



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, JULY 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

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
2. Television: Watch live broadcast of the meeting on Spectrum Cable Channel 25
3. Listen to audio via phone: (602) 333-2017 (Long distance rates may apply) (888) 204-5987 (Toll Free) **Access Code:** 9746153

AGENDA

1. Meeting called to order by Chairperson 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 June 28, 2021 Public Works Committee meeting minutes as prepared and distributed
5. Director of Public Works Report
 - a. Update regarding the Driehaus Fountain
 - b. Update regarding the Disc Golf Bridge
 - c. Update regarding 2021 Paving
 - d. Update regarding Riviera Staffing
 - e. Update regarding paving schedule for Pine Tree Ln and Marianne Terr
6. Parking Manager Report
7. Discussion/Recommendation regarding the trash and recycling schedule
8. Discussion/Recommendation regarding Bike Trail maintenance from the YMCA to Curtis St
9. Discussion/Recommendation regarding road patch work to be completed near 600 Bloomfield Rd to be possibly funded by Capital Improvement Funds
10. Discussion/Recommendation regarding Edwards Blvd crosswalk at Park Dr and Geneva Pkwy
11. Discussion/Recommendation regarding sidewalks on Park Dr
12. Discussion regarding suggested sidewalk maintenance policy
13. Discussion/Recommendation regarding plowing operations, snow emergency, and snow removal
14. Discussion/Recommendation regarding possible no left turn north bound into 350 N Edwards Blvd
15. Discussion/Recommendation regarding Library Park sidewalk repair and replacement
16. Discussion/Recommendation regarding possible vacation of Logan St

17. Discussion/Recommendation regarding Four Seasons Nature Preserve tower and boardwalk
18. Discussion/Recommendation regarding vandalism at Dunn Field and various other areas in the City
19. Discussion/Recommendation regarding speeding issues on Hwy H and George St
20. Discussion/Recommendation regarding guardrail at George St and Maxwell St
21. Discussion/Recommendation regarding Change Order #2 for the 2020 Street Program
22. 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, 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

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

Roll Call

Present: Flower, Hedlund, Halverson, Fesenmaier and Dunn

Absent: None

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

Terri Meyerhofer from MSA; Introduced herself to the committee and noted that she would be available for any questions.

Karen Pearson, 932 George St; Spoke in regards to the speeding issues on Cty Rd H and George St.

Stacy Smith, 1486 Rock Ridge Ln; Spoke in opposition of the speed bumps placed on Center Street leading up to the Stoneridge Development. Chairperson Flower noted that this wasn't an item on the agenda, but that this would be referred to the proper committee for consideration.

Penny Roehrer; 951 S Lake Shore Dr #1; Spoke in favor of a possible "church pass" parking permit for Sunday mornings.

Approval of the March 22, 2021 and April 26, 2021 Public Works Committee meeting minutes as prepared and distributed
Motion by Halverson to approve, second by Hedlund. No discussion. Motion carried 5-0.

Director of Public Works Report

Update regarding City Snow Plowing

Public Works Director Earle stated that the snow events and summary are in the packet. He added that nothing has changed with the practices of snow removal except for adhering to the twelve-hour snow removal for the BID. No action taken.

Update regarding Lakefront Attendants

He added that the attendants are working hard and doing great on keeping up with the busy lakefront. No action taken.

Update regarding Cemetery

Earle noted that he is looking into possibly updating fees for the plots and services associated with the Cemetery. No action taken.

Update regarding the Disc Golf Bridge

Earle added that the City Engineer is reviewing the survey for that area and that there have been some utilities identified that could prohibit work to be done. The bridge would have to be moved about twenty feet to the south. No action taken.

Update regarding the Driehaus Fountain

Earle explained that the angel on the top of the fountain was severely damaged in the last vandalism event. The statute is in Milwaukee for repair and that the individuals that caused the damage have been identified. No action taken.

Update regarding Tube Markers

Earle stated that most of the markers are up near Cumberland and that the rest should be up soon. No action taken.

Committee discussion included the potential placement of signs indicating surveillance near the Driehaus Fountain, to help abate future vandalism.

Parking Manager Report

Parking Manager Elder reviewed the year to date parking financials. He also added that the stall markers are still for sale and can be obtained by contacting himself or the parking clerk. No action taken.

Discussion/Recommendation regarding RFP's for the 2022 Street Improvement Project

Flower noted that the five firms selected at the last meeting, based on the RFQ, had submitted RFP's for the committee to review.

Motion by Flower to recommend MSA for the 2022 Street Improvement Project, second by Fesenmaier. Flower noted that this firm has worked extensively with the Utility Commission. Motion carried 5-0.

Discussion/Recommendation regarding Pay Request #1 for the 2021 Street program filed by Wolf Construction in an amount not to exceed \$150,963.03

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

Discussion/Recommendation regarding Pay Request #2 for the 2021 Street program filed by Wolf Construction in an amount not to exceed \$357,733.08

Flower noted that the project at Edwards Blvd was pretty much concluded but that there were still questions about the crosswalks and sidewalks to be installed. City Engineer Naomi Rausch addressed the committee regarding the potential installations of crosswalks on Edwards Blvd by Park Dr and Geneva Parkway. She reviewed the site plan within in the packet. She noted that this could be considered as a separate project or as a change order as part of the 2021 project. She added that this site plan is slated to go before the Plan Commission for consideration of the new development GDP. Fesenmaier noted that this committee should wait to discuss the sidewalk plan in this area until after the Plan Commission has considered the site plan. Rausch noted that the crosswalk at Geneva Parkway would require flashing beacons and that they have researched which ones would be appropriate at that area. Earle explained that these crosswalks would cross Edwards Blvd, as there are already crosswalks that run north and south. Rausch noted the plan contains two different styles of flashing beacons for the pedestrian crossing at Geneva Parkway.

Motion by Flower to approve pay request #2 for the 2021 Street program filed by Wolf Construction in an amount not to exceed \$357,733.08, second by Flower. Motion carried 5-0.

Motion by Fesenmaier to approve the Edwards Blvd and Geneva Parkway flashing beacon for the amount of \$25,600 and that the crosswalk at Edwards Blvd and Park Drive will be discussed at the July Public Works Committee meeting, second by Flower. Motion carried 5-0.

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

Rausch noted this is the last payment for this project, but the change order for \$2,050 is for additional landscaping. Flower questioned why the ramp work done in error is being charged to the City. Earle stated that change order #2 is for the landscaping to be done in that area, but the contractor had covered the concrete work. Earle added that he was unsure if the City had already paid for the landscaping in this area. Committee discussion included paying the final request without the change order.

Motion by Flower to approve Pay Request #3 for the 2020 Street program filed by Payne and Dolan in an amount not to exceed \$12,815.13, second by Fesenmaier.

Discussion/Recommendation regarding possible no left turn into 350 N Edwards Blvd

Earle explained that this item had been before the Finance, licensing, and Regulation Committee for discussion but was referred back to this committee. He added that there is not an ordinance to prohibit this at this time. The owner of this property has voiced concerns with.

Flower noted that this may be an appropriate action based on the crash history in that area. Flower recommended that the first two access points heading north on Edwards Blvd be closed, but that the third remain open.

Motion by Flower to install tubular markers to prohibit the first two access points into 350 N Edwards Blvd, directly north of Hwy 50, second by Fesenmaier. Flower noted that this intersection will more than likely be assessed during the WI DOT's Hwy 50 project.

Motion by Fesenmaier to continue to the July Public Works Committee meeting, second by Halverson. Motion carried 5-0.

Discussion/Recommendation regarding possible "church-pass" parking permit for Sunday mornings in certain areas of the City
Parking Manager Elder reviewed the request for church parking passes for Sunday morning services. He noted that church officials would like to work towards a formal agreement to address the issue and he would like direction on how to proceed. Fesenmaier questioned if the issue is that spots are not available or that spots would have to be paid for. Elder noted the issue isn't availability of spots necessarily, but rather the payment for them. Fesenmaier questioned if property taxes could be assessed in exchange for free parking. Fesenmaier added that maybe the reserved signs for certain spots could be given to the

church to be placed on Sunday mornings. Flower voiced that the included map outlines various free parking areas within a block of the churches and that if handicapped parking is the concern, those vehicles can park anywhere.

Motion by Fesenmaier to refer to the Finance, Licensing, and Regulation Committee without recommendation, second by Halverson. Dunn explained that this action could maybe help preserve the churches ability to remain open and preserve the historical nature of this area. Hedlund expressed concerns with this being potentially abused. Motion carried 5-0.

Discussion/Recommendation regarding possible "media-pass" parking permit for downtown

Motion by Flower to suspend the rules to allow Stephanie Klett to address the committee, second by Halverson. Motion carried 5-0.

Stephanie Klett, from VISIT Lake Geneva, noted that other tourism cities/towns will offer free media parking passes. She added they would only need about five to ten per year and would help those to promote Lake Geneva. She added this would be utilized, primarily, by travel writers who are fully vetted by VISIT. No action taken.

Discussion/Recommendation regarding Proposal for Outside Terrace filed by Flat Iron Tap

Flower explained that this request has come before the committee numerous times and the area being requested for use is owned by the City. The committee discussed concerns with the installation of the proposed deck in this area and with the utilities that may be covered. Flower added this should go through the downtown design process with the Planning Commission along with a lease drafted for this use. Fire Chief Peters noted there is not a concern as far as emergency vehicles are concerned. Committee discussion included this should be addressed in two parts: downtown design review through the Planning Commission and a recommendation to the Finance, Licensing, and Regulation Committee for a lease discussion.

Motion by Flower to refer to the Building & Zoning Department for downtown design review along with site plan review and to the Finance, Licensing, and Regulation Committee for a lease agreement discussion, without recommendation, second by Halverson. Motion carried 5-0.

Presentation of American with Disabilities Information

Flower explained that the packet includes a presentation from a recent webinar. She explained there are 59 million in the country that are considered disabled and that ADA compliance was brought to fruition back in 1973. PROWAG is related to public right of ways and that these standards are suggested to be applied to sidewalks and ramps. Community guidelines suggest that municipalities hire an ADA coordinator. She added several years ago, it was decided to appoint the current City Administrator. She would like to see that trainings and education on this issue continue. No action taken.

Discussion/Recommendation regarding the adoption of an ADA Transition Plan

Motion by Flower to add an ADA Transition Plan to the budget hearings for 2022, second by Fesenmaier. Motion carried 5-0.

Discussion/Recommendation regarding the adoption of PROWAG Standards to City Ordinances

Motion by Flower to direct staff to draft proposed PROWAG Standards for Finance, Licensing, and Regulation Committee consideration, second by Fesenmaier. Motion carried 5-0.

Discussion/Recommendation regarding Library Park sidewalk upgrades

Item was continued to the July Public Works Committee meeting.

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

Item was continued to the July Public Works Committee meeting.

Discussion/Recommendation regarding the Four Seasons Nature Preserve tower and boardwalk

Item was continued to the July Public Works Committee meeting.

Discussion regarding the trash and recycling pick up schedule

Item was continued to the July Public Works Committee meeting.

Discussion/Recommendation regarding speeding issues on Hwy H and George St

Item was continued to the July Public Works Committee meeting.

Discussion/Recommendation regarding vandalism at Dunn Field and Skate Park

Item was continued to the July Public Works Committee meeting.

Adjourn

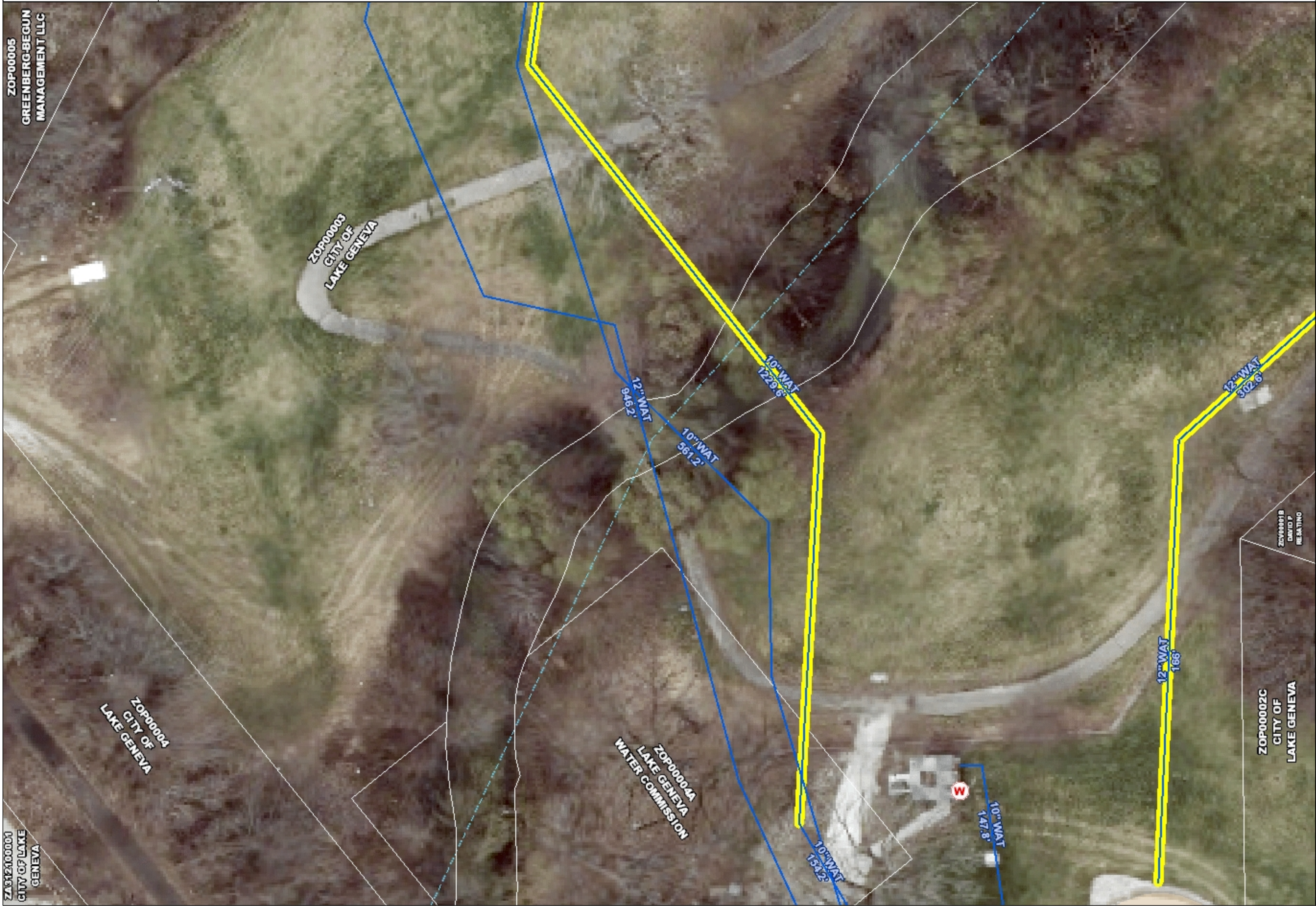
Motion by Hedlund to adjourn, second by Halverson. Motion carried 5-0. The meeting adjourned at 5:58 p.m.











Legend

Street Names

Private Roads

Monitoring Site Type

Bacteria Testing

Disinfection Byproducts

Lead and Copper

Entry Point

Flouride

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

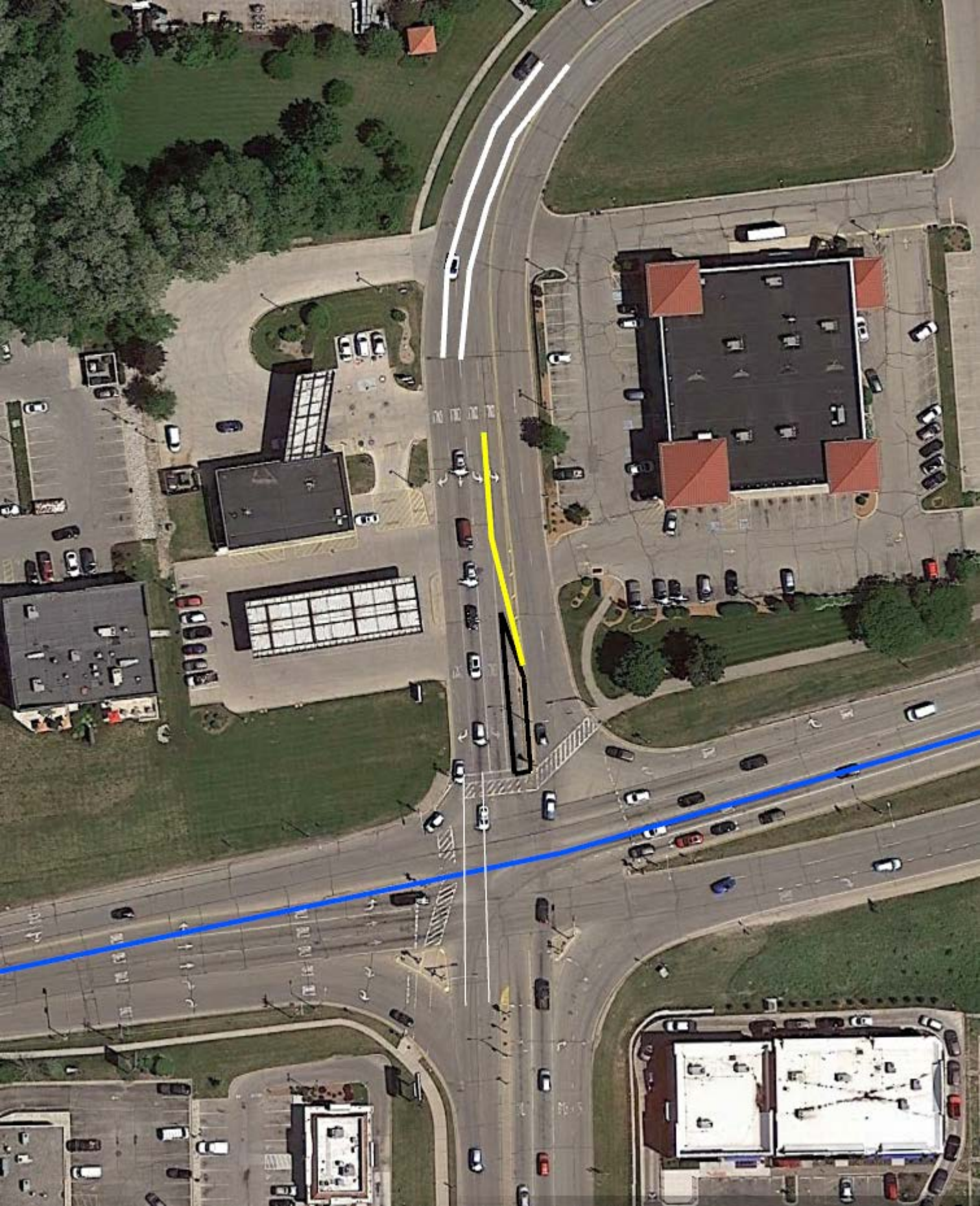
Data on this map may or may not be accurate, current, or otherwise reliable. For reference only.

