



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, NOVEMBER 22, 2021 4:00 P.M.
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (LOWER LEVEL)

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

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AGENDA

1. Meeting called to order by Chairperson Flower
2. Roll Call
3. Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda. Comments will be limited to 5 minutes
4. Approval of the October 25, 2021 Public Works Committee meeting minutes as prepared and distributed
5. Director of Public Works Report
 - a. Update regarding Bloomfield Rd Signal
 - b. Update regarding Cemetery
6. Parking Manager Report
 - a. Update regarding End of Month Parking Revenue
 - b. Update regarding Year to Date Parking Revenue
 - c. Update regarding Shuttle Usage
 - d. Update regarding potential Electric Charging Stations
7. Discussion/Recommendation regarding lot located at 1815 Conant St- *Chairperson Flower and Building & Zoning Dept*
8. Discussion/Recommendation regarding Disc Golf Bridge #5- *Ellena Engineering*
9. Discussion/Recommendation regarding Highway 50 project, including drainage areas- *DPW Director Earle*
10. Discussion/Recommendation regarding Bike and Pedestrian Study; including WisDOT feedback for bike accommodations- *Public Works Director Earle*
11. Discussion/Recommendation regarding 2021 Street Improvements- *Kapur Engineering*
12. Discussion/Recommendation regarding 2022 Street Improvement project – *MSA Engineering*
13. Discussion/Recommendation regarding potential Request for Proposals for Civil Engineering Services- *Chairperson Flower*

14. Discussion/Recommendation regarding 2021 Crack Filling Project- ***DPW Director Earle***
15. Discussion/Recommendation regarding 2022 Crack Filling Project- ***DPW Director Earle***
16. Discussion/Recommendation regarding Department of Public Works Roof Project Bids- ***DPW Director Earle***
17. Discussion/Recommendation regarding Townline Road Signage- ***Chairperson Flower***
18. Discussion/Recommendation regarding leaf pickup program- ***Chairperson Flower***
19. Future Agenda Items
20. 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, OCTOBER 25, 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 4:01 p.m.

Roll Call

Present: Hedlund, Fesenmaier, Flower, Dunn and Halverson

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

Charlene Klein; 812 Wisconsin St; Spoke in favor of the Never Say Never Playground and asked that the agenda item be moved up.

Approval of the September 27, 2021 Public Works Committee meeting minutes as prepared and distributed
Motion by Hedlund to approve, second by Dunn. No discussion. Motion carried 5-0.

Motion by Howell to move up the agenda item regarding the Never Say Never playground, second by Halverson. Motion carried 5-0.

Discussion/Recommendation regarding the Never Say Never Playground- Park Board Chair/Representative and Mayor Klein

Chairperson Flower read the correspondence from Cindy Forster, the Park Board Chair, in support of the Never Say Never Playground. Mayor Klein spoke in favor of this project. Public Works Director Earle explained that the City had allocated \$15,000 and a space at Veteran's Park for this project. He added that the playground currently in Veteran's Park is in dire need of repair; he inquired if the committee would like to replace the existing playground equipment or move forward with the Never Say Never playground. Earle added that parts of the playground, or possibly the whole playground would need to be closed. The estimated cost for the Never Say Never playground is approximately \$500,000 and would require the City to set aside funds for ongoing maintenance.

Motion by Halverson to allow Diane Granis from Never Say Never to address the committee, second by Hedlund. Motion carried 5-0.

Diane Granis addressed the committee regarding the proposed project. She added that they have been fundraising and that maintenance funds had not been considered, but that it would be. Earle stated that money had been approved some time ago for this project but had been placed on hold. He added that the playground equipment currently in Veterans Park is in need of replacement and is very much in favor of this project; he does worry about the ongoing maintenance costs. Flower added that the Park Board would need to place funds in their budget to accomplish this as this is within their purview. No action taken.

Director of Public Works Report

Update regarding Bloomfield Rd Signal

Earle stated that this is moving forward and is being reviewed by the engineers. Naomi Rausch stated that the engineering services agreement had been signed by the City and Township. There will be a draft plan and a cost estimate available soon. Earle added that the engineering services agreement to move forward with the process, had been signed by the Mayor, City Administrator, and Public Works Director. Earle added that the City will only be contributing \$150,000 to the project and then the school district will take on the remainder of the cost. Earle hopes to start the project as soon as possible and realizes that there is not an ideal time to do this, between school traffic and tourism traffic. Rausch noted that the estimated completion date would be late July or early August 2022. No action taken.

