPRESSED OR IMPLIED, IS MADE FOR DATA ACCURACY, ADEQUACY, COMPLETENESS,
LEGIBILITY, RELIABILITY OR USEFULNESS OF THIS INFORMATION. THE INFORMATION
CONTAINED HEREIN WILL NOT BE ACCEPTED AS AN OFFICIAL DOCUMENT.

Sunday Morning Parking in Downtown Lake Geneva

Currently:

- Paid Parking is enforced 9:00 AM – 7:00 PM, seven days a week, February 1 through November 15.
- Four churches are located within or on the edges of the geographic paid parking footprint.
- Church officials speak of an agreement with former a City Administrator that suspended enforcement of the paid parking program near churches on Sunday mornings.
- Church officials would like an agreement with the current City Government to provide free parking during church services.

Possible Solutions:

- Change the ordinances to begin enforcement of the city-wide paid parking program after a certain time (presumably when church services are over).
- Issue vehicle stickers to church members to identify church-goers so that Parking Enforcement Officers would know not to ticket those vehicles.
- Identify certain geographic areas where the paid parking program would not be enforced until after a certain time (presumably when church services are over) and change the ordinances to reflect those areas.
- Reserve a certain number of parking stalls for churches until a certain time (presumably when church services are over) at the standard rate, or a reduced rate, or as a donation.
- Others?

City of Lake Geneva 9 AM - Noon Parking Kiosk Revenue

Date	# of Transactions	Revenue
5/24/2020	1007	\$ 5,207.00
5/31/2020	648	\$ 3,200.00
6/7/2020	881	\$ 4,351.00
6/14/2020	934	\$ 3,990.00
6/21/2020	993	\$ 4,614.00
6/28/2020	919	\$ 6,057.00
7/5/2020	886	\$ 5,735.00
7/12/2020	929	\$ 5,879.00
7/19/2020	886	\$ 5,637.00
7/26/2020	877	\$ 5,417.00
8/2/2020	675	\$ 3,785.00
8/9/2020	783	\$ 4,740.00
8/16/2020	821	\$ 4,882.00
8/23/2020	823	\$ 4,947.00
8/30/2020	873	\$ 5,056.00
9/6/2020	642	\$ 3,099.00
9/12/2020	509	\$ 2,328.00
9/20/2020	579	\$ 2,906.00
9/27/2020	569	\$ 2,646.00
10/4/2020	413	\$ 1,774.00
10/11/2020	699	\$ 3,525.00
10/18/2020	312	\$ 1,218.00
10/25/2020	347	\$ 1,362.00
11/1/2020	243	\$ 883.00
11/8/2020	537	\$ 2,498.00
2/7/2021	425	\$ 1,886.00
2/14/2021	336	\$ 1,373.00
2/21/2021	544	\$ 2,278.00
2/28/2021	468	\$ 1,972.00
3/7/2021	502	\$ 2,187.00
3/14/2021	317	\$ 1,285.00
3/21/2021	466	\$ 2,204.00
3/28/2021	421	\$ 1,646.00
4/4/2021	334	\$ 1,592.00
4/11/2021	380	\$ 1,616.00
4/18/2021	464	\$ 2,157.00
4/25/2021	378	\$ 1,633.00
5/2/2021	546	\$ 2,790.00
5/9/2021	409	\$ 1,900.00
5/16/2021	646	\$ 3,245.00
5/23/2021	570	\$ 3,021.00
5/30/2021	796	\$ 5,289.00
6/6/2021	943	\$ 9,177.00
6/13/2021	1000	\$ 9,744.00

6/20/2021	721	\$	4,912.00
TOTAL	28451	\$	157,643.00
AVG	632.2444444	\$	3,503.18

41 paid Sundays in 2021

AVG * 41 =

\$ 143,630.29



GREEN PARKING



ALL PARKING 5 HOUR MAX EXCEPT LOT I 10 HOUR MAX

This map is a general representation of parking in Lake Geneva. Other laws apply in these areas (ex.: loading zones, no parking, and driveways). Please read signs and pavement markings.