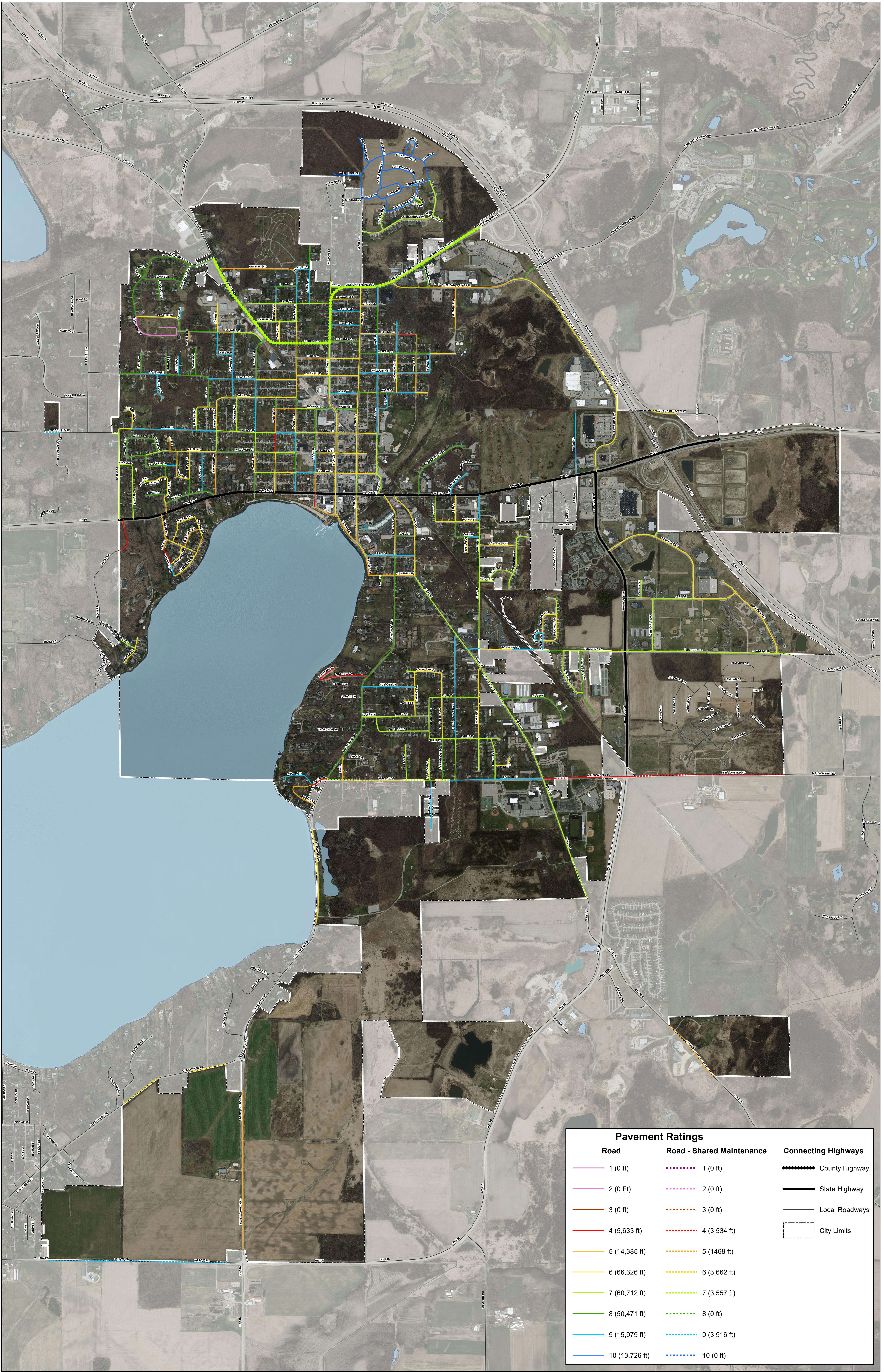
Note

027.9255.8

Feet

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

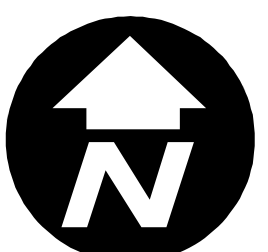
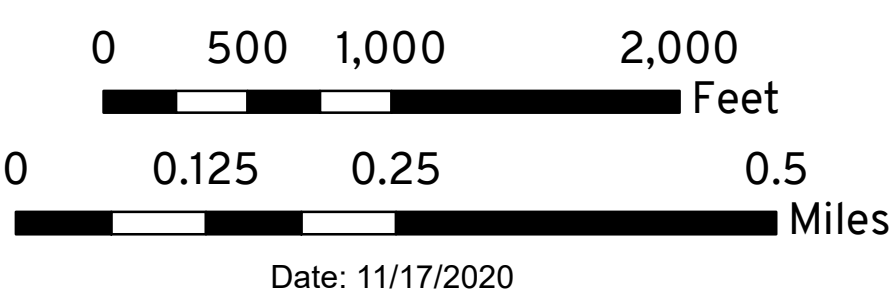


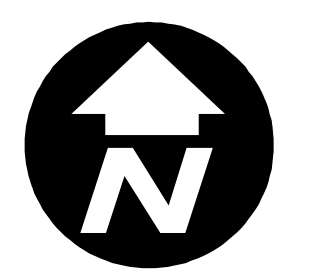
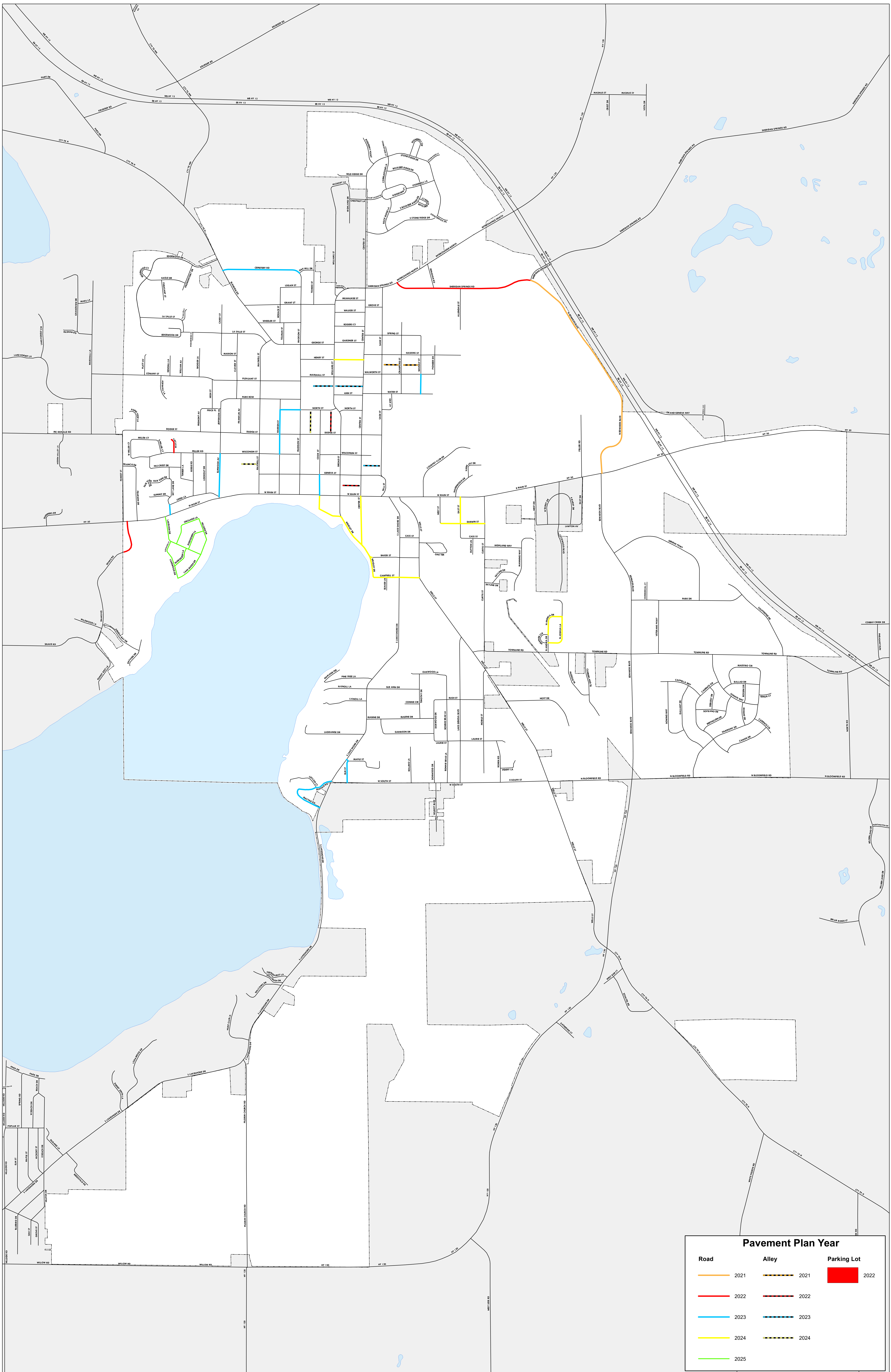


Pavement Ratings		
Road	Road - Shared Maintenance	Connecting Highways
1 (0 ft)	1 (0 ft)	County Highway
2 (0 Ft)	2 (0 ft)	State Highway
3 (0 ft)	3 (0 ft)	Local Roadways
4 (5,633 ft)	4 (3,534 ft)	City Limits
5 (14,385 ft)	5 (1468 ft)	
6 (66,326 ft)	6 (3,662 ft)	
7 (60,712 ft)	7 (3,557 ft)	
8 (50,471 ft)	8 (0 ft)	
9 (15,979 ft)	9 (3,916 ft)	
10 (13,726 ft)	10 (0 ft)	



City of Lake Geneva
Updated 2020 Pavement Rating





	2025	5 (2020)		1997	24	Evergreen Ln.		Lake View Dr			Hillside Dr	0	475	1267	\$ 40.00	\$ 50,666.67	\$ 50,666.67	3" Mill & OL (C&G patching)
	2025	6 (2020)	70	2003	24	Evergreen Ln		Lakewood Dr	0		Lake View Dr	0	475	1267	\$ 40.00	\$ 50,666.67	\$ 101,333.33	3" Mill & OL (C&G patching)
	2025	5 (2020)		1997	24	Lake Shore Dr		Lake View Dr			Hillside Dr	0	370	987	\$ 40.00	\$ 39,466.67	\$ 140,800.00	3" Mill & OL (C&G patching)
	2025	5 (2020)		2004	30	Lake View Dr		W Main St/ STH 50			Orchard Ln W	0	581	1937	\$ 40.00	\$ 77,466.67	\$ 218,266.67	3" Mill & OL (C&G patching)
	2025	5 (2020)		2004	24	Lakewood Dr		Evergreen Ln			Orchard Ln W	0	369	984	\$ 40.00	\$ 39,360.00	\$ 257,626.67	3" Mill & OL (C&G patching)
	2025	6 (2020)	65	2004	24	Lake Shore Dr		Lakewood Dr	0		Lake View Dr	0	845	2253	\$ 40.00	\$ 90,133.33	\$ 347,760.00	3" Mill & OL (C&G patching)
	2025	6 (2020)	65	2004	30	Lake View Dr		Evergreen Ln	0		Lake Shore Dr	0	317	1057	\$ 40.00	\$ 42,266.67	\$ 390,026.67	3" Mill & OL (C&G patching)
	2025	6 (2020)	65	2004	30	Lake View Dr		Orchard Ln	0		Evergreen Ln	0	264	880	\$ 40.00	\$ 35,200.00	\$ 425,226.67	3" Mill & OL (C&G patching)
	2025	6 (2020)	65	2004	30	Lake View Dr		Orchard Ln W	0		Orchard Ln	0	158	527	\$ 40.00	\$ 21,066.67	\$ 446,293.33	3" Mill & OL (C&G patching)
	2025	6 (2020)	65	1997	24	Hillside Dr		Evergreen Ln	0		Orchard Ln	0	369	984	\$ 40.00	\$ 39,360.00	\$ 485,653.33	3" Mill & OL (C&G patching)
	2025	6 (2020)	65	1997	24	Hillside Dr		Lake Shore Dr	0		Evergreen Ln	0	158	421	\$ 40.00	\$ 16,853.33	\$ 502,506.67	3" Mill & OL (C&G patching)
	2025	6 (2020)	65	1997	24	Orchard Ln		Lake View Dr	0		Hillside Dr	0	845	2253	\$ 40.00	\$ 90,133.33	\$ 592,640.00	3" Mill & OL (C&G patching)
	2025	6 (2020)	70	2004	24	Orchard Ln W		Lakewood Dr	0		Lake View Dr	0	317	845	\$ 40.00	\$ 33,813.33	\$ 626,453.33	3" Mill & OL (C&G patching)
	2025	9 (2020)	70	2004	24	Lakewood Dr		Lake Shore Dr	0		Evergreen Ln	0	422	1125	\$ 40.00	\$ 45,013.33	\$ 671,466.67	3" Mill & OL (C&G patching)
						Storm Sewer Impr's		(1000 LF, 20 Structures)					1000		\$140.00	\$ 140,000.00		
												Total Lenth of Road	5965					
																	\$ 811,466.67	Includes Survey/Eng/CM

OPTION 1 INCLUDES A 2-FT BARRIER MEDIAN,
MAINTAINING EXISTING ROAD WIDTH OF 66-FT,
OPTIONAL SIDEWALK, AND NO CURB REPLACEMENT

LEGEND

PROPOSED LANE MARKINGS



1224 S. Pine Street
Burlington, Wisconsin 53105
kapurinc.com

PROJECT:

2021 LAKE GENEVA
STREET PROGRAM

LOCATION:

LAKE GENEVA, WI

CLIENT:

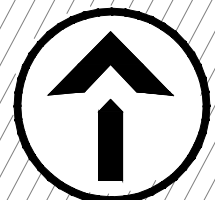
RELEASE:

PLANNING

REVISIONS:

#	DATE	DESCRIPTION
#	#	#
#	#	#
#	#	#
#	#	#
#	#	#
#	#	#
#	#	#
#	#	#

NORTH ARROW:



SCALE:
0 10 20

IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:

all in

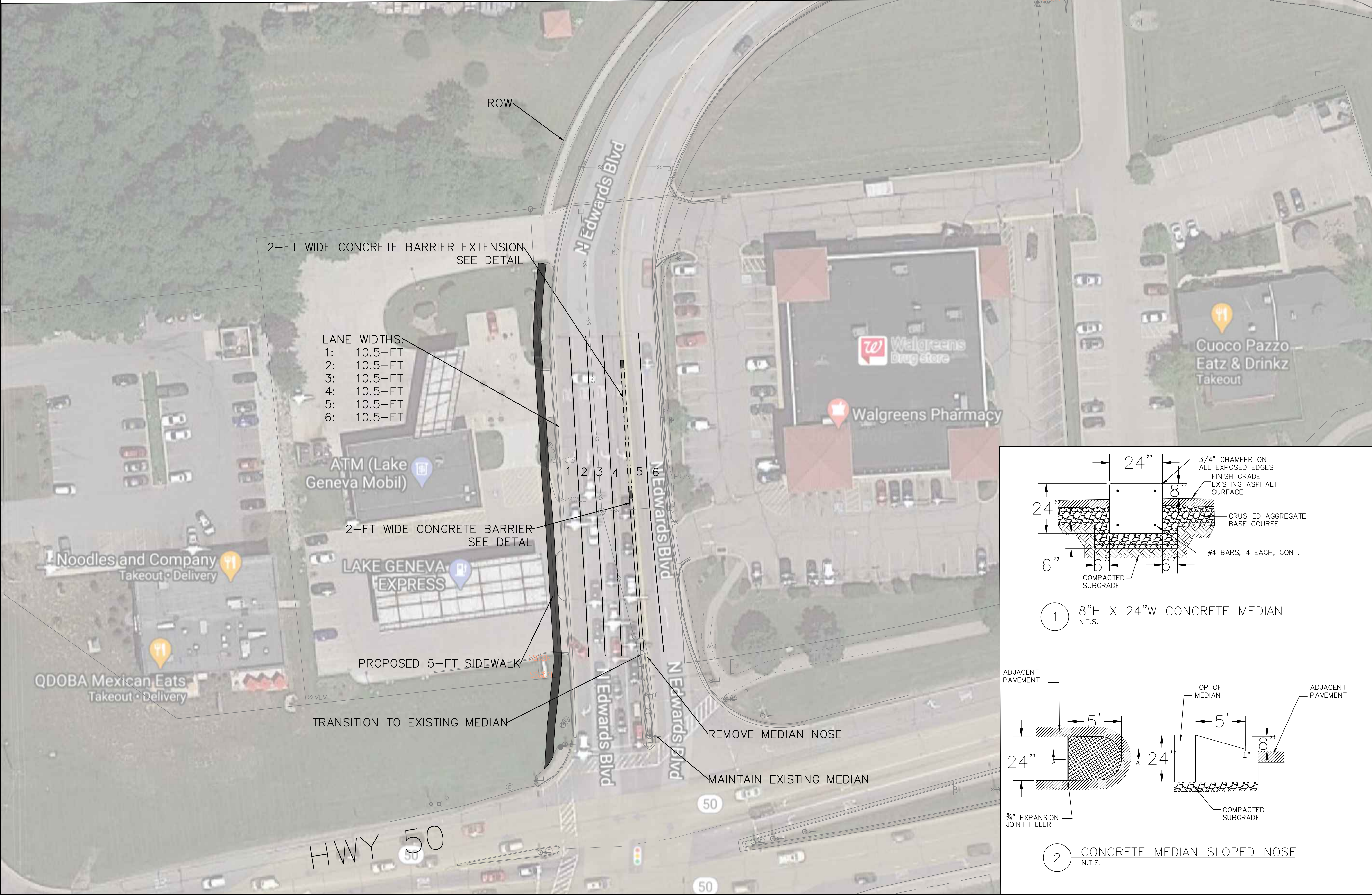
SHEET:

OPTION 1
BARRIER MEDIAN

PROJECT MANAGER: GG
PROJECT NUMBER: 20.0442
DATE: #####

SHEET NUMBER:

1



From: [Mary Jo Fesenmaier](#)
To: [Cindy Flower](#); [John Halverson](#); [Richard Hedlund](#); [Tim Dunn](#)
Cc: [City Clerk](#); [City Administrator](#); [Mayor](#); [Tom Earle](#)
Subject: Item #5e PWC meeting
Date: Monday, July 26, 2021 7:53:38 AM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)

In addition to previously submitted pics, please view these also from Marianne Terrace (unsafe grate).

Thanks,
Ald. Fes



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This email is a supplemental City account, subject to the FOIA requests.

To give real service you must add something which cannot be bought or measured with money, and that is sincerity and integrity. - Douglas Adams

CITY OF LAKE GENEVA
PARKING SALES BY DAY - JUN

	CASH	CREDIT CARD	TOTAL
1-Jun	176.00	4,357.79	4,533.79
2-Jun	231.65	4,472.01	4,703.66
3-Jun	234.35	5,736.48	5,970.83
4-Jun	214.70	7,132.65	7,347.35
5-Jun	244.60	12,272.21	12,516.81
6-Jun	185.70	11,739.82	11,925.52
7-Jun	196.75	4,224.69	4,421.44
8-Jun	182.00	4,161.11	4,343.11
9-Jun	207.50	4,973.66	5,181.16
10-Jun	218.80	6,074.66	6,293.46
11-Jun	201.20	7,309.56	7,510.76
12-Jun	216.50	11,859.05	12,075.55
13-Jun	231.35	12,617.32	12,848.67
14-Jun	180.45	6,640.10	6,820.55
15-Jun	251.30	7,174.95	7,426.25
16-Jun	231.90	7,303.54	7,535.44
17-Jun	221.65	7,382.23	7,603.88
18-Jun	280.10	8,637.59	8,917.69
19-Jun	184.25	13,234.97	13,419.22
20-Jun	144.45	8,515.10	8,659.55
21-Jun	200.85	5,392.64	5,593.49
22-Jun	247.35	6,649.76	6,897.11
23-Jun	192.35	5,580.23	5,772.58
24-Jun	197.95	5,477.92	5,675.87
25-Jun	153.45	6,701.79	6,855.24
26-Jun	174.40	8,657.77	8,832.17
27-Jun	184.95	10,215.84	10,400.79
28-Jun	154.65	5,042.95	5,197.60
29-Jun	142.80	4,694.84	4,837.64
30-Jun	228.00	6,757.66	6,985.66
	<u>6,111.95</u>	<u>220,990.89</u>	<u>227,102.84</u>

Net of Tax 215,263.36

2020	241,776.40
2019	188,077.25
2018	201,497.63

AVG 2018-2020 210,450.43
OVER (UNDER) (210,450.43)

PARKMOBILE	net of tax
2021	67,169.00 63,667.30
2020	22,845.75 21,654.74
2019	9,786.00 9,275.83
2018	7,104.75 6,734.36
2017	2,837.75 2,689.81

Coin	6,111.95	2.1%
CC	220,990.89	75.1%
Parkmobile	<u>67,169.00</u>	<u>22.8%</u>
	294,271.84	100%

Memo to City of Lake Geneva

To: Tom Earle, Public Works Committee **Date:** July 22, 2021

From: Emma Connell

CC: Neil Waswo, Naomi Rauch, Greg Governatori

Subject: YMCA Bike Path Cost Estimate

February 4th, 2020, Kapur put together A Master Planning Budget Memo based off the PASER pavement ratings from 2019 for the streets, alleys, parking lots, and bike paths. Pavement ratings are based on a 1-10 scale, one being a failed road that needs a full reconstruction and ten being a brand-new paved road. The section of the bike path from Curtis St. to Cass St. (referred to as YMCA Bike Path) was rated at a 1.

Recommendation: The deterioration of the 1,500 LF section of the bike path can be contributed to poor drainage in the section as well as failed base material. The recommended treatment would be a full reconstruct, with base removal, and drainage improvements, ditching, retaining walls, and fencing. **The estimated total cost for the reconstruction and drainage improvements is \$275,000.** Attached is an itemized cost estimate for this work and a location map.

February 11th 2020 Kapur proposed 2 alternatives to reconstructing the bike path, see attached map.

Alternatives: The City can abandon the existing stretch of bike path and re-route pedestrian and bike traffic around.

Curtis St, Darwin St, Cass St, East St, and West St. are all possible routes for either a new off-street multi-use path or on street bike lane markings. There is existing sidewalk on various sections of East, West, and Darwin Streets, shown in white on the attachment.

Options to consider include:

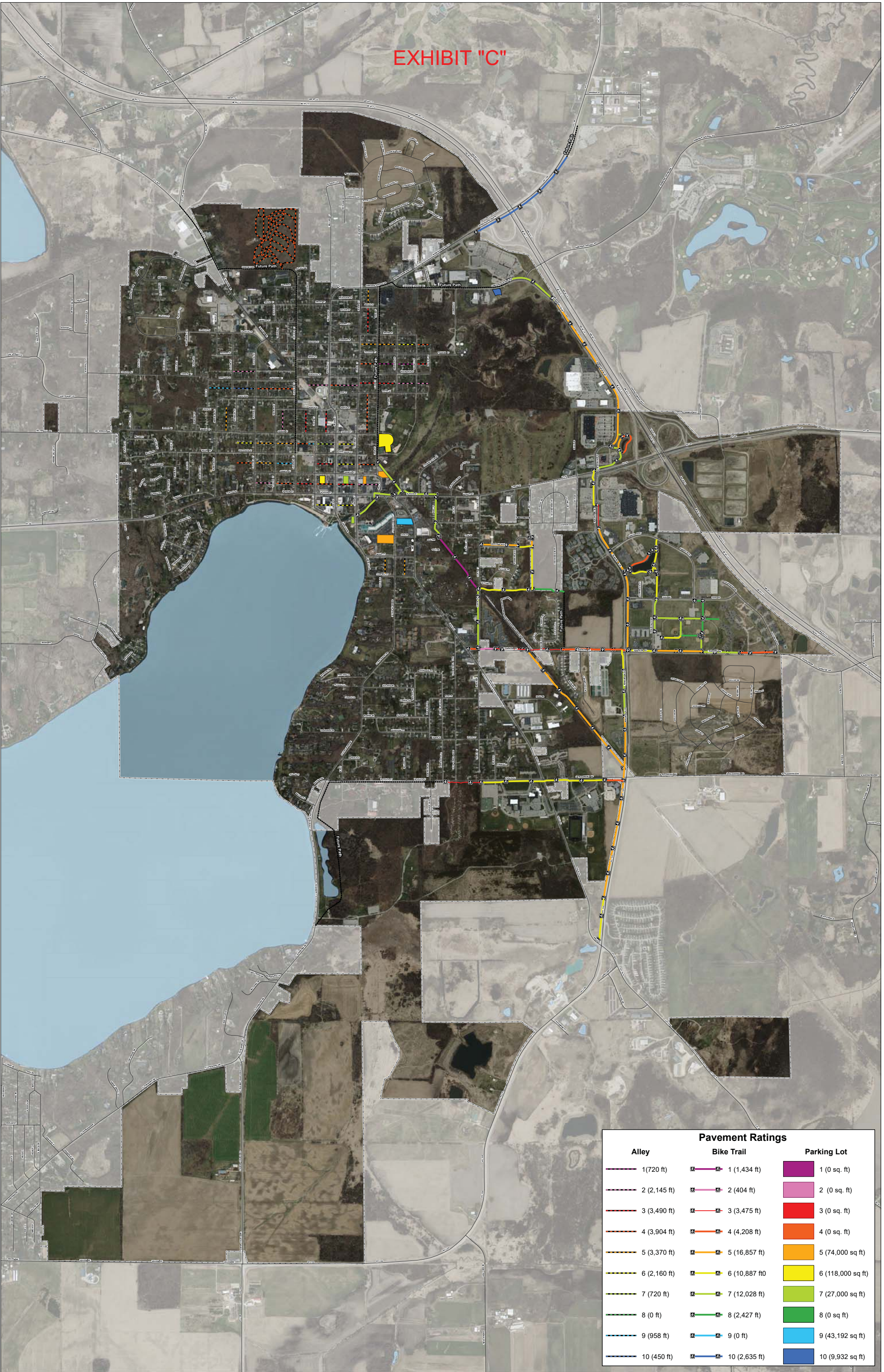
Alternative A: A new off-street multi-use path. **Estimated cost to construct 2300-ft of 10-ft asphalt multi-use path (60/sy) = \$153,000**

Alternative B: A sidewalk and on street bike lane striping. **Estimated cost to install new 5-ft concrete sidewalk (one-side) and provide on street bike lane markings = \$158,000**

(Cost estimate includes pedestrian crossings, pavement markings, ADA upgrades, and engineering)
Cost does not include removal or restoration of the old YMCA path section – Estimated at \$40,000 to remove asphalt, walls, etc. and restore.



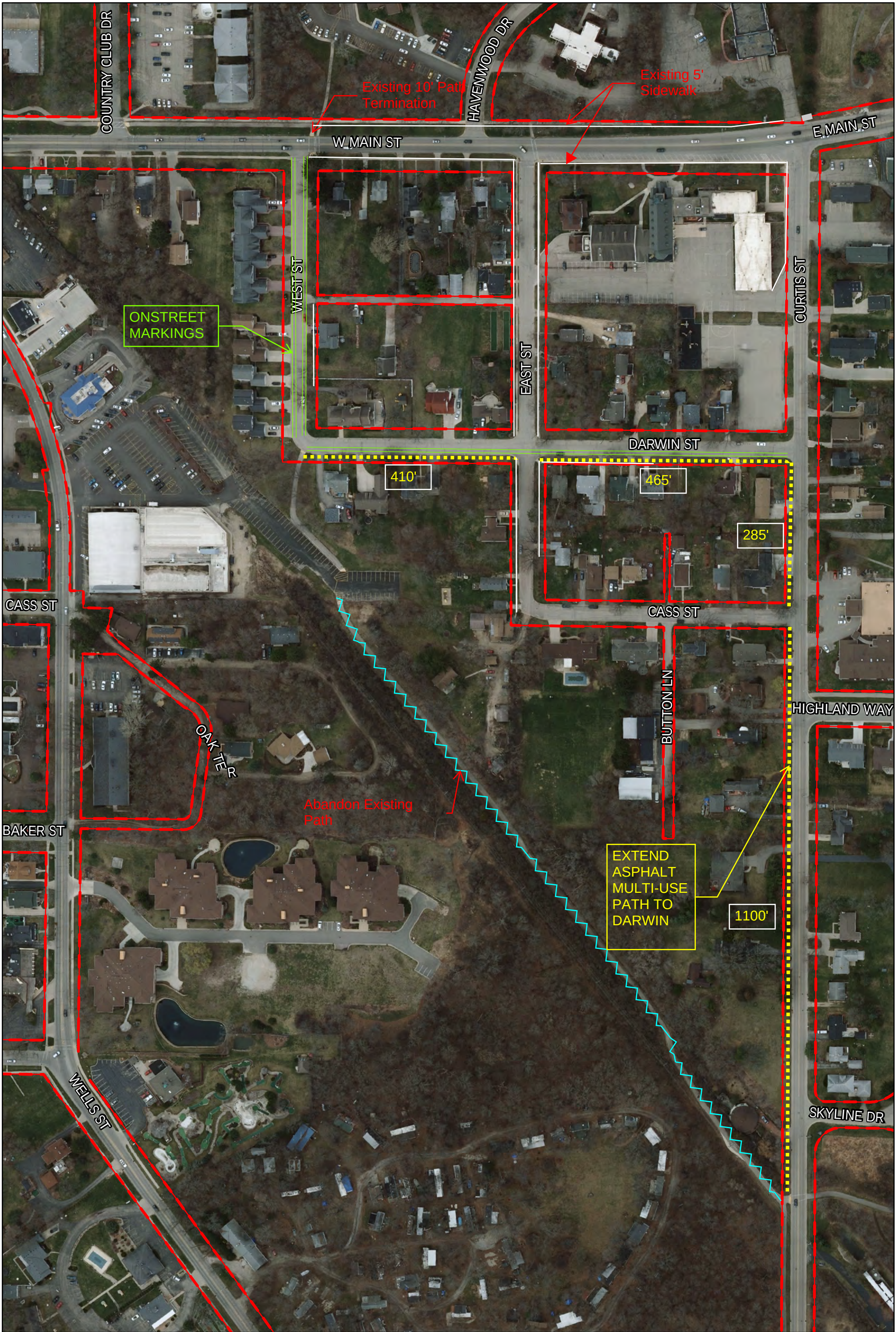
EXHIBIT "C"



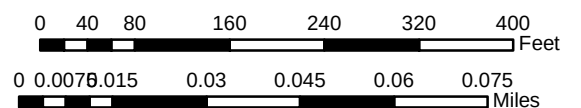
**KAPUR & ASSOCIATES, INC.****Lake Geneva YMCA Multi-Use Path Cost Estimate**

City of Lake Geneva, Walworth County, Wisconsin

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



City of Lake Geneva
ROW and Street Names on Aerial Background













CID: **100866**

All Mail to:
1701 Main Street
Union Grove, WI 53182

Grading-Paving-Sealing-Striping
Asphaltinc.com

Contact Info:
(262) 878-4678
Fax (262) 878- 5411
aci@asphaltinc.com

Date: April 24, 2021

PROPOSAL SUBMITTED to:

City of Lake Geneva Street Dept. Attn: Neil Waswo
1065 Carey St.
Lake Geneva, WI 53147
Work: 262-248-6644 Fax: 262-248-2545
nwaswo@cityoflakegeneva.com

WORK LOCATION:

Street Patch by Lake Geneva Middle School
600 N Bloomfield Rd
Lake Geneva, WI 53147

We are pleased to quote the following:

Asphalt Patch of Approximately: 1,552 SF\$11,899.00

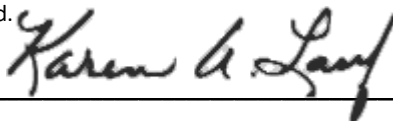
- Saw cut edges to create clean butt joints
- Excavate marked area to a depth of 12", removing surface asphalt plus whatever is under the surface asphalt
- Add 8" crushed aggregate to create base course
- Fine grade, shape and compact base
- Install In 2 lifts hot mix asphalt that is 4" in depth after compaction

Note: This proposal may be withdrawn if not accepted within 30 days.

Terms of Payment: **Due upon completion**, a \$15 service charge and interest of 1-½% per month will be charged on all accounts 10 days past due.

As Required by the Wisconsin Construction Lien Law, Builder (Contractor) 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. If acceptance of this proposal is made on other than this form, such acceptance shall be subject to terms and conditions herein.

Thank you for the opportunity to quote you on this project. Respectfully submitted.

By: 

Acceptance of Proposal – The above prices, specifications and conditions and the attached "Terms and Conditions" are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined.

Signature: _____

Date: _____

TERMS & CONDITIONS

Contractor represents that it is fully experienced, properly qualified, and licensed as necessary to perform the work provided for this in this contract, and that it shall perform all such work in a good workmanlike manner and in accordance with the best standards of practice.