Update regarding Cemetery

Earle stated that there isn't anything to report on the Cemetery at this time. He added that the City is reviewing the currently owned software to track burials and plots. No action taken.

Update regarding Brush Collection

Earle explained the program started last month and has been going fairly well. He added that the recent rain has slowed that process. He added that the idea of year-round brush collection was discussed with his staff, but that wouldn't be feasible with the amount of staff. Fesenmaier stated that she has gotten requests that there be more pickups throughout the year, not just the spring and fall. She would like to see solutions to address their requests. Earle expressed concerns with the amount of staff that kind of program would require. No action taken.

Update regarding 2022 Street Improvement Project

Earle stated that the engineer is still working on the project with little update. No action taken.

Parking Manager Report

Parking manager Elder addressed the committee regarding the September 2021 revenues. He noted that the program collected \$230,000, between the kiosk and ParkMobile App. He added that the year to date revenue is a little over \$2 million, but will bring a detailed overview at the next meeting. He added that the Sunday morning church placard program is still active, through the end of this month. The utilization of those placards remains unchanged from the last few weeks. He added that the shuttle program saw about 270 riders for the Oktoberfest event. No action taken.

Discussion/Action regarding Utility Commission and Public Works Department joint project located on Lakeview Dr and Lake Shore Dr using the American Rescue Act Funds- **DPW Director Earle & Utilities Director Gajewski**

Directors Earle and Gajewski made themselves available for questions pertaining to this project. Flower inquired about the storm water in this area. Earle explained that this project will include the addition of storm water drainage along with curb and gutter. No action taken.

Discussion/Recommendation regarding Main Street and Highway 50 project

Earle stated that he had met with the WisDOT regarding the project and that the main point of concern is the drainage of this area. The area of concern is near Highway 50 and Curtis Street was listed as a concern, but that as he has not had any complaints about the road flooding or icing. He noted that there are solutions to abate this drainage issue, but that the WI DOT is concerned about costs associated with the solutions. He cited other drainage issues throughout the City as well. He further added that there have been discussions about integrating bike paths through the City. Earle stated that this is still in the conceptual phase and will continue to have meetings to address these issues.

Motion by Flower to have the WisDOT explore a bike crossing in front of the Starbucks on Edwards Blvd, second by Fesenmaier. Motion carried 5-0.

Earle also discussed the proposed expansion of Highway 50 and that the WisDOT is exploring those options as well. No action taken.

Discussion/Recommendation regarding the 2021 Street Improvement project

Emma Connell from Kapur Engineering, stated that most of the work in the project is done, except for the restoration work. This is slated to be completed as soon as possible but that weather will be the main factor. She added that the project should be complete by mid-November. Naomi Rausch stated that the change order for the work for the crossing on Edwards Blvd, came back quite high and is on hold. Earle stated that this may come back in 2022 as part of the street improvement project or as a standalone project.

Motion by Flower to have Change Order #1 moved into the 2022 Street Improvement Project, second by Halverson. Motion carried 5-0.

Discussion/Recommendation regarding ordinance identifying adjacent property owners to be responsible for bike path/multi-use path snow removal- **Park Board Chair/Representative**

Earle stated that the two areas of concern include a stretch on Edwards Blvd that are privately owned; located near Aldi and Wal-Mart. This was discussed by the Park Board and this was their recommendation. This area was looked at specifically as it is used as not only a sidewalk, but as a multi-use path. This change would greatly help the Public Works Department. Flower identified more paths that should be addressed, including the ones on Townline Rd. She would like that paths in the right-of-ways be cleared by the property owner, whether privately or City owned. The Attorney would need to draft an ordinance to address these changes.

Motion by Fesenmaier to refer to the Finance Committee pending Attorney review, second by Flower. Motion carried 5-0.