UPDATED: 23 SEPTEMBER 2020

1. First Congregational United Church of Christ
2. First Church of Christ, Scientist
3. Holy Communion Episcopal Church
4. Lake Geneva United Methodist Church

PROPOSED PLAN

for beautification/renovation of

Parcel 4 adjacent to

Flat Iron Tap

at 150 Center Street in Downtown Lake Geneva

consisting of

TERRACE and OUTDOOR SEATING



FLAT IRON TAP

150 Center Street, Lake Geneva, WI 53147
262-812-4064 flatirontap@gmail.com



4/14/2021

PROPOSAL FOR OUTSIDE TERRACE

To Whom It May Concern:

D & D Restaurant Group, Inc. DBA "The Flat Iron Tap" proposes to lease from the City Parcel 4, Part of Block 30, Plat of the City of Lake Geneva, Walworth County, Wisconsin (see attached diagram). The area will be utilized as an outside dining area for the benefit of Parcel 3 the Flat Iron Tap - with a patio, awning and greenery - to beautify the space and expand the Flat Iron Tap's seating capacity. The construction of a new Outdoor Terrace will benefit all parties: the Flat Iron Tap will gain several new tables and a charming new work space, and the City will gain the beautification of the downtown area, increased foot traffic, and more revenue.

The Space: Lot 4 is 40' x 50' and is currently occupied by a large electrical box, 4 parking stalls, a concrete slab (8' x 50') and four benches. The adjacent building is Parcel 3 (150 Center Street) which is currently occupied by Flat Iron Tap and Lake Geneva Tattoo (see Sheets 1-3).

The Terrace: The Terrace deck shall extend approximately 5 feet south from the existing concrete slab at 150 Center Street and run east-west 30 feet alongside the length of the slab, stopping 10 feet from the electrical transformer, affording space for several tables for patrons. The Terrace deck shall sit flush upon the existing concrete slab at the north end, and sit upon concrete footings at the south. It shall be composed of ecologically responsible lumber, exterior treated against rot and mold. A safety railing will run around the perimeter of the deck.

ADA Compliance: The Terrace will be ADA accessible in the front with a wheelchair ramp off the Center Street sidewalk.

Impact: The Terrace will have zero impact upon existing parking, access/egress, utilities, and drainage,

Parking: The City's existing four pay-parking spaces will be pushed 5 feet towards the alley, allowing the City to keep its parking revenue while also allowing passage through the alley. The

City may wish to consider transforming these four spaces into nine individual motorcycle-only parking spaces, or perhaps even four electric car charging stations, given the close proximity to the main electrical box already located on the Lot. Motorcycle parking would bring *double* revenue, attractive given the importance of motorcycle enthusiasts to the summer season. On the other hand, electric car ports are both greatly in-demand and eco-friendly.

Construction: Construction will take approximately three working days. Construction will be conducted by a licensed local construction company. Flat Iron will restripe the new parking spaces.

Insurance: The City will be listed as an "additional insured" upon the Flat Iron Tap's renters/casualty policy.

Term: The lease term will match Flat Iron's current lease - 5 years with option to renew.

Demolition: Upon termination of the lease, the deck will be removed by the Flat Iron Tap at our own expense, or should the City so request become property of the City.

Conditions: Flat Iron must be granted an expansion of its current Class B beer and Class C wine licenses to allow patrons to consume alcohol upon the Terrace on Lot 3.

Zero Impact Win-Win: The City has no down-side: The erection of the Terrace will not affect: 1) existing automobile traffic through the alley, 2) existing parking revenues, 3) existing drainage/utilities or 4) existing access/egress. Additionally, the City will gain more income from lease of the land, while still collecting parking fees. Most importantly, the City will benefit from beautifying one of the main corridors into town.

We look forward to working with the City to develop this Lot and make beautiful the Downtown area. Please contact me directly with any questions or concerns.

Respectfully,

David Wingate
Owner, Flat Iron Tap
815/814-2301



Before



After

Flat Iron Tap's Outdoor Seating Plan:

Dimensions:

- Extend the existing concrete slab five feet to the south with a handsome wooden railed deck
- Total deck size: 30 feet x 7 feet

Structural:

- Deck will abut flush with concrete slab at north end and stand upon 4 pilings to the south.
- Made of treated, finished, exterior grade lumber
- Construction time: 3 days

Parking:

- Village parking revenue will NOT be affected
- Only moving parking 5 feet from existing
- Ample clearance from the alley.