Warranty – Contractor will correct, repair, replace, and make good any defects in material(s) or workmanship for the period of one (1) year from completion of the project. Payment outside of the stated terms (unless mutually agreed to) will void the warranty.

All labor and material is conclusively accepted as satisfactory unless this contractor is notified in writing within five (5) days after the work is performed. Any claim for property damage is conclusively waived unless this contractor is notified within 72 hours of the occurrence.

Any and/or all necessary permit acquisitions and costs are the owner's responsibility.

Soil condition such as the presence of clay and sand as well as temperature and moisture content may result in pavement cracking. All asphalt surfaces, especially those that are re-surfaced will eventually crack. Contractor does not guarantee against cracking since this is a condition of nature and beyond the control of the contractor. The owner understands that this is a risk inherent in this kind of work.

Owner understands that water ponding occurs in most asphalt pavements. Contractor will not be responsible for ponding when existing or proposal grades are 1% or less, or for surface deflection's of less than or equal to 1/2" that result in ponding.

Any stated dimension is an approximate over the entire area of project as specified. Asphalt and stone thickness is specified as an average.

If after proper notification, work is unable to be completed due to vehicles or other obstructions, additional trip charges may be incurred.

Additional material (asphalt, stone, crack-sealer, sealcoat) and/or service requests above contract specifications and due to owner alterations, subnormal soil conditions, or mistakes made by other contractors shall be executed only upon written order and will become an extra charge.

Asphalt Contractors, Inc. has the right to use subcontractors in the performance of their work.

Asphalt Contractors, Inc. is not responsible for damage to or injuries caused by any privately (not installed by a public utility) placed underground wires, pipes, sewers, conduits, obstructions or restrictions. The owner or his/her agent agrees to indemnify and hold harmless Asphalt Contractors, Inc. from any and all claims, liabilities, costs and expenses whatsoever arising from the above.

The contract does not contemplate the encountering of underlying concrete, wood, paving fabric or other unsuitable materials or unusual conditions during excavation. Should these conditions be encountered, owner may be charged for the extra work incurred.

Contractor is not responsible for damage to landscaping, trees or shrubs as a result of project preparation or completion. Contractor is also not responsible for changes needed in landscaping to ensure continuation of drainage flow from project area. It is the owner's responsibility to backfill edges of paved areas. Contractor is not responsible for damage to paving from weeds due to weed dormant stage.

Owner is responsible for providing worksite access. Contractor is not responsible for concrete breakage or restoration of surfaces to and from the work area.

Contractor will work to execute the contract materials/services in a timely fashion and reserves the right to prioritize and execute contracts in an efficient manner. Contractor delays may occur for a variety of reasons including work stoppages, weather, accidents, or other conditions/situations. Owner delays are subject to additional charges, including remobilization and costs associated with inefficiencies.

Surface cracks (small cracks) and deteriorated (alligator-cracked) areas will not be filled with hot rubberized crack sealant. Cracks that are larger in size and are addressed in the crack-filling operation include cracks 1/4" or larger in width.

Areas that contain flaking sealer, standing water or moss may continue to fail after sealcoat application.

Asphalt Contractors, Inc. reserves the right to invoice a completed portion of this contract for any reason, including if the contract is segmented. If this proposal is accepted on any form other than this form, owner agrees to be bound by the terms and conditions contained herein.

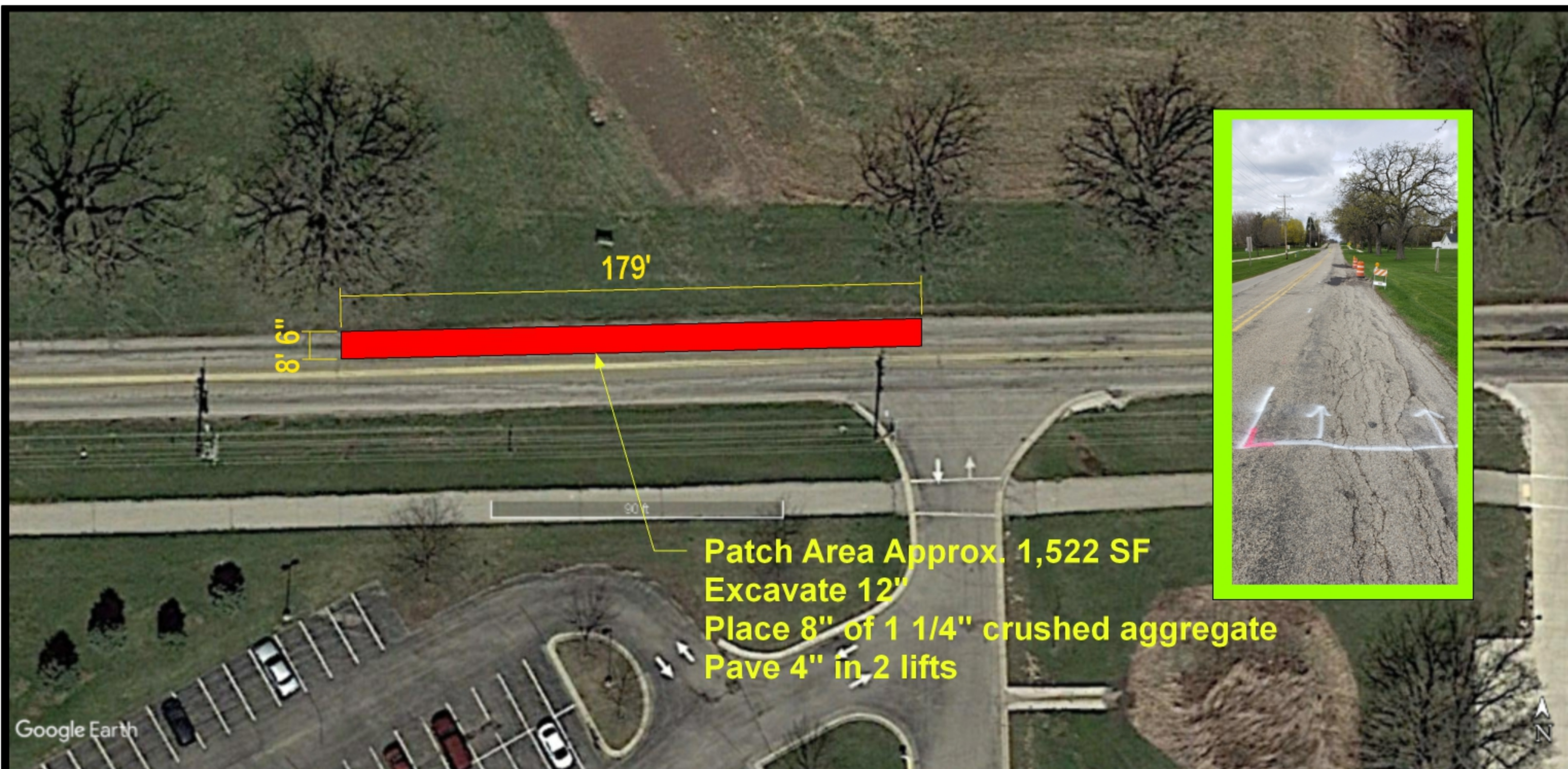
Upon contract acceptance, if cancellation notice is not received in writing prior to three (3) days after date of acceptance, Asphalt Contractors, Inc. assumes that the owner or agent accepts the work herein described and the terms and conditions of sale contained. Any withdrawal of this contract could result in a partial billing to reimburse Asphalt Contractors, Inc. and/or its subcontractors for planning preparation, and materials already ordered or installed on job site. If acceptance of this proposal is made on other than this form, such acceptance shall be subject to the terms and conditions herein.

Terms of payment: Due upon completion of work unless otherwise specified. A \$15.00 service fee plus 1-1/2% interest on the outstanding balance will be charged on all accounts 10 days past due, and will continue to be added each consecutive month until the entire balance and accumulated service fees plus interest are paid in full (unless otherwise specified). If it becomes necessary for Asphalt Contractors, Inc. to institute collection proceedings, all costs incurred by Asphalt Contractors, Inc. including reasonable and actual attorney's fees, shall be paid by the property owner or owner's agency and shall be added to the amount as described herein.

Any controversy arising from this contract shall be settled by arbitration or small claims court if under the threshold.

NOTICE OF LIEN RIGHTS

"As required by the Wisconsin construction lien law, claimant hereby notifies owner that persons or companies performing, furnishing, or procuring labor, services, materials, plans, or specifications 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 claimant, are those who contract directly with the owner or those who give the owner notice within 60 days after they first perform, furnish, or procure labor, services, materials, plans or specifications for the construction. Accordingly, owner probably will receive notices from those who perform, furnish, or procure labor, services, materials, plans, or specifications for the construction, and should give a copy of each notice received to the mortgage lender, if any. Claimant agrees to cooperate with the owner and the owner's lender, if any, to see that all potential lien claimants are duly paid".



Asphalt Contractors, Inc.
1701 Main Street
Union Grove, WI 53182
P: 262-878-4678
F: 262-878-5411

Street Patch
in front of LG Middle School
600 N Bloomfield Rd
Lake Geneva, WI 53147

Karen Lauf
cell: 661-312-6960
karen.lauf@live.com

CID: 100866

Bloomfield Rd Patch

April 2021
PWC

Area Office
1740 120th Avenue
Kenosha, WI 53144



Shane E. Hollerich
Direct: 262-859-3081
Cell: 262-366-5304
Fax: 262-859-3031
SHollerich@PayneandDolan.com

PROPOSAL

SUBMITTED TO:
Fred Klabunde

DATE: April 07, 2021
PHONE: FAX:
JOB NAME: 2021 N Bloomfield Rd Overlay
JOB LOCATION: Lake Geneva, Walworth County
PLAN DATE: N/A

For furnishing the necessary labor, material and equipment to complete the following:

Overlay Proposal

- ☐ Construct a one-course compacted average depth asphalt pavement (WISDOT 58-28S 4LT) consisting of a surface course on approximately 575 sy. in the total area. This is a scratch coat meant to remedy existing pavement ride quality issues until the problem can be further addressed.
- ☐ Total of 4 truckloads of Asphalt is included in this proposal.

OVERLAY TOTAL PRICE: \$10,100.00

Job Specific Notes:

- Proposal does not include winter conditions related to crew or plant costs required for constructing work outside of conventional operating dates of May 1st to October 1st.
- Proposal only includes items specifically defined above.

If you have any questions on this proposal, please call me at the contact information listed above.

Thank you!

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 **MAY 15, 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 SUSAN TAYLOR AT (262) 859-3262 TO GET APPROVAL ON YOUR PROPOSED PAYMENT SCHEDULE OR TO MAKE PAYMENT ARRANGEMENTS.

Memo to City of Lake Geneva

To: Tom Earle, Public Works Committee **Date:** July 22, 2021

From: Emma Connell

CC: Neil Waswo, Naomi Rauch, Greg Governatori

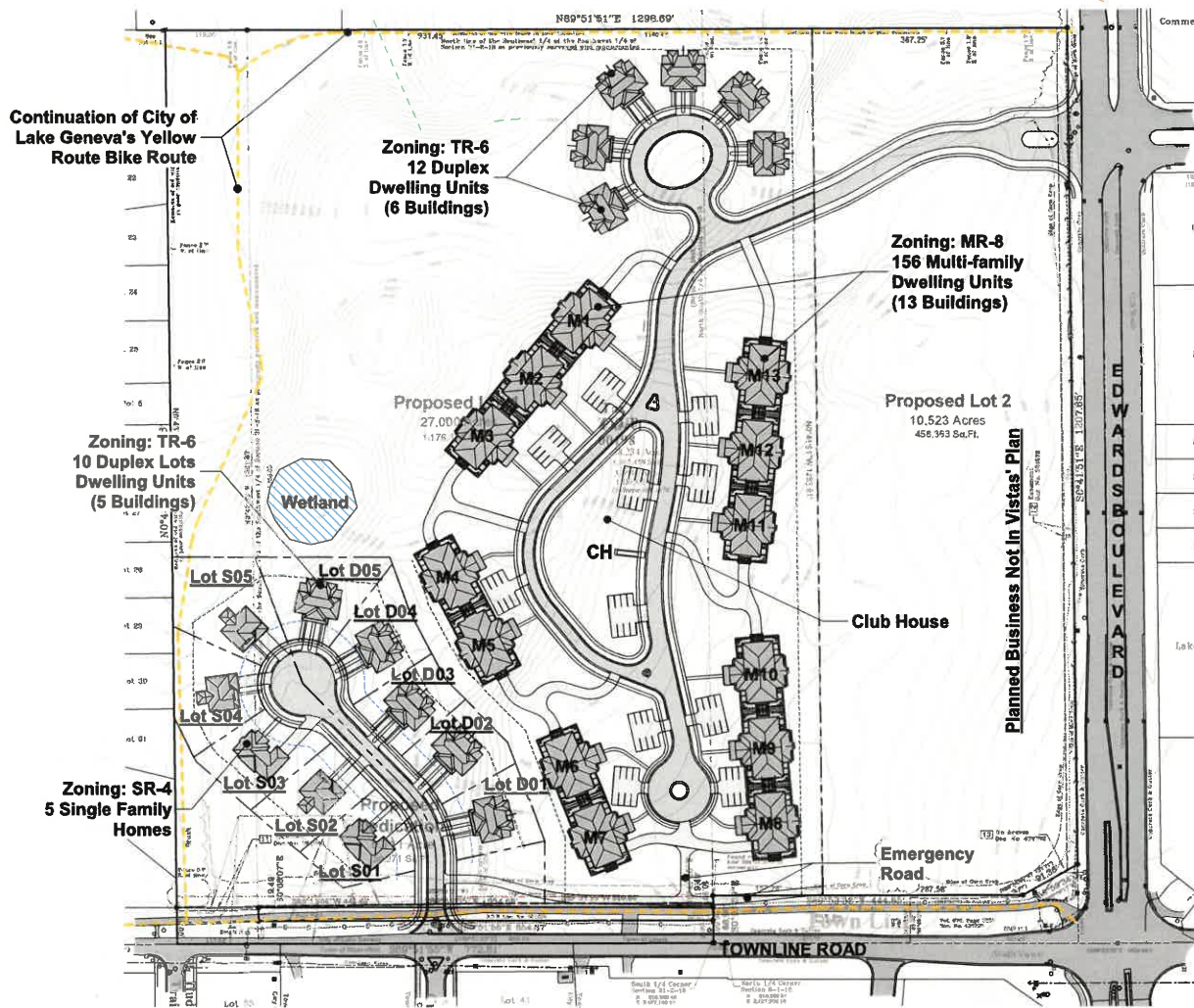
Subject: Crosswalk across Edwards Blvd at Park Dr.

At the PWC meeting on June 28th, 2021, the crosswalk at Geneva Pkwy and Edwards Blvd. was approved for installation as part of the 2021 Lake Geneva Street Program. Kapur is in the process of completing a Change Order to incorporate the crossing.

This memo is to address the potential crosswalk across Edwards at Park Drive.

1. On Monday, July 19th 2021, the plan commission approved a General Development Plan (GDP) for a residential development at the NW corner of the intersection of Edwards Blvd. and Townline Road, see attached. The next step in the approval process is for the developer to present final engineering for a Precise Implementation Plan (PIP).
 - a. The ingress/egress point will be opposite of Park Drive on Edwards Blvd. The developer stated at the Plan Commission meeting that a traffic engineering consultant will be retained to prepare a Traffic Impact Analysis (TIA) to study the impacts of the development on traffic flow at this location.
 - b. The TIA will provide recommendations regarding geometric changes, appropriate signage, signals, and pedestrian accommodations based on updated traffic and pedestrian counts.
 - c. The City has requested the applicant include recommendations from the TIA as part of the development per the Precise Implementation Plan (PIP) process.
 - d. There is an existing bike path to the northwest of the development parcel. The developer has shown the bike path be extended along the north edge of the parcel to the intersection of Edwards and Park as part of the GDP approval.
2. If the Public Works Committee intends to proceed with design and installation of a pedestrian crosswalk 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 crosswalk (if installed previously by the City) to be relocated and or redesigned.





PROPERTY AREA SCHEDULE

Lot Name	Lot Area (sf)
Lot S01	13,985.33
Lot S02	13,428.96
Lot S03	14,166.88
Lot S04	16,030.09
Lot S05	18,569.39
Lot D01	12,485.46
Lot D02	13,101.01
Lot D03	11,602.43
Lot D04	14,477.38
Lot D05	16,338.23
Lot 03	951,840.04



PROJECT NAME:
VISTAS AT LAKE GENEVA
A RESIDENTIAL DEVELOPMENT

CLIENT:
THE VISTAS GROUP

DATE	REVISIONS

SHEET TITLE: PROPERTY SITE PLAN	
DATE: 6/20/21 8:30:21 PM	DRAWING BY: Author
SCALE: 1" = 80'-0"	CHECKED BY: Checker



A-5

Scale: 1" = 80'-0"

120

State Rd 120

Commercial Ct

Park Dr

Veterans Pkwy

Proposed Sidewalk

Proposed Path

Southw...

Prairie Wind...



POLICY / GUIDELINE

DEPARTMENT OF PUBLIC WORKS

CATEGORY: ENGINEERING

NUMBER: 12

FROM: TOBY GINDER

P.W.C. APPROVAL: 1-8-96

DATE:

REVISED: 02-22-10

SUBJECT: ASSESSMENT FOR MAINTENANCE OF SIDEWALKS / DRIVEWAYS

A. SIDEWALK REHABILITATION

Sidewalk will be rehabilitated via mud jacking or saw cutting as part of a sidewalk maintenance or street improvement project and 100% of the cost thereof assessed to the adjacent property owner if:

1. The sidewalk, at a crack or joint, is vertically displaced more than $\frac{1}{2}$ " and less than $1\frac{1}{2}$ " measured within approximately 1" of the adjacent surface.
2. Visual evidence indicates prolonged water ponding on the sidewalk surface.
3. The sidewalk surface does not conform to requirements of the ADA law.