Discussion/Recommendation regarding City snow plowing policy

Earle stated that the policy is in the packet and this has been reviewed by the City Attorney. He added that there would need to be ordinance changes to adhere with the proposed policy. He added that the biggest change would be include the responsibility of clearing fire hydrants would possibly be put on the property owners; it currently falls on the employees on the Utility Commission. The Attorney added minor changes to the language within the policy. Flower added that there needs to be distinctions between bike paths/sidewalks/multi-use paths, just so that it is clear. Earle stated that another change within the policy, would be that the Emergency Manager (Police Chief) can call a snow emergency as well as the Mayor and Council President. Fesenmaier expressed concerns with who can declare a snow emergency; feels that it should remain as it is with Council confirmation after the fact.

Motion by Flower to accept the snow plowing policy as presented and that it be referred to the Finance, Licensing, and Regulation Committee, second by Hedlund. Motion carried 5-0.

Discussion/Recommendation regarding striping on Edwards Blvd and Main St – **Kapur Engineering**

Earle stated that this had already been approved and this was just an update. Naomi Rausch noted that the cost was approximately \$15,000 and the work should be done by mid-November. No action taken.

Discussion/Recommendation regarding Disc Golf Bridge – **Park Board Chair/Representative**

Earle explained that the Park Board had discussed this and recommended that bridge #3 be considered for repair. This bridge would have the capacity to hold a vehicle for emergency service purposes. Flower stated that she is not in favor of the bridges being built to accommodate vehicles. Flower stated that she would also like to see the condition of the remaining bridges and added that bridge #3 does not get the same traffic that bridge #5 does. She added that bridges #1 and #5 would need the most attention, but that #3 is the recommendation of the Park Board.

Motion by Hedlund to replace bridge #5 with a pedestrian bridge, second by Flower. Motion carried 5-0 on a roll call vote.

Motion by Flower to eliminate bridges #2 and #4 expeditiously, second by Hedlund. Fesenmaier and Dunn disagreed with removing the other bridges. Motion failed 2-3 on a roll call vote, with Dunn, Fesenmaier, and Halverson voting no.

Discussion/Recommendation regarding adopting a Sidewalk Maintenance Program in 2022 - **Ald. Flower**

Flower stated that there is an updated policy in the packet for review. She noted that there are many areas in the City that are in dire need of attention and repair. Earle questioned how this would be funded on an annual basis and if the residents would be special assessed for this work. Flower stated that this work should be included as part of Street Improvement project on an annual basis. Fesenmaier feels that this should be separate from the streets improvement project. That way there would be flexibility to fix sidewalks that are not on roads within the street improvement project. Earle added that the committee would need to identify how to handle corner properties with ramps.

Motion by Flower to approve adopting a sidewalk maintenance program to start in 2022 and have the City Attorney review, second by Halverson. Motion carried 5-0.

Discussion/Recommendation regarding transferring of funds from the Capital Improvement Project Fund for the Library Park Sidewalk Project, to the Public Works General Operating Budget for Sidewalks located on Park Drive and Wells Street- **Ald. Flower**

Flower stated that this was proposed at the last meeting.

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

Discussion/Recommendation regarding gap, island, and boundary properties- **Ald. Fesenmaier**

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

Discussion/Recommendation regarding Downtown Main St Signals timing for the pedestrian crossing - **Ald. Flower**

Earle stated that TAPCO could make changes to the timing, within the constraints of Wisconsin law. Earle recommended that this go before the Finance Committee and the Council. WisDOT indicated that the City has full control of this.

Motion by Flower to recommend that the pedestrian crossing on call from mid-May to mid-September, on Fridays, Saturdays, and Sundays, second by Hedlund. Hedlund expressed concerns with the traffic lights and how they communicate with each other; he feels that there are major issues with the traffic flow on Main St between Center St and Broad St.

Discussion/Recommendation regarding PROWAG ordinance adoption- **Ald. Flower**

Flower stated that this is in the packet and would modify the ordinances for ADA compliance. This more specifically addresses the necessary ADA compliance items for inside of buildings.

Motion by Flower to approve, second by Fesenmaier. Motion carried 5-0.

Future Agenda Items

Adjourn

Motion by Hedlund adjourn, second by Halverson. Motion carried 5-0. The meeting adjourned at 6:05 p.m.