Seating:

- four tables (four chairs ea.) and two tables (two chairs ea.) = 20 outdoor seats
- exterior seating = social distancing and COVID mitigation

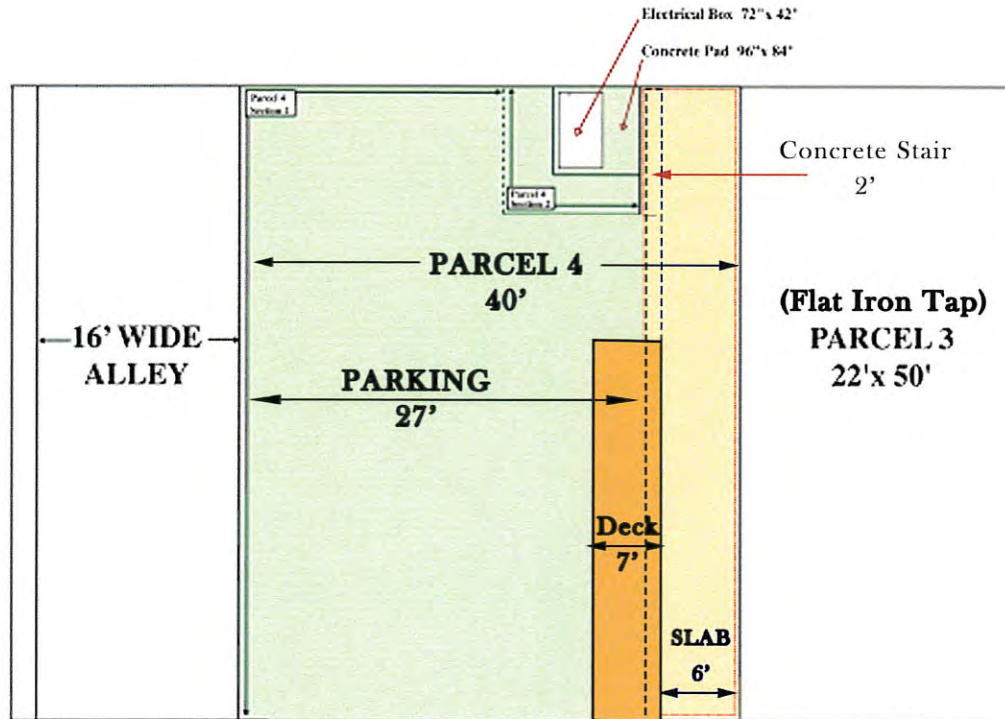
Utilities

- compliance with Alliant Energy minimum leeway requirements at transformer box
- all utility lines have been marked and are clear

Beautification

- transform ugly concrete lot into a vibrant, attractive gathering spot
- Beautify a major corridor into Downtown Lake Geneva

Flat Iron Tap
Outdoor Seating
Simple Concept Plan
(not drawn to scale)





CITY OF LAKE GENEVA

SIDEWALK CAFÉ PERMIT APPLICATION

PLEASE FILL IN ALL BLANKS COMPLETELY, AS INCOMPLETE APPLICATIONS WILL BE REJECTED.

Please Check:

- | | |
|---|--|
| ☐ Initial Sidewalk Café Permit with Alcohol | ☒ Renewal of Sidewalk Café Permit with Alcohol |
| ☐ Initial Sidewalk Café Permit without Alcohol | ☐ Renewal of Sidewalk Café Permit without Alcohol |

Application Checklist:

- ☐ Certificate of Comprehensive General Liability Insurance naming the City as a party insured against liability resulting from the uses permitted herein. The coverage shall be in an amount not less than \$1,000,000.00.
- ☒ Scaled diagram which accurately depicts the dimensions of the existing sidewalk area and adjacent private property, the proposed location of the sidewalk café, size and number of tables, seats, bollards (and chains or ropes), planters, umbrellas, location of doorways, tree, signage, parking meters, obstructions (either existing or proposed, within the pedestrian way). *Site plan must depict five (5) feet of unobstructed sidewalk for public use.*
- ☐ Copy of restaurant license issued by the Wisconsin Dept. of Health Services and/or Wisconsin Dept. of Agriculture, Trade and Consumer Protection per Wis. Stat. 254.64.
- ☐ Application Fee of \$15.00 per seat: 24 seats x \$15.00 = \$ 360.00
(# OF SEATS) (TOTAL FEE)
- ☐ Alcohol License Premises Extension Application (Initial Applications Only). If the applicant wishes to serve alcohol in the sidewalk café area, the applicant must currently hold a valid license to serve alcohol and submit an application requesting the premises description of the license be amended to include the sidewalk café area. The Alcohol License Premises Extension Application does not need to be submitted if the alcohol license has already been extended to the sidewalk café area.