B. SIDEWALK REPLACEMENT

Sidewalk will be removed and replaced as part of a sidewalk maintenance or street improvement project and 100% of the cost thereof assessed to the adjacent property owner if:

1. The sidewalk contains a crack or gap which is more than 1" wide measured $\frac{1}{2}$ " below pavement surface. This criteria applies also to a gap between the sidewalk and adjacent driveway or driveway apron.
2. The sidewalk surface of any section is spalled or deteriorated more than 4 square inches measured $\frac{1}{2}$ " below pavement surface or more than 2 square inches measured 1" below pavement surface.
3. Sidewalk is heaved or subsided more than 4" beyond the average sidewalk grade line measured adjacent to the displaced sidewalk squares even though there may be no abrupt vertical displacement at a joint.
4. Two or more of the above defects are present on a given section and are each within 75% of the stated minimum measurements.
5. Visual evidence indicates water ponding on the sidewalk surface longer than 24 hours.
6. A city Engineering Technician determines the sidewalk is a safety hazard for general pedestrian or disabled users.
7. The sidewalk surface does not conform to requirements of the ADA law.
8. Cracked sections of sidewalk adjacent to a section being rehabilitated or removed will also be marked for removal due to the probability of damaging the cracked section during work on the adjacent section. Such cracked sections will not be replaced unless one or more of the above described deficiencies exists.

C. DRIVEWAY APRON REPLACEMENT

1. Driveway aprons will be removed and replaced as part of a concrete maintenance or street improvement project and 50% of the cost thereof assessed to the adjacent property owner if:
 - a. The apron is a part of or contiguous to the project; and
 - b. The apron to be replaced is surfaced with concrete or asphalt; and
 - c. The apron meets the following criteria for replacement:
 - 1) The apron adjacent to the sidewalk is vertically displaced more than 1" causing a potential hazard to pedestrians on the sidewalk.
 - 2) The apron adjacent to the sidewalk is vertically displaced and creates significant impedance to drainage from the sidewalk to the street.
 - 3) The apron must be removed incidental to the reconstruction of the adjacent street. (Examples: to match new grades; to allow slip-form curb and gutter construction.)
 - 4) The City Engineering Technician determines the condition of the apron poses a public nuisance or safety hazard to the general public.
2. The cost for removal and replacement of an existing apron for any reasons not listed above or for construction of a new apron will be assessed 100% to the adjacent property owner.

D. DRIVEWAY REHABILITATION OR REPLACEMENT

1. A portion of driveway adjacent to sidewalk will be rehabilitated or replaced if the surface is vertically displaced more than 1" causing a potential hazard to pedestrians on the sidewalk.

E. ASSESSMENTS

1. A city Engineering Technician will perform a survey prior to construction to determine the limits of concrete sidewalk or driveway apron meeting the criteria listed herein.
2. The amount assessed will include the applicable contract costs for concrete rehabilitation, removal, base course, new concrete, and grass restoration. An additional 15% of the contract costs will be assessed to cover engineering, testing and administrative expenses.
4. Additional sidewalk or driveway apron areas may be rehabilitated or replaced as part of a sidewalk maintenance or street improvement project if the adjacent property owner requests the additional work and agrees to pay the cost.
5. Per a decision of the Public Works Committee on July 8, 2002, the City will pay for maintenance of inter-block sidewalks.

**ARTICLE IV
SIDEWALKS****Sec. 62-96. Construction and repair. [Code 1992, § 8.11; Ord. No. 95-18, § 8.11, 9-11-1995]**

- (a) Regulated. No person, whether owner, builder or contractor, shall build any new sidewalk or rebuild, repair or renew or cause to be rebuilt, repaired or renewed any existing sidewalk contrary to the provisions of this section.
- (b) State law adopted. In addition to the provisions of this section, W.S.A., §§ 66.615 and 66.616, and Americans With Disabilities Act Accessibility Guidelines (ADAAG) 14.0, public rights-of-way, relating to the construction and repair of sidewalks and curb ramps, so far as applicable to the City, is adopted by reference.
- (c) Sidewalk requirements. The City Council may, from time to time, require that sidewalks be laid, and this requirement may vary from street to street as conditions and circumstances require, and may order by resolution sidewalks to be laid in the manner provided in this article. Unless otherwise ordered by the Council, the width of all sidewalks shall not be narrower than those now constructed or laid, except as otherwise provided in the construction manual as provided herein.
- (d) Permit required. No person shall build any sidewalk within the City without first obtaining a permit from the City. Application for such permit shall be to the Department of Public Works on a form provided by the City and shall contain a full statement of the materials to be used in construction and the width thereof and shall also request the line and grade for the construction of such walk be furnished by the City.
- (e) Sidewalk standards. All sidewalks shall be constructed to standard specifications established by the City and as stated in the State of Wisconsin Standard Specifications for Road and Bridge Construction, plus Supplemental Specifications, Section 602. Unless otherwise permitted, sidewalks shall be not less than four feet in width and constructed of concrete not less than four inches thick except where crossing a driveway, where a six-inch minimum thickness is required. Cross slopes on sidewalks shall, in general, be 2%, or as allowed by ADAAG.
- (f) Protection to the public. The public shall be afforded protection during construction or repair of sidewalks as follows:
 - 1. City may repair. Any sidewalk which is unsafe, defective or insufficient shall be repaired or removed and replaced with a sidewalk in accordance with the standard fixed by this section, and the City Council may by resolution, order such sidewalk so repaired or removed and replaced.
 - 2. Procedure where City makes repairs. The City shall make repairs as follows:
 - a. Notice. A copy of the resolution or order directing such laying, removal, replacement or repair shall be served upon the owner of each lot or parcel of land in front of which such work shall have been ordered by the City after personally delivering the resolution or order to the owners or his agent or, if

such owner or agent cannot be found, by publishing the resolution or order in the official newspaper.

- b. Failure to obey notice. Whenever any such owner shall neglect, for 20 days after such service, to lay, remove, replace or repair any such sidewalk, the City may cause such work to be done at the expense of such owner. All work for the construction of sidewalks shall be let by contract to the lowest responsible bidder unless otherwise provided by the Council pursuant to W.S.A., § 62.15(1).
- c. Costs assessed. The City shall keep an accurate account of the expenses of laying, removing and repairing sidewalks in front of each lot or parcel of land whether the work is done by contract or otherwise, and shall annually prepare a statement of the expense so incurred in front of each lot or parcel of land, the expense to be on file with the City Clerk. The amount therein charged to each lot or parcel of land shall be entered by the Clerk on the tax roll as a special tax against the lot or parcel of land, and the amount shall be collected in all respects as other taxes upon real estate.

Sec. 62-97. through Sec. 62-125. (Reserved)

ARTICLE V MOVING BUILDINGS

Sec. 62-126. Permit required. [Code 1992, § 8.04(1)]

No person shall move any building within the City without a permit from the Department of Public Works, the notice of application for such permit to be made 30 days in advance and to designate the streets and alleys along which the building is intended to be moved. Such permit shall state the date upon which such work will commence, a description of the building and its location, the place to which such building is intended to be moved, the name of the owner of such building, the name of the person who will perform the work and the names of the streets and alleys along which the building may be moved. Insurance protection against damage to City facilities will be required.

Sec. 62-127. Notice to utilities. [Code 1992, § 8.04(2)]

Upon receipt of the notice under Section 62-126, the Department of Public Works shall immediately notify any public utility whose lines or poles may be interfered with of the application. Such utility shall take any steps necessary to permit the building to be moved without damage to its lines and poles.

Sec. 62-128. Deposit required. [Code 1992, § 8.04(3)]

The applicant shall at the time of application deposit with the City Clerk the amount set from time to time by the Council to cover the costs to the utilities of any work necessary to permit

SIDEWALK INSPECTION AND REPAIR

This Policy has been adopted by the City of Lake Geneva in an attempt to ensure that sidewalks are maintained in a reasonably safe condition. Authority for this policy is granted under Wisconsin Statute 66.615.

Sidewalk Inspection

The following inspection procedure is established to ensure that all City sidewalks are inspected on a periodic basis. At a minimum, 10 percent of all sidewalks should be inspected on an annual basis, so that all of the City sidewalks are inspected at least once every 10 years.

- 1) The inspection program follows a rotation system, beginning in the Central Business District and proceeding out into residential areas. No time frames or limits are hereby established.
- 2) Reported conditions determined to be in need of temporary repair shall be immediately inspected by the Street Superintendent or other appropriate official serving as Sidewalk Inspector. The Sidewalk Inspector shall determine the repairs to be made. Temporary repairs may consist of asphaltic concrete materials. Temporary repairs may be scheduled with current construction projects or into the next season if work is to be performed by the City.
- 3) The Sidewalk Inspector will use discretion to determine if a sidewalk is defective. Criteria is based on evidence of deterioration and potential hazards due to concrete sections being broken, tilted, raised, chipped or displaced through overall use and freeze and thaw action. Criteria to be considered are:
 - a) Vertical displacement of a random crack or at a joint between sidewalk slabs of ½ inch or more.
 - b) A horizontal random crack with open spacing of ½ inch or more.
 - c) Four or more random cracks in a sidewalk square.
 - d) Vertical alignment irregularities that result in a slope greater than 1 inch vertical to 12 inches horizontal.
 - e) A cracked sidewalk with pieces missing or a hole in the sidewalk greater than ½ inch deep and 2 square inches in area.

Replacement/Repair Priority

Sidewalks will be replaced/repared as time, staff and budget permit according to the following criteria:

- a) Location of sidewalk (downtown vs. residential)
- b) Expected amount of pedestrian traffic.
- c) Severity of defect.
- d) Availability of alternative pedestrian routes.

Marking Defective Sidewalks

Sidewalks identified for repair will be marked with a paint spot. The owner will be sent a preliminary notice. Prior to the construction period, property owners will be given statutory notices. The owner then has 20 days to complete repairs or have it repaired by the City at the owner's expense.

Sidewalk Replacement Rebate

Because there are many factors used to determine what areas the City will focus its sidewalk replacement program upon from year to year, (i.e., budget amounts available, volume of pedestrian traffic, citizen complaint and concerns) and the City does not wish to discourage a home owner from repairing or replacing a dangerous sidewalk, the following conditions are met:

- a) the City's program is doing work within the block and on the street of the property owner.
 - b) the work had been done in the construction season prior to the year in which the City's program is implemented.
 - c) that the property owner has a statement from the contractor or invoices from suppliers, if replacement is done by the property owner. The owner must also document that a "Sidewalk Breaking permit" from the Department of Public Works Director had been obtained, and that City specifications were followed.
 - d) that the Street Superintendent confirms the footage and approves of the workmanship of the area.
- On corner lots, the City will pay full cost for the intersection portion of the sidewalks.

Cost Share Program

The City will participate in a cost-share program of approved and authorized defective sidewalk squares in accordance with adopted policies and as time permits. As of January 1, 2011, the City's share of sidewalk replacement is not to exceed \$1.75 per square foot.



Sidewalk Maintenance Program

Sidewalk Marking Guide

White Dot: Concrete Raising

White Check Mark: Horizontal Saw Cut

Pink Dot: Removal and Replacement

Double Pink Dot: City terrace tree caused damage City pays 50% of the cost.

2020 Sidewalk Program

Concrete Service Specialists inform us they will be in town on May 27th to start the restoration process.

2021 Sidewalk Program

The Bids for the 2021 Sidewalk Maintenance Program has been accepted by the Common Council.

They have been awarded to:

Removals and Replacement:

Fahrner Asphalt Coatings, the 2021 cost for replacement is \$8.68 per square foot.

They will start work on July 5, 2021.

Trip Hazard Removals:

Universal Concrete Grinding, the 2021 cost for hazard removal is \$11.16 per linear foot.

They will start work on June 11, 2021 on the east end of University Ave working southward.

Concrete Raising:
No Contract for 2021

Helping Maintain Our Local Sidewalks

Property owners are the maintaining authority of the sidewalk adjacent to their property. To assist property owners with correction of structural deficiencies in concrete, the City of Middleton has an ongoing sidewalk maintenance program which covers about 1/8th of the city's limits each year. What this means is that about every eight years city engineering technicians will be going through each neighborhood to assess the overall condition of sidewalks, sidewalk ramps and driveway aprons to determine if they are in need of rehabilitation or replacement. The City will also correct significant structural deficiencies in concrete outside of the area scheduled for annual maintenance work, as requested by the property owners or concerned citizens.

Pertinent Statute, Ordinances, Policies & Standards

- **Federal**
 - Americans with Disabilities Act (ADA)
- **State**
 - Statute 66.0907 – Requirements to maintain sidewalk and assessment of costs
- **Middleton**
 - Policy – Assessment for maintenance of sidewalks / driveways
 - Ordinance section 8.02 – Street and sidewalk grades
 - Ordinance section 8.03 – Sidewalk construction and repair
 - Ordinance section 8.04 – Driveways
 - Ordinance section 8.05 – Street and sidewalk excavations and openings
 - Ordinance section 8.06 – Obstructions and encroachments
 - Ordinance section 8.07 – Snow and ice removal
 - Ordinance section 8.09 – Emergency powers
 - Ordinance section 20.05(2) – Trimming trees and shrubs
 - Standard Specifications, Section 609 – Concrete construction
 - Standard Detail Drawing 600-03 – Residential driveway apron
 - Standard Detail Drawing 600-04 – Commercial driveway apron

Related Resources

- Descriptions and Images of Sidewalk Deficiencies
- Sidewalk Project 8-Year Map

Contact Us

Tom Weber

Engineering Technician III

[Email](#)

Phone: (608) 821-8399

Shawn Ulsrud

Engineering Technician III

[Email](#)

Phone: (608) 821-8388

FAQs

- [When can I make minor repairs to the sidewalk?](#)
- [What do the colored dots and arrows on the concrete mean?](#)
- [What repairs / replacements am I responsible for?](#)

[View All FAQs](#)

[Accessibility](#)

[Site Map](#)

[Translate](#)

[FAQs](#)

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3.4 SNOW & ICE CONTROL

I. PURPOSE

To provide policy to ensure Lake Geneva roadways are safe and passable for the motoring public and for public service vehicles.

II. DEPARTMENT RESPONSIBLE

The Street Department is responsible for snow and ice control.

III. COMMITTEE OVERSIGHT

The Common Council will oversee any changes to this policy.

Adopted by Common Council	01/??/1996
Amended by Common Council	??/??/2011

SECTION 1: INTRODUCTION, PURPOSE, AND GOAL

Introduction

Lake Geneva is a progressive and rapidly growing community of approximately 7,689 people, located forty-five miles southwest of Milwaukee. Highways 120 and 12 intersect at Lake Geneva. The City is recognized as one of the premier vacation destinations in Wisconsin and attracts world-wide visitors. Area resorts capitalize on rolling acres of pristine landscapes that meet the shores of Geneva Lake. Its proximity to Milwaukee, Madison, Chicago and Rockford also makes it a very popular destination for one day visitors. It is essential that our community provides the best and most efficient snow and ice control possible.

Background

Due to its geographic location, Lake Geneva is subject to freezing rain, ice, and snow anytime during the fall, winter, and spring months. Normally, winter storms can be expected during the months of November through April. The responsibility for keeping vehicular and pedestrian traffic moving safely on Lake Geneva's 40 plus miles of city streets following snow and ice storms lies with the Public Works Department.

Purpose

The purpose of a good snow and ice removal policy is to make the roadways safe and passable for the motoring public and for public service vehicles; however, there is a general awareness that the chlorides have a negative environmental impact on nearby soils, vegetation, waterways, and vehicles. There is also damage to the pavement itself. Every effort shall be made to minimize salt usage and still provide safe travel ways. The City shall use sand-salt mix of which salt comprises 18% to 20% (per ordinance) to keep the sand from freezing solid in the stockpile and be effective when applied to roadways.

Goal

The City's overall goal is to clear all of its roadways curb to curb, from arterial and collector streets, to local residential street and alleys, of snow accumulation within twelve (12) hours after the snow has stopped in a Class "B" Storm. The first action in fighting any storm is spreading the sand/salt mixture on arterial streets, major collector streets, hills, and stopping areas that abut these major collector streets as well as hills and intersections

with stop sign control on local streets. It is necessary to apply sand and rock salt before the snow packs to enable the snow plows to clean the pavement. The lesser traveled roadways and the constant mixing and grinding of the sand/salt particles enables the chemical action to penetrate deeper and melt ice and snow more effectively. Where traffic volume is low, the particles are pushed to the roadside and are much less effective.

SECTION 2: CITY ORDINANCES FOR SNOW AND ICE CONTROL

Publication of Notice

A public notice detailing the City's snow and ice control policies shall be published on or about the first of November each year. A draft notice is attached hereto under Exhibit A.

Snow Emergency Declaration

PER MUNICIPAL CODE:

SECTION 74-10(a). DECLARATION. "The Mayor or in the Mayor's absence the President of the City Council shall have the authority to declare a snow emergency whenever conditions arise which in their judgment necessitate the same.

SECTION 74-10(b). AUTHORIZED ACTIONS. Upon the declaration of a snow emergency, the Police and Fire Chiefs are authorized to hire tow trucks, require snowplows to accompany rescue squads and ambulance both inside and outside the corporate limits of the City, establish a public information telephone reception center, advise radio station WLKG of declaration of snow emergency, and take any other action necessary.