ENGINEERING SERVICES REQUEST

DT2195 2005 (Replaces ED419)

Wisconsin Department of Transportation

Project ID	Date 10/7/21
Highway STH 120	Connecting Street ☐ Yes ☒ No
Limits STH 120 at Bloomfield Rd	
City/County Bloomfield/Lake Geneva/Walworth	Cost Estimate \$82,703.86*
Local Municipality / Company Name City of Lake Geneva	
Billing Address 1065 Carey Street Lake Geneva, WI 53147	
Contact Person Tom Earle	

Check all types of services required.

We request engineering services from the Wisconsin Department of Transportation as follows:

- | | |
|---|--|
| ☐ Aerial Photography | ☐ Process Documents and Plans |
| ☐ Appraisal and Acquisition Assistance | ☐ Railroad Negotiations |
| ☒ Electrical Field Inspection | ☐ Relocation |
| ☐ Environmental Reports | ☐ Soils Report |
| ☐ Pavement Design | ☐ Survey |
| ☐ Preliminary and Final Plans | ☐ Traffic Projections |
| ☐ Preliminary and Final Structure Plans | ☒ Traffic Signal Design |
| ☐ Prepare P.S. & E. | ☒ Traffic Signal Equipment - State Furnished Materials |

Others - Describe

This agreement includes all WisDOT inspection services, WisDOT traffic signal design review, and State Furnished Traffic Signal Equipment for the traffic signal at STH 120 & Bloomfield Rd.

The municipality will be billed for costs, but the developer may pay the invoice.

*The estimate is subject to change based on the actual provided goods and services.

All necessary costs, or, that part of such costs, which are not eligible for Federal or other funding, accumulated for such services, will be paid by the county / city / village upon presentation of an invoice by the Wisconsin Department of Transportation. The cost estimate is specified above.

Signed on behalf of Township of Bloomfield & City of Lake Geneva

X <u>David Schornor - CHAIRMAN</u>	X <u>Charlene Klein</u> Charlene Klein, Mayor
X	X <u>Dave Nord</u> Dave Nord, City Administrator
X <u>[Signature]</u>	X <u>Tom Earle</u> Tom Earle, DPW Director

For Wisconsin Department of Transportation Use Only

- ☐ Approved
☐ Not Approved

X

(Region Authorization)

(Date)

ENGINEERING SERVICES AGREEMENT ESTIMATE

EQUIPMENT

DESCRIPTION	UNIT	UNIT COST	QUANTITY	TOTAL
Monotube pole, Type 9	EA	\$ 2,511.00	1	\$ 2,511.00
Monotube pole, Type 10	EA	\$ 3,283.00	1	\$ 3,283.00
Monotube mast arm, 15'	EA	\$ 985.00		\$ -
Monotube mast arm, 20'	EA	\$ 1,070.00		\$ -
Monotube mast arm, 25'	EA	\$ 1,201.00		\$ -
Monotube mast arm, 30'	EA	\$ 1,573.00	2	\$ 3,146.00
Monotube pole, Type 12	EA	\$ 5,167.00		\$ -
Monotube pole, Type 13	EA	\$ 6,384.00		\$ -
Monotube mast arm, 35'	EA	\$ 3,110.00		\$ -
Monotube mast arm, 40'	EA	\$ 3,404.00		\$ -
Monotube mast arm, 45'	EA	\$ 4,310.00		\$ -
Monotube mast arm, 50'	EA	\$ 5,173.00		\$ -
Monotube mast arm, 55'	EA	\$ 5,996.00		\$ -
Types 9 & 10 bottom template; monotube poles	EA	\$ 86.00		\$ -
Types 12 & 13, bottom template; monotube poles	EA	\$ 113.00		\$ -
Types 9 & 10 top template; monotube poles	EA	\$ 64.00		\$ -
Types 12 & 13 top template; monotube poles	EA	\$ 75.00		\$ -
Anchor bolts, straight, type 9 & 10 monotube poles	EA	\$ 72.00		\$ -
Anchor bolts, straight, type 12 & 13 monotube poles	EA	\$ 136.00		\$ -
Type 9 Pole, Special	EA	\$ 3,433.00		\$ -
Type 10 Pole, Special	EA	\$ 4,102.00	2	\$ 8,204.00
35' Arm, Special	EA	\$ 1,523.00		\$ -
40' Arm, Special	EA	\$ 1,582.00	1	\$ 1,582.00
45' Arm, Special	EA	\$ 1,647.00	1	\$ 1,647.00
A/B-9/10, Special	EA	\$ 72.00		\$ -
9/10 Bottom, Special	EA	\$ 167.00		\$ -
9/10 Top, Special	EA	\$ 64.00		\$ -