APPLICANT INFORMATION

Applicant Name: DAVID J Wingate
Establishment Name: Flat Iron Tap
Address: 150 Center St Lake Geneva, WI 53147
Phone: [REDACTED] E-mail: flatirontap@gmail.com

Do food sales generate more than 50% of gross receipts? ☒ Yes ☐ No

Are you requesting to serve alcoholic beverages?

☒ Yes

☐ No

If so, please provide the following information:

Liquor License Agent Name:

John Sherman Lindsay

Sig

INDEMNIFICATION STATEMENT

I, John Sherman Lindsay representing Flat Iron Tap as its
(FULL NAME) (ESTABLISHMENT)

Agent agree to hold harmless and indemnify the City, its directors,
(TITLE)
officers, employees and agents, from and against any and all liabilities, losses, claims, demands,
damages, fines, penalties, costs and expenses, including, but not limited to, reasonable attorney's
fees and costs of litigation, and all causes of action of any kind or character resulting from my use
of the public sidewalk as a café. I certify that I have read and understand the rules of Section 62-67
(6) Sidewalk Café permits.

SIGNATURE OF APPLICANT:

[Signature]

DATE: 4-14-21

For Office Use Only

Date Filed with Clerk: April 14, 2021

Total Amount: \$ 180 - Receipt No.: 15-000781

Date Forwarded to Police Chief: April 15, 2021

Police Chief Signature: [Signature]

Approved

Denied

Date Forwarded to Building Inspector: 4/20

Director of Building Inspector Signature: [Signature]

Approved

Denied

Date Forwarded to Director of Public Works: 19 May 2021

Director of Public Works Signature: [Signature]

Approved

Denied

Date of FLR/Council Approval (for alcohol license amendment, if applicable): _____

Permit Issue Date: _____ Permit Number: _____

Copies Provided to:

Police Chief
DPW Director

Fire Chief
Zoning Administrator

ADA Transition Plan for ROW

Margaret Zeman Mahler
Tennessee Dept. of Transportation

Why Was ADA Necessary?

- At the time ... 43,000,000 people with disabilities in the US (now, 59,000,000)
- Only 12% were employed
- Of the 88% unemployed, 80% wanted to work and were considered employable
- Develop sustainable communities

Section 504

- 504 OF THE Rehabilitation Act 1973
- Nondiscrimination requirement
- Receive financial assistance from any Federal department or agency
- Biggest impact on colleges and schools but was not limited to education

ADA Standards History

- Original ADA Law, (1990)
- Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG, 2004)
- 2010 ADA Standards for Accessible Design (ADA Standards, 2010)
- Proposed Accessibility Guidelines for Pedestrian Facilities in the Public-Right-of-Way (PROWAG, 2011)

Both ADA and 504 Cover:

- Programs
- Services
- Activities

Make sure you understand what a “Program” is:

- **DOJ has Determined:**
- Sidewalks are programs
- Curb ramps are programs

Program is:

- “Programs” are any areas where what you do interacts with employees or the general public, either directly or indirectly.

ADA is:

- Civil Rights Law
- In fact is often lost when talking about Right of Ways however the proposed Accessibility Guideline for Pedestrian Facilities in the Public-Right-of-Way (PROWAG) is useful

Transition Plans

- What are they
- Why do a plan

Steps to Compliance

- ADA Coordinator 28CFR 35.107 (a)
- ADA Public Notice 28CFR35.106
- Grievance Procedure 28CFR35.107 (b)
- Design Standards and Specs 28CFR35.151 (c)
- Self-Evaluation and Transition Plan 28CFR35.105
- Schedule & Budget for Implementation
28CFR35..105(d)(3)(iii)
- Final Transition Plan

ADA Coordinator

- A person who has a real interest in ADA
- ADA Training
- High enough in the organization to get things done

ADA Public Notice

- Let the public know what your city or agency is doing
- Ask for input
- Contact groups and organizations
- Place information on your compliant web site