SECTION 74-10(c). PLOWING. The Street Department "shall first clear and keep clean all primary routes and entrances and exits to the emergency facilities, then all secondary routes shall be cleared and maintained." A map of streets designating facilities is in the office of the City Clerk and in the Utility Commission waiting area.

SECTION 74-10(d). PARKING. "During a snow emergency, there shall be no parking on all primary and secondary routes. Any vehicles parked on such routes shall be towed away at the owner's expense as provided in Section 74-37."

SECTION 74-10(e). TERMINATION. "The snow emergency may be terminated by the Mayor or City Council. The snow emergency shall be limited to the time during which such snow emergency conditions exist."

SECTION 74-60(a). NO PARKING SIGNAGE FOR SNOW REMOVAL. “For the purpose of removing snow from the streets and surrounding areas, the Street Department may erect signs prohibiting parking in the particular area where snow is intended to be removed.”

SECTION 74-60(b). PENALTY FOR VIOLATION. “The Police Department may tow away all vehicles parked in violation of the no parking sign pursuant to this subsection.”

Sidewalks

If sidewalks are not cleared within 24 hours, the following procedure will be employed in accordance with Section 62-223:

- 1) written warning will be delivered to property owner by the Police Department, Public Works, or Code Enforcer within 24 hours from the date and time of the warning (Exhibit “F”). The exception to this notice is any business located in the downtown business district. The City may schedule removal of snow anytime after the 24 hour time period has lapsed. The downtown has heavy pedestrian usage; therefore the risk of public health, safety, and welfare is an overriding consideration.
- 2) the sidewalk shall be inspected upon expiration of the warning time and forfeiture levied of not less than \$20 or more than \$30 for the first offense, and not less than \$30 or more than \$50 for any subsequent offense. Each 24 hour period shall cause a separate offense.
- 3) the sidewalk shall be cleared by the City crews or a City hired contractor. Contractor shall provide before and after photographs to the City for documentation purposes.
- 4) twice the City cost of removal shall normally be charged to the property owner in accordance with City Ordinance.
- 5) deposit of snow in streets prohibited in accordance with Section 62-221, “No person shall cause to be deposited snow from his premises onto the sidewalk abutting thereon or onto any street...”

SECTION 3: RESPONSIBILITIES OF CITY PERSONNEL

Public Works Department

The task of keeping vehicular traffic moving on the City of Lake Geneva's 40 plus miles of streets during and following snow storms is the duty of the Street Department. The Department is responsible for the coordination and supervision of the entire snow and ice control operation. Tracking of storm warnings, making decisions as to type and timing of a snow and ice control operation, alerting personnel, tracking costs (Ice and Snow Control Report, Exhibit "D") and the continual observation of ice and snow operations are all part of these responsibilities. Although the Street Department directs snow plowing and ice control under the direction of the Director of Public Works, it depends heavily upon the continual support and cooperation of all other municipal departments within the City.

Lake Geneva Police Department

Two primary functions of the Police Department are assistance with deteriorating road conditions and the ticketing and towing of the vehicles in violation of Sections 74-10(d) and 74-60 of the Municipal Code of the City of Lake Geneva. The Police Department provides the first notice of hazardous conditions to the Street Department particularly during the late evening and early morning hours. The Police Department also is responsible for communicating snow emergencies to the media.

City Code provides "the Police Department may tow away all vehicles parked in violation of the no parking sign pursuant to this subsection." It shall be the policy of the City that vehicles found in violation will be ticketed and towed by the Police Department after two consecutive tickets, in a snow emergency the vehicles in violation will be towed immediately or as soon as possible under existing conditions. In times of extreme emergency, the City may opt to tow all cars to a central location such as public parking lot or the Street Department on Carey Street.

Water, Wastewater & Cemetery Departments

Wastewater and Cemetery employees may be called upon during snow emergencies to supplement manpower shortages for reasons to include: illness of Street Department personnel, inability to get to work, or extended storm fighting conditions. Water Department employees shall ensure that substations, wells, towers, and hydrants are clear of snow and ice. In extreme circumstances, the City may call upon all employees with valid CDLs to plow during manpower shortages.

Street Department—Repair Shop

The function of the Street Department Repair Shop in Lake Geneva's Snow and Ice Control Plan is to prepare all the equipment needed well in advance of the winter season. The street worker mechanic may also be called upon to assist in plowing operations during Class "B" and Class "C" Snow Alerts. Included are repairs to any equipment that breaks down during any class storm either in the shop or at snow zone location. Preventative maintenance is also done on the trucks, loaders, tractors, spreaders, and blower. Whenever possible, an additional employee is assigned to the street worker mechanic to assist with two-man repairs to broken equipment.

SECTION 4: STORM CLASSIFICATIONS

Class "A" Storm (Less than 2 inches total accumulation)

This is a snow storm with an accumulation of less than 2 inches in depth and involves only a sanding operation with salt/sand mixture. Plow trucks with spreader are dispatched to work each of the four zones treating the arterial and collector streets, including the approaching intersections as well as the hills, curves, controlled intersections on local roadways that serve the Police Station, Fire Station, and schools. However, during a freezing rain when extremely dangerous slippery conditions exist, straight salt may be used instead of a salt/salt mixture.

After normal working hours and weekends, only one or two drivers will be called to work depending upon conditions. The overtime Street Department employee will always be called per the ongoing overtime call-in list. The Street Superintendent shall determine the need to call in other employees to assist if he/she feels the conditions require additional help. In the absence of the Street Superintendent, the Foreman or the Director of Public Works may call in additional labor. It then will be their decision whether to upgrade to a Class "B" storm or continue with a Class "A" alert.

Class "B" Storm (2" To 8" Inches total accumulation)

This storm is a snowfall of two (2) inches to eight (8) inches in depth and involves a full plowing and sand/salting operation. A snow emergency will be declared during a Class "B" Storm if conditions continue to deteriorate and accumulations significantly increase.

Under a Class “B” Storm alert, the Street Department begins to plow routes by dispatching plow trucks to each of the four zones. The plow trucks with spreaders first plow and spread sand on the arterial and collector streets before beginning to clear residential streets. Two plow trucks begin windrowing the snow downtown. Windrow streets include Main, Wrigley, Cook, Center, Broad, Williams, Dodge, and Geneva. During normal business hours downtown the plows may have to plow the snow to the backs of parked cars if there isn’t enough room on the roadway. In this event, employees will be called in during early morning of the next day to bring this snow to the center of the road. Some parking places are blocked off in this type of operation. As soon as possible after the snow has been windrowed, the blower and a minimum of two plow trucks with snow boxes, either street trucks or contractor, are dispatched to downtown to start removing the windrows. Every effort is made to keep open as many parking places as possible. When the blower has started picking up windrows this operation will continue until all snow has been removed from the downtown area.

After all the windrows have been picked up downtown, the plow trucks are sent to assist the drivers with the ongoing clean up in the four zones. The blower operator returns the blower to the garage and then takes the bobcat, snow bully or other required equipment and begins to clear parking lots and sidewalks.

During an early call-in, an employee will take a one-ton truck to clear alleys and a loader to clear parking lots. This shall be done before cars start using them for parking to the extent possible. This snow is moved into piles or pushed into windrows for removal later as the situation dictates. The 4-wheel drive pickup with plow may assist in the operations depending upon availability of drivers.

Residential streets will always be the last to be plowed. As drivers clear their zones they are instructed to pull off the residential streets from time to time to check the arterial and collector streets for buildup and then return to residential streets. Drivers shall rotate the beginning location of their zones from storm to storm; one storm they shall start in sub-zone “A” and the next storm start first clearing sub-zone “B.” If a driver starts on the north side of his sub-zone on a snow storm, he/she is to start on the south side on the next storm. This will reduce complaints that certain streets are always the last to be plowed.

Drivers are furnished with a color coded map of the zone they have been assigned. The arterial and collector streets are highlighted. Drivers are instructed to plow and sand their arterial and collector streets first before entering residential areas. Drivers are to return to the arterial and collector streets from time to time to check if they are still clear. The Street Superintendent may assign a driver to keep arterial and residential streets clear. This action would allow zone drivers to continue plowing on residential streets.

The Street Superintendent will be on patrol to watch out for build up on different areas. He/She will call drivers off of residential streets when he/she feels that the arterial and collector streets need immediate attention. He/She will remain in contact with the Police Department to relay messages to drivers of trouble spots. The Director of Public Works may also reclassify a storm as appropriate. He/She will remain aware of the forecasted weather and work with the Street Superintendent to call in employees as needed. Employees from other Departments may also be called in as needed.

A Class “B” Storm should be able to be handled by City of Lake Geneva employees, but if the need arises, the Street Superintendent or Director of Public Works can authorize outside contractors to assist. All streets, parking lots, alleys, and municipal building sidewalks should be cleared in about 10-12 hours for a Class “B” Storm. During storms of this class some employees may be sent home to rest with directions to return at a set time to clear downtown windrows, parking lots, and alleys. In this case, two drivers may be kept back after normal hours to keep arterial and collector streets open and sanded. These employees will then come in the next day at their normal time. Every attempt will be made to make sure for safety purposes that no employee works more than sixteen (16) consecutive hours without eight (8) hours rest. If needed, employees from other Departments may be called in to supplement Street Department employees.

Class “C” Storm (8” or more total accumulation)

This storm is extremely heavy snowfall, eight (8) inches or more in depth, occurring in a period of twenty-four hours or less. In this storm, life threatening situations can arise as emergency vehicles can become bogged down and stranded. When existing conditions and weather forecasts indicate a Class “C” Storm event is imminent, the Street Superintendent and Director of Public Works will maintain close communication with drivers and Police Department. The Street Superintendent or Director of Public Works may arrange for outside contractors to assist City Employees.

SECTION 5: SNOW REMOVAL PRIORITIES

Snow Zones

Zones have been established to divide the City into approximately four equally sized snow removal routes. These geographic areas have been chosen to provide a balance between mileage and travel time. Each zone in turn is further divided into an “A” and the next storm start in sub-zone shall be given alternate priority by snow storm. For example a plowing crew will start in sub-zone “B.” Before the zones are entered, arterial and collector streets are cleared from end to end, sometimes using two trucks running in tandem. Equipment and staffing issues are addressed later in this policy.

Appropriate Level of Service

Matching the level of service to roadway classification and vehicular volume will effectively provide a high quality winter travel-way for our citizens. The priorities are as follows:

- 1) Arterial roadways
- 2) Major and minor collectors
- 3) Local residential streets
- 4) Cul-de-sacs and dead end streets
- 5) Alleys and parking lots. Alleys and parking lots may be cleared during regular working hours.
- 6) Sidewalks in front of City property

The extreme cost and negative environmental impacts of a “bare pavement” policy at all times for each and every roadway is not feasible. If a citizen drives carefully for 1-2 blocks on their local street to a collector or major roadway with a higher level of service, then travel throughout Lake Geneva is easy and safe. Balancing level of service with resources is the more efficient use of Lake Geneva tax dollars and minimizes damage to our environment and vehicles. Local streets will not generally be sanded during the plowing operation (except maybe certain intersections) but will receive a sand/salt mixture during freezing rain and where the forecast is for continued low temperatures. However, hills curves, and stop sign intersections will receive a sand/salt mixture in each of the Class A, B, or C Storm. Straight salt will only be spread during a severe ice storm to break the bond between the ice and the pavement. When this bond has been broken, the remaining ice will be plowed off the pavement. Snow and Ice Control Plan flow charts for Class “A” and Class “B” Storms appear in Exhibit “E” because frequency and duration storms occur during morning, daytime, and evening hours.

Cul-de-sacs and Dead Ends

Cul-de-sacs and dead ends require special equipment and are difficult to clear; therefore they are last on the street cleaning list. Drivers shall plow past cul-de-sacs and dead ends if they intersect with a through street. When a driver has completed all arterial, collector, and through residential streets, he then returns and plows cul-de-sacs and dead ends. Other drivers who have completed their zones will assist in any other zone with cul-de-sacs and dead ends.

Parking Lots and Alleys

Alleys and parking lots shall be plowed soon after the snow stops to allow residents, shoppers, and employees to park their vehicles off-street. This operation is completed by using the front end loader with “snow bully” bucket. The half-ton four wheel drive pickup may also be used in the smaller parking lots. The parking lot plow list is as follows:

- 1) Fire House
- 2) City Lot in 700 block of Geneva Street
- 3) City Hall
- 4) City Lot in 800 block of Geneva Street
- 5) Center Street (2 Lots)
- 6) Chamber of Commerce
- 7) Riviera Lot
- 8) Sage Street Lots by Museum
- 9) Dunn Field Parking Lot (If City agrees to assist the School District)

Sidewalks

The Street Department is responsible for snow removal on sidewalks adjacent to City owned buildings and property. After the City parking lots and alleys are plowed, a Street Department employee will transfer from a front end loader to either tractor with the broom or the bob-cat tractor with the front mount snow blower to clear sidewalks. The tractor selected will depend upon the depth and the wetness of the snow. Priorities are as follows:

- 1) Fire Station
- 2) City Hall
- 3) Library Park
- 4) Riviera Ballroom
- 5) Select/School Cross-walk Corners
- 6) Bridges
- 7) Moss Park
- 8) Dodge Street Cemetery
- 9) Flat Iron Park

- 10) Seminary Park
- 11) Designated Bike Trail Routes
- 12) City sidewalk snow removal plan are those sidewalks adjacent to private property which, under City ordinance, are the responsibility of the abutting property owner for snow removal. City ordinance authorized the City to initiate sidewalk snow removal for public safety and welfare if the snow and/or ice have remained on the sidewalk surface for a period in excess of 24 hours after the termination of the storm. The procedure is set forth under the Public Notice section of the policy.

NOTE: In any storm event, sidewalks will not be done until all streets are passable.

Private Streets

Snow removal from private streets shall not be provided unless ~~as~~ an agreement between the adjoining property owners and the City has been executed. The agreement shall provide for the reimbursement to the City for all costs associated with the snow and ice control services. Said costs may include: labor and fringe benefits; equipment rental (based on rates established by the state); sand, salt, and other supplies; fleet, property, and liability insurance; etc.

Private Streets Currently Being Plowed:

- 1) Ceylon Court
- 2) Knoll Lane N.
- 3) Knoll Lane S.
- 4) LaGrange Drive
- 5) Maytag Drive
- 6) Shore Acres (1121 S. Lake Shore Dr.)
- 7) Windsor (Somerset)

SECTION 6: SAFETY AND TRAINING PROCEDURES

Purpose

The purpose of Safety and Training Procedures is to protect and provide safe conditions for city personnel, motorists, and pedestrians. To that extent, City operations shall do the following:

- 1) Always check the equipment before entering the vehicle.
- 2) Report all mechanical problems to the Supervisor immediately.

- 3) Obey all traffic laws. Do not use excessive speed and be certain to stop for all stop signs and traffic signals.
- 4) Be as courteous as possible to those who are stranded or stuck in the snow. Notify the Police Department by radio for assistance. Do not get involved unless somebody is injured or it is otherwise a dangerous situation.
- 5) As a matter of policy, Street Department plowing operators shall not work longer than sixteen (16) hours in a twenty-four (24) hour period without having at least eight (8) hours off for rest.
- 6) All employees shall be familiar with the City Safety Manual and adhere to its guidelines.

Personnel Training

At the direction of the Street Superintendent, a four (4) hour training session may be scheduled during the months of the October or November for the snow removal crews. The training session will emphasize the following:

- 1) Route and Zone changes (additions and/or deletions)
- 2) Supervisor's Role
- 3) Operator's Role
- 4) Updates on new equipment
- 5) Preparation of snow equipment (plow hook-up, maintenance check, maintenance repairs, etc.)
- 6) Vehicle run of routes and zones.
- 7) Feedback from drivers on conditions of route, ideas and suggestions

It will be the policy of the Street Department that all personnel should take a snow fighting course or a refresher course at least once every five (5) years. No new personnel will be allowed to operate a vehicle until they are qualified and have been adequately trained to the satisfaction of the Street Superintendent.

All drivers are instructed to drive their assigned routes prior to the first snowstorm to look for obstructions like raised manholes and water shut off boxes. These obstructions shall be repaired as soon as possible, but if an early storm hits, the drivers will proceed cautiously in these areas. New employees are trained in plowing operations and proper snow fighting techniques. They shall also initially be given less critical routes and zones. A more experienced driver will ride with the newer employee on their preseason drive. The newer driver will be instructed on proper snow fighting techniques and what obstructions to watch for during emergency snow plowing operations.

Drivers are instructed to respect private property. They are to plow around any stranded or disabled vehicles and then radio their location to the Police Dispatcher. Any driver finding a vehicle completely blocking a street will radio the Police Dispatcher or Street Superintendent for immediate removal. Drivers are instructed to continue plowing their routes or zone until they are sure that all roads are passable. Drivers shall not stop to assist any motorist or pedestrian unless an emergency exists which threatens public safety. Drivers shall not plow or sand any private property unless assisting ambulance or fire department response personnel. Drivers are instructed to continue to plow past any driveway even if the accumulated snow from their plow blocks the end of the driveway. It is the responsibility of the private property owner to clear any snow from their driveway. Drivers shall not stop to clear any sidewalks.