Luminaire arm for monotube, 6 ft	EA	\$ 465.00		\$ -
Luminaire arm for monotube, 15 ft	EA	\$ 499.00	3	\$ 1,497.00

Cabinet & Controller	EA	\$ 18,100.00	1	\$ 18,100.00
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InSync equipment	INTERSECTION	\$ 45,000.00		\$ -
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EVP equipment	INTERSECTION	\$ 4,000.00	1	\$ 4,000.00
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Radar detection equipment	INTERSECTION	\$ 14,000.00	1	\$ 14,000.00
Video detection equipment	INTERSECTION	\$ 27,000.00		\$ -

LABOR/FLEET

Electricians (3 for 3 days)	HOUR	\$ 35.00	72	\$ 2,520.00
Bucket truck (3 for 3 days)	HOUR	\$ 35.00	72	\$ 2,520.00
Bucket truck (3 for 3 days)	MILE	\$ 1.15	864	\$ 993.60

*each electrician typically has own truck

New signal design	EA	\$ 3,000.00	1	\$ 3,000.00
Existing signal revision design	EA	\$ 1,500.00		\$ -
Underground inspection/mapping	INTERSECTION	\$ 2,500.00		\$ -

Sign bridge inspection	EA	\$ 1,500.00		\$ -
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ESTIMATE SUBTOTAL	\$	67,003.60
89% LABOR FRINGE BENEFITS	\$	4,912.80
15% CONTINGENCY	\$	10,787.46
TOTAL ESTIMATE	\$	82,703.86

*Estimate is subject to change



N. Bloomfield Road and Edwards Boulevard (STH 120)

Intersection Improvement and Signalization
Walworth County

Agenda

Intersection Improvement and Signalization Meeting Wednesday, September 15, 2021 – 1 PM

- 1. Introductions**
- 2. Background - City of Lake Geneva, Lake Geneva Jt. #1 School District, the Lake Geneva-Genoa City School District (Badger), and the Wisconsin Department of Transportation (WisDOT) seek to install a traffic signal and improve intersection geometrics**
- 3. Project Updates:**
 - a. Intersection geometrics**
 - i. Traffic report and geometric design approved by WisDOT**
 - b. Signals**
 - i. Preliminary plan submitted to WisDOT for review**
 - c. Street Lighting**
 - d. Storm sewer and culverts**
 - e. Preliminary Cost Estimate**
- 4. Discussion Items**
 - a. Emergency Vehicle Preemption**
 - i. Bloomfield and Edwards**
 - ii. CTH H and Edwards**
 - b. Traffic control/staging**