Grievance Procedure

- Develop a procedure
- Include the name of the ADA Coordinator, email address and phone number along with a mailing address
- Insure it is posted on your web page and can be found from your home page
- It is best if ADA is its own title; not under HR or Engineering

Design Standards and Specs

- Have your Standard drawings reviewed to ensure full compliance
- Look to PROWAG and your state DOT
- Adopt PROWAG as part of your standards
- Revisit your standards to insure they are clear to everyone
- Policies will need to be written after you have been in the field for some time

Self-Evaluation

- Look at all your Programs and Facilities
- Identify programs that are not accessible
- Remember sidewalks are programs, getting a driveway permit is a program and so is a public meeting
- Assess and create a list of what you have, your Transition Plan is telling the public how and when you are going to bring the program into compliance

Schedule & Budget for Implementation

- Take a self-evaluation and set priorities
- Develop cost estimates for each item
- Determine how much funding you should spend each year
- These numbers will be what you use for your final ROW ADA Transition Plan

First Things First: TRAINING

- Great Training for everyone
- Easier for people to understand the work to be done
- Better understanding of funding required
- Bring in all of you partners: Disability Community, city employees, county employees, consultants
- MPOs, RPOs and communities' organizations
- CITY, County, and State Representatives

How to Pay for it All

- Funding for developing you ROW plan is different in each state and city
- TAP funds may be used for Developing the Plan
- STBG funds may be used for Developing the Plan
- Compleitive Grants should weigh heave toward accessibility in the ROW
- All State funded grants should start with Access

Tennessee Training

- On-line, both free and hired
- In-person
 - Trained our people and partners
 - Worked with TN Transportation Planning Program at UT to offer training
 - Hired trainers
 - Used in-house trainers

How Are You Going to Get it Done

- Decide if:
 - Hiring a competent outside firm to help
 - Doing the Plan in-house
- Develop a team
- **Find your old Plan**
- List all Programs
- List what is in the ROW

ROW Inventory

- What do you have and what needs to be replaced.
- Resurfacing requires curb ramps
- Citizen input is important as you prioritize the work
- A good time to look at your driveway permits

The Plan

- Include every step in your final plan
- Show the input you have from the outside
- Put the plan on your web page
- Ask for more input
- IMPLEMENT the plan
- Monitor the work
- Update the plan

Get Help

- ADA National Network accessibilityonline.org
- Great Lakes ADA Center adagreatlakes.org
- National ADA Symposium adasymposium.org
 - On-line and in person



















RESOLUTION #162-80

A Resolution vacating a portion of Logan Street.

WHEREAS, the First Evangelical Lutheran Church has petitioned the Common Council of the City of Lake Geneva to discontinue the following described portion of Logan Street within the City of Lake Geneva, to-wit:

That part of Logan Street commencing at the east boundary of Lot No. 1, Block No. 2, and ending at the west boundary of Lot No. 6, Block No. 2, Wheeler Addition, City of Lake Geneva; and

WHEREAS, the City Plan Commission has held a public hearing upon notice as required by Section 66.296 of the Wisconsin Statutes and has recommended vacating said portion of Logan Street; and

WHEREAS, the Petitioner, First Evangelical Lutheran Church, has recorded in the Office of the Register of Deeds prior to the filing of the Petition, a Notice required by Section 840.11 of the Wisconsin Statutes; and

WHEREAS, the Petitioner, First Evangelical Lutheran Church, has agreed that they will provide a twelve (12') foot easement along the west end of their property for ingress and egress to the east end of that portion of Logan Street not vacated lying west of the portion of Logan Street being vacated. ^{herein} In the event the remaining portion of Logan Street to the west of the portion vacated herein is vacated, said easement is terminated; and

WHEREAS, the First Evangelical Lutheran Church has agreed to allow a twenty (20') foot construction easement and an eight (8') foot ~~permanent~~ utility easement through that portion of Logan Street to be vacated, which easement shall be in existence ^{while in use, and if not used} until such time as the remaining portion of Logan Street lying west of that portion vacated herein is hereinafter vacated or utilities are provided through other lands; and

WHEREAS, the First Evangelical Lutheran Church agrees to dedicate land for a fifty (50') foot radius cul de sac in the event that part of Logan Street lying west of the portion of Logan Street vacated herein is improved. In the event the remaining portion of Logan Street to the west of the portion vacated herein is vacated, Petitioner's agreement to dedicate is null and void;

NOW, THEREFORE, BE IT RESOLVED, By the Common Council of the City of Lake Geneva as follows: That subject to the agreements of Petitioner, First Evangelical Lutheran Church, hereinabove set forth, the following described portion of Logan Street lying within the City of Lake Geneva is hereby vacated, to-wit:

That part of Logan Street commencing at the east boundary of Lot No. 1, Block No. 2, and ending at the west boundary of Lot No. 6, Block No. 2, Wheeler Addition, City of Lake Geneva.