SECTION 7: MATERIALS AND EQUIPMENT

Preparation of Equipment

Each year during the month of September, the Street Department staff will inspect all snow removal equipment and accessories and prepare them for installation on the vehicles during the month of October and early November. Spreaders shall be attached to the trucks and tested no later than November 1 of each year. Plows shall be positioned in the Street Department garage so as to allow the rapid connection of the plow to the truck in the event of a snow storm not later than November 15. Once all the equipment has been mounted, tested, and presumably ready for operation, the operators assigned to the vehicle should make a trial run over their routes. All equipment should be tested on dry runs during good weather. Any mechanical failures shall be reported immediately to the Street Superintendent who will arrange for immediate repair or replacement.

Annually, not later than November 1, each spreader shall be calibrated by the assigned employee and a listing of the calibration be prepared for each unit. A copy of this listing should be placed inside the truck for the driver's reference during snow operations. The Director of Public Works or Street Superintendent will report to the City Administrator when all equipment is ready for snow fighting operations. The overtime call-in list will be updated by October 31 to show updated phone numbers of all City Employees involved in snow removal.

Calibration of Spreaders

The Street Department repair shop shall, prior to the start of each season, adjust the spreader settings to the same application rate, at 20 M.P.H. to spread a uniform width of twelve (12) feet. This pattern will typically be offset from the vehicle centerline by two feet (2) toward the driver's side. All of the city's snow removal trucks shall be equipped with spreaders.

Winter Street Sweeping

The street sweeper may be sent out whenever "above freezing temperature" opportunities allow removal of accumulated sand and salt on bare pavement streets.

Operator Check List

Before leaving the Street Garage for a snow fighting assignment, each piece of equipment shall be thoroughly inspected by the assigned operator. The operator is responsible for its condition and should report any items which are broken or may break to the Street Superintendent. Arrangements can then be made to repair or replace the piece of equipment. The operator, each time he/she leaves the truck or equipment, for lunch, a rest period, or at the end of a day, shall walk around the truck and do an exterior inspection. The operator shall also check all fluid levels and lights each time he/she enters the vehicle. During snow and ice control, the following inspections shall be made prior to the start of a shift and as required:

- 1) Inspect the condition of the mold board and cutting edge of all snow plows. Inspect plow blades frequently. If blade wear reaches back plate, it will be very costly to replace. Any blades which are wearing to this critical point shall be reported immediately so the proper repairs can be made.
- 2) Inspect snow plow hoists. Check all air and hydraulic hoses and other crucial parts of the power units.
- 3) Inspect all vehicle lighting and warning lights.
- 4) Check all spreaders, hoses, and fittings. Check the spinners, augers, controls, and attachments to see that all are functioning properly. All plow assemblies, shoes and shoe assemblies should also be checked on a frequent basis.
- 5) Check all brakes, steering, clutches, transmissions, and engines so that all are in proper working condition.
- 6) Check operation of the vehicle's heater, windshield wipers, window washer, head lights; both high and low beams; plow lights, and marker lights.
- 7) Check all safety equipment, fire extinguishers, flashing lights, radio and First Aid Kits in the trucks and other equipment.

Use of Abrasives

Abrasives do not prevent nor do they remove build up of snow pack. They can be an advantage instead of chemicals where traffic is light or where temperatures are extremely low. However, they must be mixed with rock salt in about 5:1 ratio in the salt shed to prevent stockpile caking and freezing. This material shall be cleaned from the streets and storm sewers in the winter as time allows and in the spring.

Calcium Chloride

Studies have shown that a straight salt or salt treated with calcium chloride is more economical to use, with better results than abrasives. Abrasives can damage vehicles because of “sand blasting” effect as the sand is thrown up off the tires onto the body of the vehicle. It has been proven that one ton of salt can give the same results as three tons of sand. Even better results have been accomplished by pre-treating the salt with calcium chloride. This starts the salt working as soon as it hits the pavement. Because it is wet, calcium chloride is not thrown to the side of the road by the spreader or traffic. Several Wisconsin counties are using this combination, and consideration should be given to this product application in the future. Until then, the Street Crews will continue to generally apply a sand/salt mixture.

SECTION 8: ACCIDENTS

There will be times during snow emergencies when an employee will be involved in an accident. If, while driving a City vehicle, an employee is involved in an accident, the employee shall initiate the following procedure:

- 1) The Police Department shall be immediately contacted by radio.
- 2) The Police shall be given the location of the accident and whether an ambulance is needed.
- 3) Make sure that, if injuries have occurred, all persons are comfortable until the emergency personnel arrive. Do not make any statement to anybody until the Police, Street Superintendent or Public Works Director arrives. A complete accident report must be filed, as well as an in-house report to the Director of Public Works which outlines the circumstances under which the accident occurred. Any time parked cars are struck, the same procedure shall apply.
- 4) Contact the Director of Public Works or Street Superintendent. The Director of Public Works or Street Superintendent will make an immediate investigation of the accident.

Property Damage

If garbage cans, mailboxes, or other such small items are damaged by plow or snow rolled from the plow blade, you should notify Police Dispatch and the Street Superintendent immediately, via radio, with the address, when and where the damage occurred. A notation of the incident must be recorded and turned into the supervisor by the end of the storm.

If questioned by a property owner about damage to mailboxes, the City will by policy pay the property owner \$50.00 to replace damaged mailboxes if the plow struck the box or post. If the damage occurred because the box was not installed in accordance with Post Requirements (see Exhibit C) or because it was damaged by snow from a plow, then repairs will be the responsibility of the property owner.

On the Job Injuries

Injuries must be immediately reported to the Street Superintendent who will assist the employee with completing an Accident Investigation Report and also report the incident to City Administration for filing of an Accident Insurance Claim.



















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:

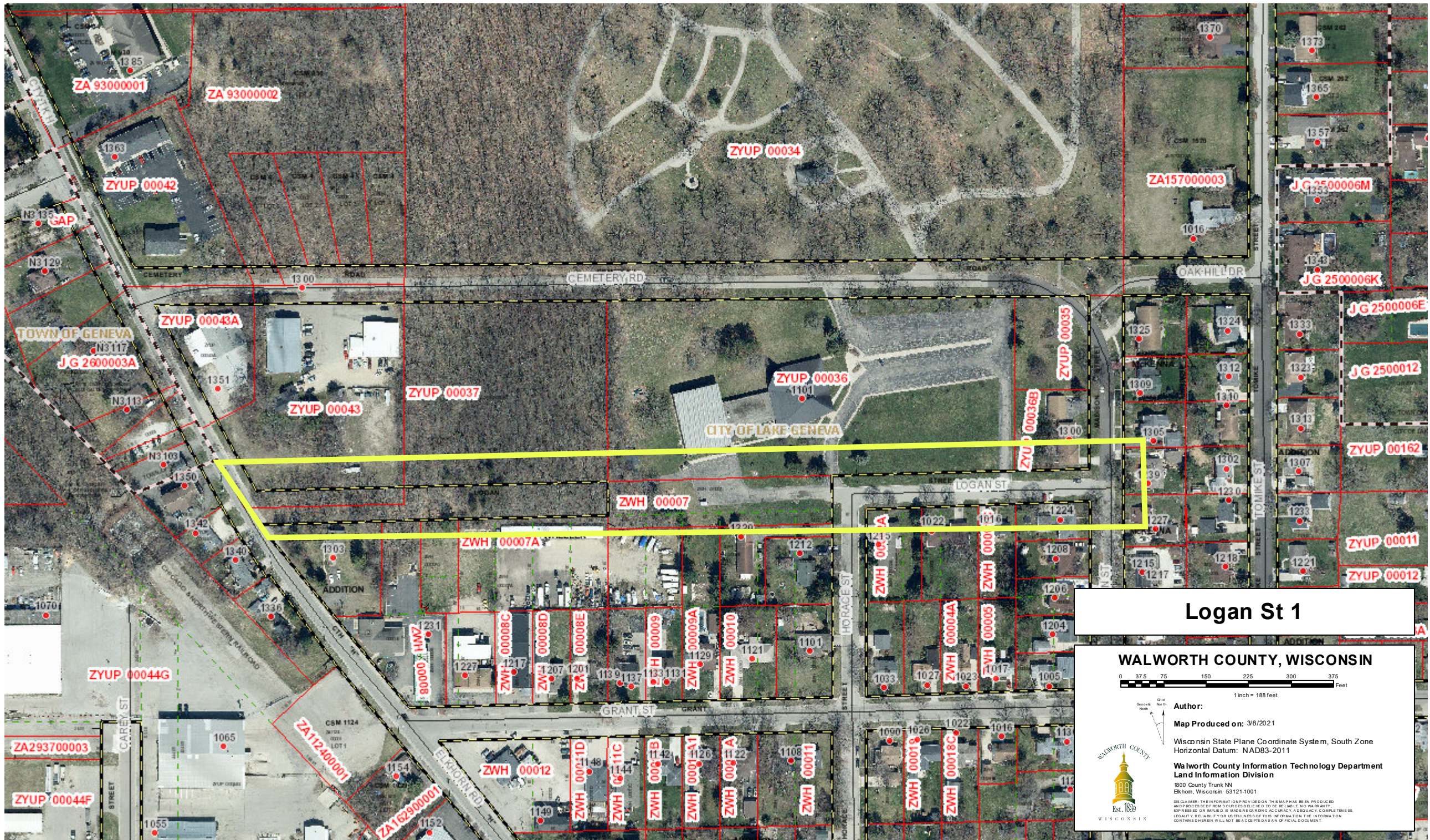
Richard C. Folman

Richard C. Folman, Mayor

Attest:

Colleen Alexander

Colleen Alexander, City Clerk



Logan St 1

WALWORTH COUNTY, WISCONSIN



Author:

Map Produced on: 3/8/2021

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

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



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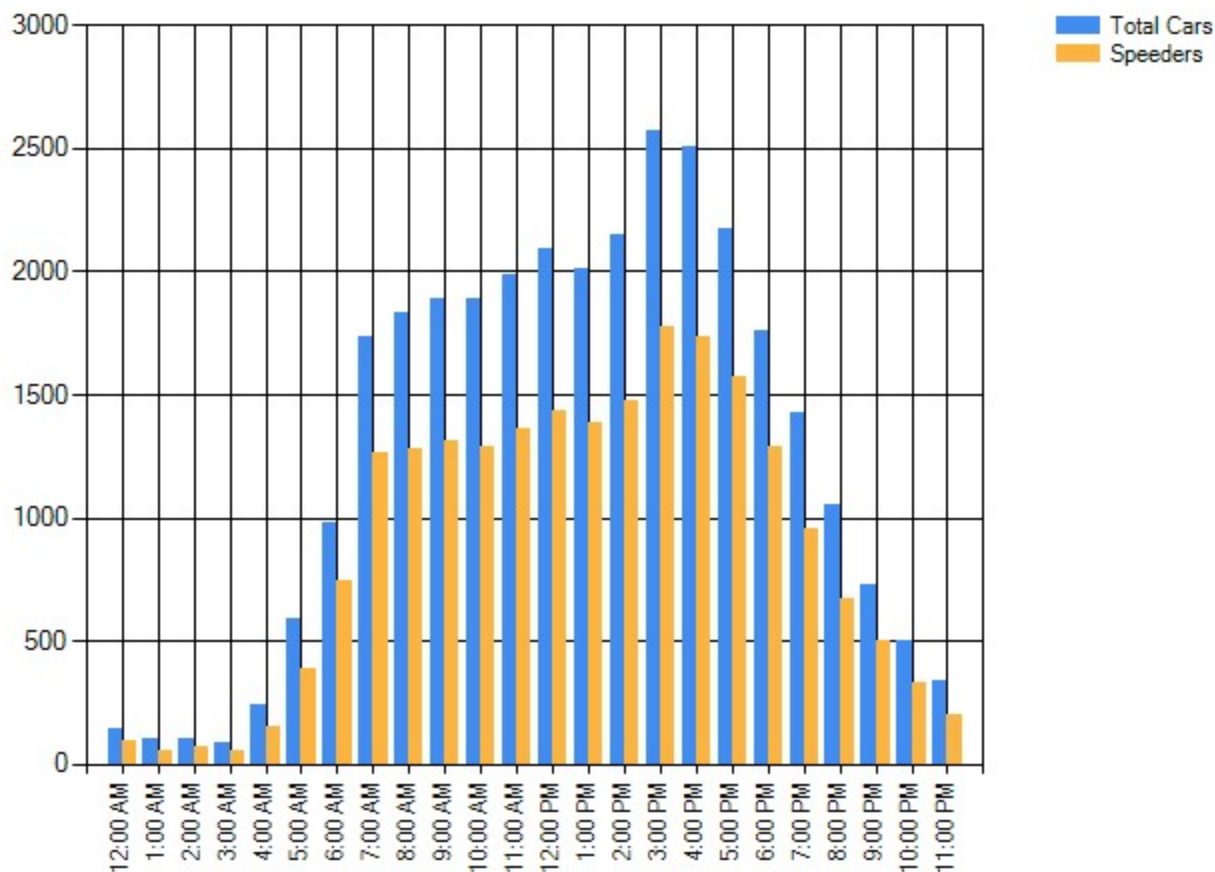




Date: 06/10/2021 12:00 AM
Report Start Date: 05/31/2021 02:00 PM
Report End Date: 06/08/2021 07:00 AM
Time Interval: 60 minutes
Speed Interval: 5 mph
Posted Speed Limit: 25 mph
Average Speed: 26 mph
Highest Speed: 99 mph
50th Percentile: 28 mph
85th Percentile: 31 mph
Number Above Speed Limit: 21370
Total Number of Vehicles: 30889

Comments:

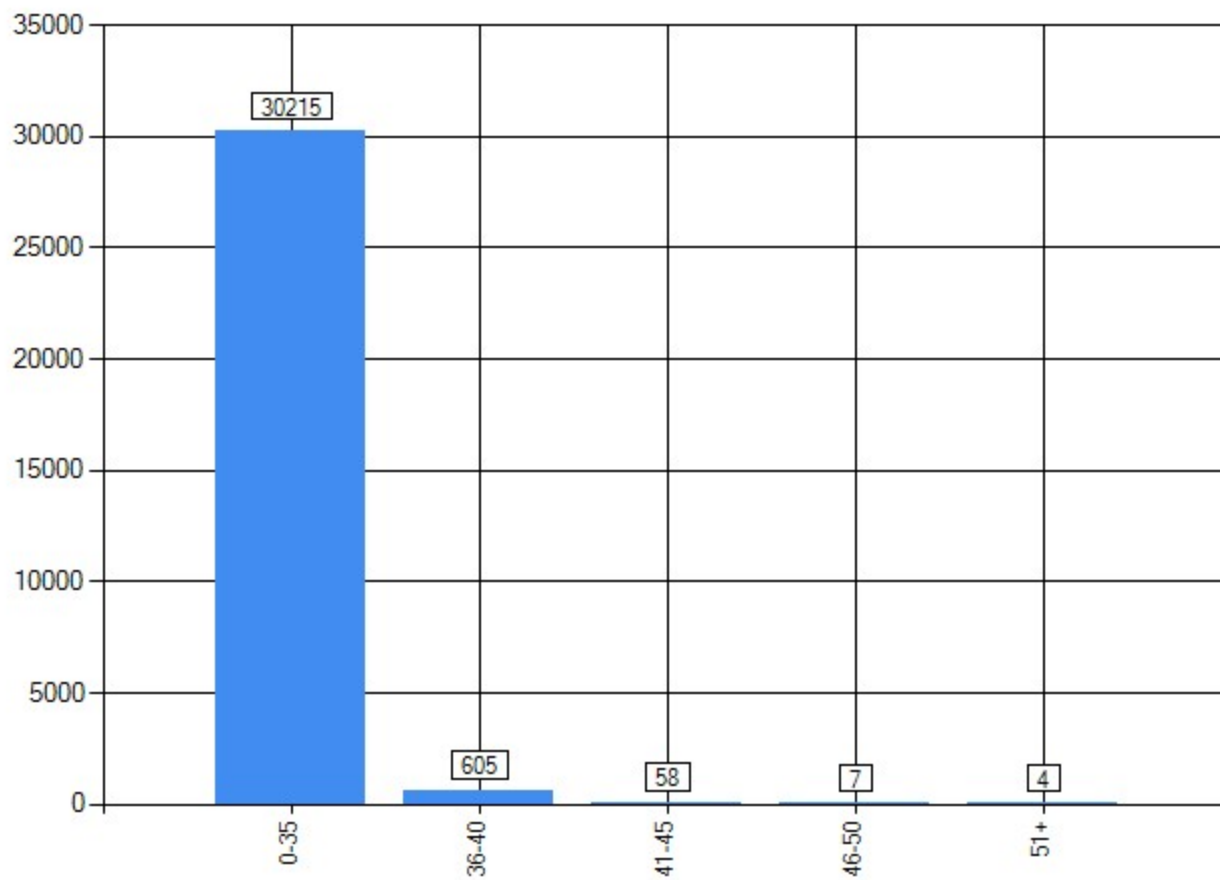
George St. @ Madison St. facing E/B Traffic



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





Damage to City Property

Date of Occurrence 5/8/2021 Reported By DPW Neil Waswo
Exact Location (Include map if needed) County H/Georgest + Maxwellst
Type of Damage (Include pictures if needed) Vehicle hit Guard rail

Items needed to be replaced/repaired (Please be specific)

- ☐ Sign _____ ☐ Anchor Type _____
☐ Pole Type _____ ☐ Time Spent _____
☐ Material Used (gravel, concrete, etc.) _____

Other Repair Steel panels, and post replacement

Follow Up Needed Quote From Century Fence.
attached.