Account Number	Account Title	2021-21 Period Actual	2021-21 Current year Actual	Current year Budget	Variance Current year	% of Budget
CEMETERY OPERATIONS						
CEMETERY OPERATIONS						
CEMETERY OPERATIONS						
48-00-00-41110	PROPERTY TAX LEVY	.00	150,000.00	150,000.00	.00	100.00
48-00-00-46100	MISC REVENUE	.00	3,205.00	3,250.00	45.00	98.62
48-00-00-46540	SALE OF GRAVES/NICHES	650.00	11,125.00	12,000.00	875.00	92.71
48-00-00-46550	FOUNDATIONS/STAKE-OUTS	.00	300.00	700.00	400.00	42.86
48-00-00-46560	BURIAL INTERNMENTS	2,650.00	25,700.00	26,000.00	300.00	98.85
48-00-00-48110	INVESTMENT INCOME	.00	93.83	600.00	506.17	15.64
48-00-00-49100	APPL OF PRIOR YEARS APPROP	.00	.00	6,000.00	6,000.00	.00
48-00-00-49400	TRANSFER FROM PERPETUAL CARE	1,010.91	9,802.73	13,000.00	3,197.27	75.41
Total CEMETERY OPERATIONS:		4,310.91	200,226.56	211,550.00	11,323.44	94.65
CEMETERY OPERATIONS						
48-00-00-51200	CEM WAGES	7,048.52	78,508.33	91,800.00	13,291.67	85.52
48-00-00-51250	CEM OVERTIME	74.83	1,787.94	3,500.00	1,712.06	51.08
48-00-00-51260	CEM SEASONAL LABOR	1,371.99	10,199.33	12,300.00	2,100.67	82.92
48-00-00-51340	CEM LIFE INSURANCE EXP	21.45	243.15	275.00	31.85	88.42
48-00-00-51345	CEM HEALTH INSURANCE	907.13	22,533.86	39,415.00	16,881.14	57.17
48-00-00-51350	CEM DENTAL INSURANCE	35.00	1,208.06	840.00	368.06-	143.82
48-00-00-51355	CEM VISION INSURANCE	2.85	68.02	66.00	2.02-	103.06
48-00-00-51360	CEM RETIREMENT EXPENSE	480.83	5,511.31	6,435.00	923.69	85.65
48-00-00-51370	CEM DISABILITY EXP	16.43	262.50	340.00	77.50	77.21
48-00-00-51380	CEM UNIFORM ALLOWANCE	.00	1,200.00	1,200.00	.00	100.00
48-00-00-51520	CEM FICA EXPENSE	646.98	6,820.96	8,235.00	1,414.04	82.83
48-00-00-52210	CEM TELEPHONE EXP	87.60	1,082.19	1,350.00	267.81	80.16
48-00-00-52220	CEM ELECTRICITY EXP	.00	1,517.88	2,000.00	482.12	75.89
48-00-00-52240	CEM GAS HEAT EXP	19.18	558.25	1,200.00	641.75	46.52
48-00-00-52260	CEM WATER/SEWER EXP	309.81	2,548.58	3,000.00	451.42	84.95
48-00-00-52400	CEM BUILDING REPAIRS	305.98	305.98	2,000.00	1,694.02	15.30
48-00-00-52500	CEM EQUIP MAINT/REPAIRS	81.69	3,174.68	3,000.00	174.68-	105.82
48-00-00-53100	CEM OFFICE SUPPLIES	.00	.00	100.00	100.00	.00
48-00-00-53120	CEM POSTAGE EXP	.00	.00	40.00	40.00	.00
48-00-00-53130	CEM WORKERS COMP INS	.00	2,348.82	3,200.00	851.18	73.40
48-00-00-53140	CEM LIABILITY/PROPERTY INS	.00	1,763.79	2,340.00	576.21	75.38
48-00-00-53400	CEM OPERATING SUPPLIES	.00	918.07	1,000.00	81.93	91.81
48-00-00-53410	CEM FUEL EXPENSE	.00	3,231.85	5,000.00	1,768.15	64.64
48-00-00-53500	CEM BLDG MAINT SUPPLIES	25.97	189.44	500.00	310.56	37.89
48-00-00-53510	CEM VEHICLE MAINT/REPAIR	85.72	1,662.97	3,000.00	1,337.03	55.43
48-00-00-53600	CEM MAINT SERVICE EXP	.00	318.00	1,700.00	1,382.00	18.71
48-00-00-53620	CEM GROUNDS/LANDSCAPING	.00	620.34	800.00	179.66	77.54
48-00-00-53990	CEM MISC EXP	.00	94.94	350.00	255.06	27.13
48-00-00-54200	CEM GRAVES/FOUNDATIONS	.00	15,857.97	16,400.00	542.03	96.69
48-00-00-54300	CEM COLUMBARIUM EXPENSES	.00	.00	164.00	164.00	.00
Total CEMETERY OPERATIONS:		11,521.96	164,537.21	211,550.00	47,012.79	77.78
Total CEMETERY OPERATIONS:		15,832.87	364,763.77	423,100.00	58,336.23	86.21
CEMETERY OPERATIONS Revenue Total:		4,310.91	200,226.56	211,550.00	11,323.44	94.65
CEMETERY OPERATIONS Expenditure Total:		11,521.96	164,537.21	211,550.00	47,012.79	77.78