Adopted this 10th day of March, 1980.

CITY OF LAKE GENEVA

By:

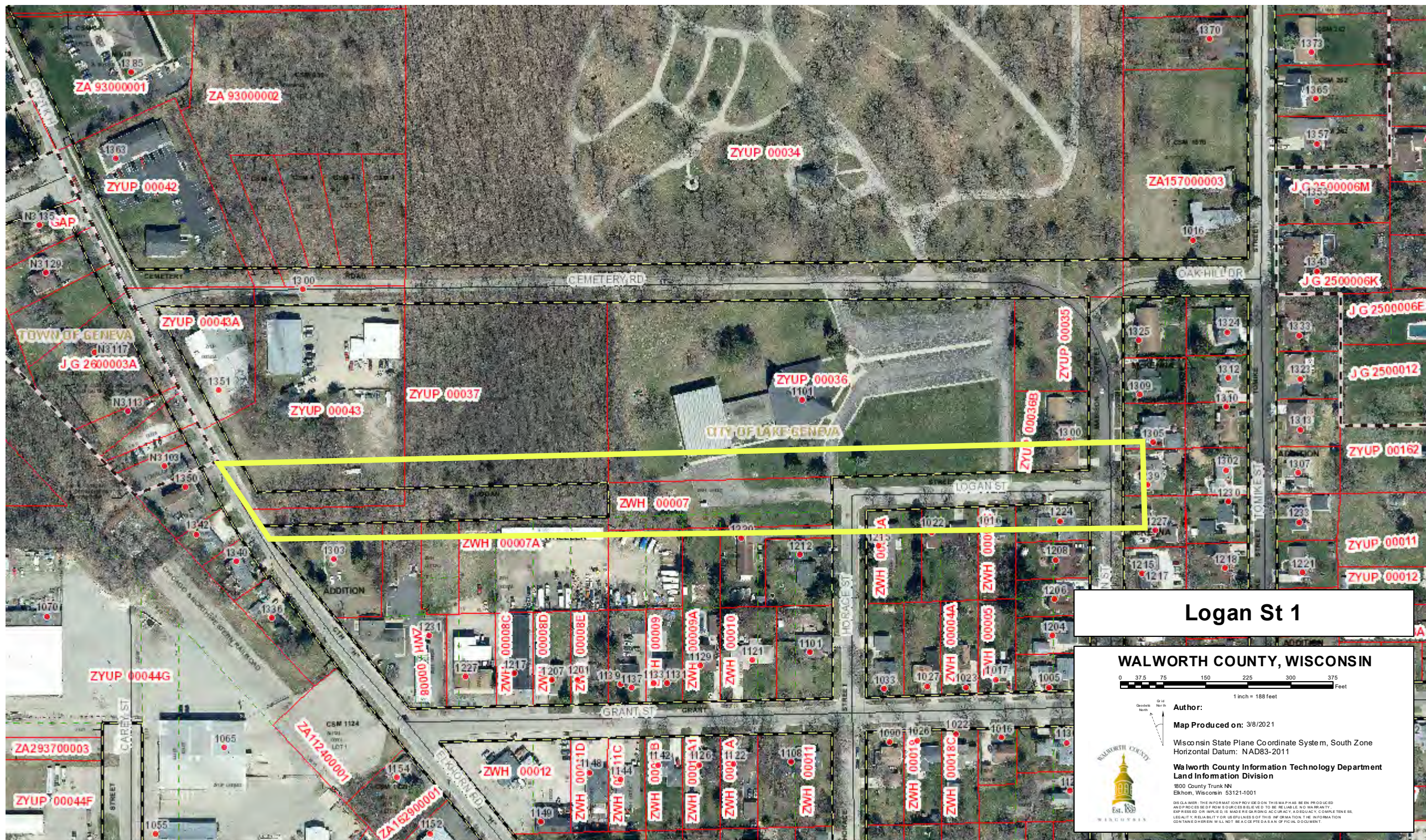
Richard C. Folman

Richard C. Folman, Mayor

Attest:

Colleen Alexander

Colleen Alexander, City Clerk







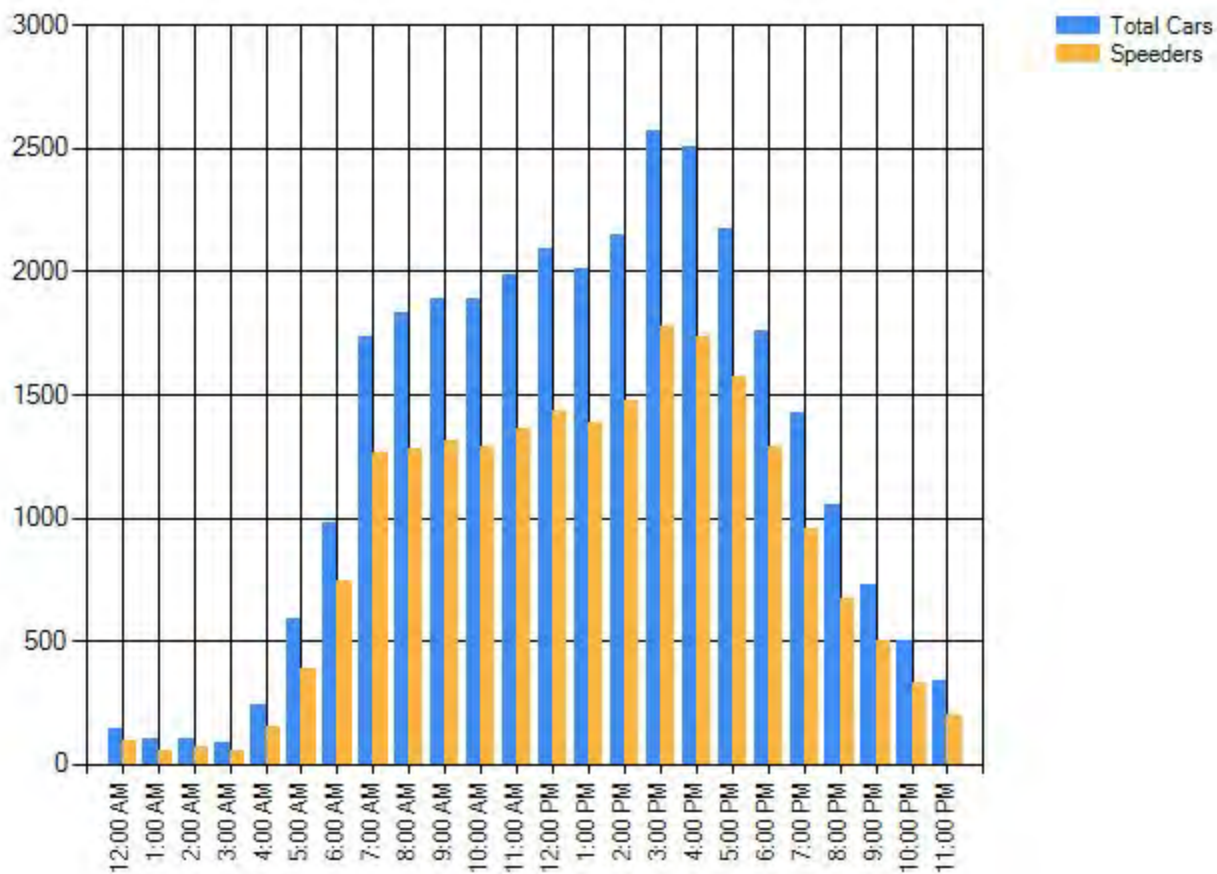




Date: 06/10/2021 12:00 AM
Report Start Date: 05/31/2021 02:00 PM
Report End Date: 06/08/2021 07:00 AM
Time Interval: 60 minutes
Speed Interval: 5 mph
Posted Speed Limit: 25 mph
Average Speed: 26 mph
Highest Speed: 99 mph
50th Percentile: 28 mph
85th Percentile: 31 mph
Number Above Speed Limit: 21370
Total Number of Vehicles: 30889

Comments:

George St. @ Madison St. facing E/B Traffic



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