Total Replacement Cost _____

PLEASE ATTACH ESTIMATES AS NEEDED

Date Repaired _____ Repaired By _____ Approved By _____

Quote

Century Fence Company
1300 Hickory St.
Pewaukee, WI 53072

**Quote To:**

CITY OF LAKE GENEVA
1065 Geneva St
LAKE GENEVA, WI 53147

Project Location:

Road Side
George Street @ Maxwell Street
Lake Geneva, WI 53147

Quote #: 4295

Quote Date: 5/27/2021

Description

Guardrail Replacement**Remove & Replace:**

- 4 guardrail panels
- 12 posts with blocks

excludes: private underground utility locate, rock digging, traffic control, painting the guardrail

Quote Total: \$6,630.00

Quote Valid For 15 days

Buyer's Signature: _____

Date: _____

Submitted by: _____

Tom Foerster

This quote when accepted in writing by purchaser and by Century Fence

Tom Foerster

Acceptance: Company becomes a contract between two parties. The conditions on the attached 'Terms and Conditions' are made a part of this contract.

Office: 262-956-6429

Cell: 262-993-5516

Terms of Payment: Net Cash upon receipt of invoice.

Email: TFoerster@centuryfence.com

CNLOFMV8VS

21-6245

WISCONSIN MOTOR VEHICLE CRASH REPORT

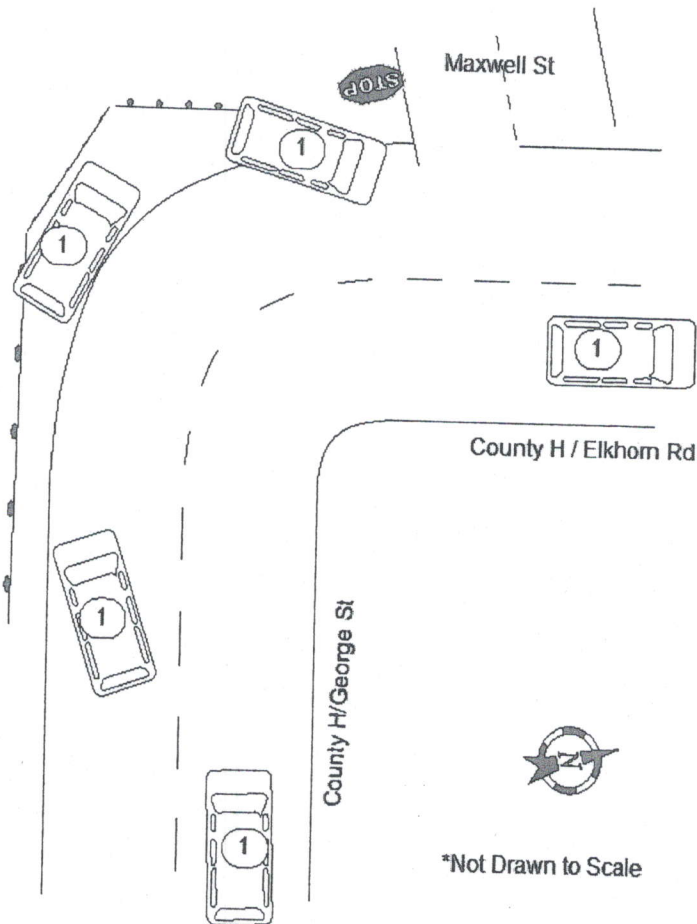
LAKE GENEVA POLICE DEPARTMENT
626 GENEVA STREET
LAKE GENEVA, WI 53147
(262) 248-4455

CNLOFMV8VS

Document Number Override		Primary Crash Document #		Agency Crash Number		Investigating Officer/Deputy SERGEANT JASON HALL	
Crash Date 05/08/2021		Crash Time 99:99		Date Arrived 05/11/2021		Time Arrived 02:57 PM	
Date Notified 05/11/2021		Time Notified 02:53 PM		Total Units 01		Total Injured 00	Total Killed 00
☐ On Emergency	☒ Hit and Run	☐ Lane Closure	☐ Work Zone		☐ Trailer or Towed		☐ Reporting Threshold
☒ Government Property		☐ Active School Zone		School Bus Related NO		Tags	
☒ Reportable		Crash Type DT4000 (STANDARD CRASH)				☐ Amended	☐ Secondary Crash

Description

Diagram



Reconstruction By

Photos By
SGT HALLAdditional Information
PHOTOS

☒ I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.

SOMETIME BETWEEN FRIDAY MAY 07, 2020 AND MONDAY MAY 10, 2021 A LARGER VEHICLE LEFT THE ROADWAY AS IT WAS TRAVELING WESTBOUND ON COUNTY H/GEORGE ST AND STRUCK THE GUARDRAIL ALONG THE SOUTH SIDE OF THE ROADWAY. VEHICLE KEPT GOING WITHOUT REPORTING THE ACCIDENT AND IT APPEARS THAT THE GUARDRAIL WAS STRUCK BY THE UNKNOWN VEHICLE'S LARGE TIRES, AS THERE WAS A BLACK SCUFF MARK WITH LINES IN IT, LEFT ON THE YELLOW GUARDRAIL. ESTIMATED DAMAGE TO THE GUARDRAIL AND POSTS IS \$7000.00. -SGT HALL #144

et

WISCONSIN MOTOR VEHICLE
CRASH REPORT

LAKE GENEVA POLICE DEPARTMENT
626 GENEVA STREET
LAKE GENEVA, WI 53147
(262) 248-4455

Location

ON GEORGE ST/ CTHH WB 75 FT E OF MAXWELL ST IN THE CITY OF LAKE GENEVA IN WALWORTH COUNTY	Latitude	Longitude
	X Coordinate	Y Coordinate
	Structure Type	

Crash Scene

First Harmful Event GUARDRAIL FACE		First Harmful Event Location ON ROADWAY	
Manner of Collision 00 - NO COLLISION W/VEHICLE IN TRANSPORT		Light Condition UNKNOWN	
Road Surface Condition(s) UNKNOWN		Roadway Factor(s) NONE	
Environment Factor(s) NONE			
Weather Condition(s) UNKNOWN			
Animal Type		Relation To Trafficway TRAFFICWAY - NOT ON ROAD	
Crash Classification - Location PUBLIC PROPERTY		Crash Classification - Jurisdiction NO SPECIAL JURISDICTION	
Tribal Land		Access Control NO CONTROL	Special Study
Within Interchange Area NO	Junction Location NON-JUNCTION	Intersection Type NOT AN INTERSECTION	

Unit Summary

UNIT 01	Unit Status HIT AND RUN		Vehicle Operating As Classification D CLASS		Unit Type AUTOMOBILE	
	Vehicle Type PASSENGER CAR		Operating As Endorsements			
	Total Occs 1	Train/Bus # Recorded	Total # Citations Issued 0	Total Trailers 0	Total HazMat Types 0	
	Insurance? UNKNOWN	Direction Of Travel WESTBOUND	☐ Pre Crash Tire Mark	Speed Limit 25	Total Lanes 2	
	Most Harmful Event: Collision With GUARDRAIL FACE		Special Function NO SPECIAL FUNCTION		Emergency Motor Vehicle Use NOT APPLICABLE	
	Traffic Way TWO-WAY, NOT DIVIDED		Traffic Control NO CONTROL		Traffic Control Inoperative/Missing NO	
	Surface Type BLACKTOP (BITUMINOUS)		Road Curvature CURVE RIGHT		Road Grade LEVEL	
	Truck Bus or HazMat NO					
	Vehicle					
	UNIT 01 VEHICLE 01	License Plate Number		Plate Type	St	Country of Issuance
Vehicle Identification Number		Make	Year	Model		
Color		Body Style		Bus Use		
Initial Contact Point 99 - UNKNOWN		Vehicle Damage				
Extent Of Damage VEHICLE NOT AT SCENE		16 - VEHICLE NOT AT SCENE				



CNLOFMV8VS
21-6245

WISCONSIN MOTOR VEHICLE
CRASH REPORT

LAKE GENEVA POLICE DEPARTMENT
626 GENEVA STREET
LAKE GENEVA, WI 53147
(262) 248-4455

UNIT	Towed Due To Damage NOT TOWED		Vehicle Removed By OPERATOR	
	What Driver Was Doing		Vehicle Factors	
	Driver Prior Action Other		UNKNOWN	
	Driver Actions UNKNOWN			
01	Owner Name		Owner Address	
01	Sequence Of Events			
	Event CROSS CENTERLINE			
	Event RUN OFF ROADWAY LEFT			
	Event GUARDRAIL FACE			
01	Event			
01	Individual			
	Driver		Citations Issued 0	Sex
	Address		Date of Birth	Race
			Driver License Number	
01	On Duty Crash		Safety Equipment	
	Row 01 - FRONT ROW	Seat Position 07 - LEFT	NONE USED - VEHICLE OCCUPANT	
	Helmet Use		Helmet Compliance	
	Eye Protection		Tint Compliance	
01	Injury Severity NO APPARENT INJURY		Airbag NOT APPLICABLE	
	Ejected NOT APPLICABLE	Ejection Path NOT EJECTED/NOT APPLICABLE	Trapped/Extricated NOT APPLICABLE	
	Medical Transport NOT TRANSPORTED		EMS Agency Identifier	EMS Run #
	Hospital		Date of Death	Time of Death
01	Distracted By Source			
	Distracted By Action			
01	Striking Unit #		Location	

CNL0FMV8VS
21-6245

WISCONSIN MOTOR VEHICLE
CRASH REPORT

LAKE GENEVA POLICE DEPARTMENT
626 GENEVA STREET
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UNIT 01	Prior Action		
	Action		
	Action Other		To/From School
	Suspected Alcohol Use		Suspected Drug Use
	Alcohol Test Given TEST NOT GIVEN	Alcohol Test Type	Alcohol Test Results
	Drug Test Given TEST NOT GIVEN	Drug Test Type	Drug Test Results
	Drug Type		
	Individual Condition		
	NOT OBSERVED		
	Property Owner		
PROP OWNER 01	Government CITY OF LAKE GENEVA (262) 248-6644		Address 626 GENEVA ST LAKE GENEVA, WI 53147 , US
	Fixed Objects Struck		
01	Striking Unit 01	Struck Object GUARDRAIL FACE	Damage Tag Number

4/27/21

70° Sunny

Sage St. and Water St. grading measurements

NW Corner:

$$\begin{aligned} & 190 + 45 + 160 = 45 \text{ Sq yd} \quad \text{ped side} \\ \text{North Side} - & (10' \times 19') + (3' \times 15') + (3' + 10')/2 \times 20 \\ \text{South Side} - & (45' \times 15.5') + (11' \times 11') = 247.5 \times 121 = 41 \text{ Sq yd} \quad \text{street side} \end{aligned}$$

SE Corner:

$$\begin{aligned} \text{East Side} - & (7' \times 8') + (8.5' \times 26') \quad 56 + 234 = 32.2 \quad \text{ped side} \\ \text{West Side} - & (7' \times 5') + (13' \times 31.5) \quad 35 + 410 = 50 \quad \text{street side} \end{aligned}$$

Repair Items for Concrete for 2020 LG Streets project completed including

- Sidewalk and curb at alley near North St.
- Curb at Sage St. and Dodge St.
- Sidewalk at Sage St. and Water St.

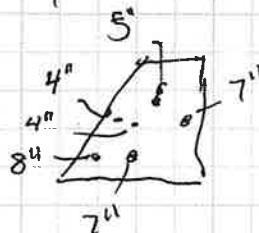
Remaining work:

- Concrete Apron @ Alley
- Remove Inlet Protection
- Restoration work

Concrete Apron that cracked measured to be 8" thick @ after removal.

Talked w/ the homeowner @ the NW side of Water St about grading and he confirmed he was ok with the pink painted line in his yard. Stated the homeowner at the SE side was fine with grading "all the way to his tree".

5" base
7" base
7" base



10/19/20 - Mtech Restoration

Mtech on-site performing restoration for Lake Geneva job.

Crew

1- Foreman (Adam)

2- Operators

3- Laborers

Equipment

1- CAT Skid steer

1- Shouldering Machine

Sprayed hydro-seeding on all locations after top soil was placed and compacted.

Bradford on-site adjusting inlet at Sheridan and Sage. Talked with Neil about abandoning it but said he would prefer it was kept active in case.

Crew

1- Foreman (Kady)

1- Operator

Equipment

1- CASE 38 Mini Exc.

Restoration Qty

SW

$$\text{Sage St + Dodge St} = (54' \times 5') + (2' \times 55') + (9' \times 10') + (2' \times 7') + (8' \times 9') + (25' \times 9.5') =$$

$$\text{NW Sage St + Dodge St} = (5' \times 3') + (9.5' \times 41') + (8' \times 54') + 5' \times 40' + 70' \times 6' + 6' \times 12' + 11' \times 15'$$

$$\text{Oak Ln + Sage St} = 2' \times 7' + (8' \times 4') \times (14' \times 4') + (9' \times 9') + (6' \times 5') + (6' \times 3') + (22' \times 3') + (6' \times 3') + (6' \times 3')$$

$$\text{Water St + Sage St} = (8' \times 2.5') + (43' \times 10') + (33' \times 4') + (3' \times 11') + (13' \times 3.5') + (7' \times 8') + (1' \times 4.5') + (5' \times 4.5') + (10' \times 1') + (10' \times 1')$$

$$\text{Sage St - Water to Walworth} = (1' \times 1') + (2' \times 14') + (6' \times 2') + (4' \times 4') + (5' \times 15') + (2' \times 2') + (4' \times 3') + (7' \times 4') + (6' \times 5')$$

SE

$$\text{Sage + Walworth Int} = (35' \times 3') + (13' \times 3') + (3' \times 11') + (9' \times 9')$$

NE

$$= (11' \times 14') + (2' \times 4') + (9' \times 4') + (14' \times 9') + (14' \times 9') + (9' \times 8')$$

$$\text{NW} = (11' \times 16') + (9' \times 8') + (11' \times 11')$$

$$\text{SW} = (8' \times 7') + (5' \times 10')$$

$$\text{Sage - Walworth to Haskins} = (2' \times 3') + (1' \times 1') + (2' \times 6') + (5' \times 6') + (4' \times 8') + (4' \times 5')$$

$$\text{Sage - Haskins to Spring} = (12' \times 2.5') + (2' \times 16') + (10' \times 7') + (2.5' \times 12') + (4' \times 5') + (2' \times 2') + (2.5' \times 17')$$

From: Naomi Rauch, PE C.F.M. <nrauch@kapurinc.com>

Sent: Thursday, July 8, 2021 9:09 AM

To: Tom Earle

Cc: Michael G. Timmers, PE; Gregory L. Governatori, PE; Emma Connell; Luke Podella

Subject: RE: [External]PWC

Hi Tom,

I have attached Luke's Field notes for clarification and noted the side of the sidewalk that included area of restoration, ped curb, or street side. The 168 SY of change order #2 contained restoration on both the terrace and ped curb side of the sidewalk that was replaced. Most of the disturbance on the terrace side was due to construction access to the sidewalk/ped curb for removal. 77.2 SY was restored on the ped curb side of the street and 90.8 SY on the terrace side. For comparison I've attached the notes from the first restoration in October which 161.8 SY was restored in total.

Based on the information presented, We think it is reasonable for the City to approve payment of the 77.2 SY of restoration on the ped curbside removed at PWC request, but NOT approve payment of the 90.8 SY of restoration on the terrace as that work can be attributed to removal and replacement of the sidewalk due to inadequate width.

If you have any questions, please let me know.

Naomi Rauch, PE C.F.M.

O: 262.758.6032

From: Naomi Rauch, PE C.F.M.

Sent: Thursday, July 1, 2021 12:59 PM

To: Tom Earle (tearle@cityoflakegeneva.com) <tearle@cityoflakegeneva.com>

Cc: Michael G. Timmers, PE <mtimmers@kapurinc.com>; Gregory L. Governatori, PE <ggovernatori@kapurinc.com>; Emma Connell <econnell@kapurinc.com>; Luke Podella <lpodella@kapurinc.com>

Subject: [External]PWC

Hi Tom,

I have asked Luke to check his field notes for measurements to see if we can verify the amount of restoration that resulted from removing the ped curb versus replacing the sidewalk. I will be off Friday – Tuesday so included the whole crew in this response.

Thank you for your support Monday!

Naomi Rauch, PE C.F.M.

O: 262.758.6032

Memo to City of Lake Geneva

To: Tom Earle, Public Works Committee **Date:** July 22, 2021

From: Emma Connell

CC: Neil Waswo, Naomi Rauch, Greg Governatori

Subject: Change Order #2 – 2020 Street Program (Sage and Water Street sidewalk/ped curb replacement)

To clarify the restoration area/amount of Change Order #2, field notes from the construction engineer on-site have been attached. The original amount for restoration paid by the City in October 2020 was for 161.8 SY. Change Order #2 is for 168 SY. The square yardage of Change Order #2 includes 90.8 SY of restoration on the terrace and 77.2 SY of restoration on ped curb side of the sidewalk that was replaced. There was disturbance on the terrace side due to construction access for the sidewalk/ped curb removal.

It is reasonable to approve payment of the 77.2 SY of restoration on the ped curb side removed at PWC request but NOT for the restoration on the terrace site that could be attributed to the removal and replacement of the sidewalk due to inadequate width (90.8 SY).

If the Committee approves the payment for the 77.2 SY the total would be \$942.02.



4/27/21

70° Sunny

Sage St. and Water St. grading measurements

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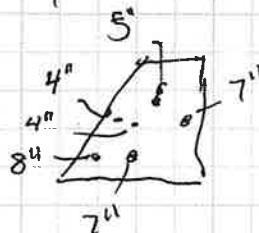
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