Account Number	Account Title	2021-21 Period Actual	2021-21 Current year Actual	Current year Budget	Variance Current year	% of Budget
	Net Total CEMETERY OPERATIONS:	7,211.05-	35,689.35	.00	35,689.35-	.00
	Net Grand Totals:	7,211.05-	35,689.35	.00	35,689.35-	.00

CITY OF LAKE GENEVA
PARKING SALES BY DAY - OCT

	CASH	CREDIT CARD	TOTAL			
1-Oct	146.80	5,773.88	5,920.68			
2-Oct	170.25	8,047.50	8,217.75			
3-Oct	155.40	5,423.85	5,579.25			
4-Oct	63.25	2,197.25	2,260.50			
5-Oct	90.10	2,842.94	2,933.04			
6-Oct	90.65	2,873.30	2,963.95			
7-Oct	105.90	2,301.59	2,407.49			
8-Oct	103.00	4,943.95	5,046.95			
9-Oct	125.70	11,558.10	11,683.80			
10-Oct	127.10	7,504.44	7,631.54			
11-Oct	113.55	3,094.34	3,207.89			
12-Oct	129.90	2,842.88	2,972.78			
13-Oct	137.70	2,226.41	2,364.11			
14-Oct	152.60	3,031.68	3,184.28			
15-Oct	156.85	4,993.51	5,150.36			
16-Oct	149.45	9,548.51	9,697.96			
17-Oct	129.70	7,226.19	7,355.89			
18-Oct	125.90	3,783.65	3,909.55			
19-Oct	103.00	4,245.49	4,348.49			
20-Oct	132.75	2,868.40	3,001.15			
21-Oct	79.20	2,302.06	2,381.26			
22-Oct	120.10	4,670.09	4,790.19			
23-Oct	119.30	9,823.01	9,942.31			
24-Oct	54.10	3,438.04	3,492.14			
25-Oct	54.20	1,469.34	1,523.54			
26-Oct	83.10	2,719.79	2,802.89			
27-Oct	86.55	2,197.26	2,283.81			
28-Oct	50.65	1,480.73	1,531.38			
29-Oct	139.80	2,413.68	2,553.48			
30-Oct	113.05	6,597.69	6,710.74			
31-Oct	82.75	3,291.47	3,374.22	Coin	3,492.35	1.9%
	3,492.35	137,731.02	141,223.37	CC	137,731.02	73.2%
				Parkmobile	47,026.50	25.0%
Net of Tax			133,861.01		188,249.87	100%
2020			111,639.42	net of tax		
2019			119,230.09	net of tax		
2018			122,543.84	net of tax		
AVG 2018-2020			117,804.45			

OVER (UNDER)	16,056.56
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PARKMOBILE		net of tax
2021	47,026.50	44,574.88
2020	15,742.65	14,921.94
2019	8,351.42	7,916.04
2018	5,456.16	5,171.72

2021 Post-Tax Parking Revenue

	Kiosks	App	Kiosks + App
February	\$ 85,665.00	\$ 17,376.00	\$ 103,041.00
March	\$ 98,074.00	\$ 22,372.00	\$ 120,446.00
April	\$ 97,859.00	\$ 27,666.00	\$ 125,525.00
May	\$ 144,906.00	\$ 50,743.00	\$ 195,649.00
June	\$ 219,652.00	\$ 63,666.00	\$ 283,318.00
July	\$ 271,079.00	\$ 91,264.00	\$ 362,343.00
August	\$ 254,700.00	\$ 76,137.00	\$ 330,837.00
September	\$ 168,479.00	\$ 53,477.00	\$ 221,956.00
October	\$ 134,626.00	\$ 44,574.00	\$ 179,200.00
November	\$ 40,869.00	\$ 15,403.00	\$ 56,272.00
Season Total	\$ 1,515,909.00	\$ 462,678.00	\$ 1,978,587.00

Octoberfest Parking Shuttle Ridership:

Saturday, October 9, 2021: 236 riders

Sunday, October 10, 2021: 35 riders

CT4000 Family

ChargePoint® Level 2 Commercial Charging Stations

The CT4000 family is the latest generation of ChargePoint commercial charging stations. Refined yet rugged, these stations set the industry standard for functionality and aesthetics.

The CT4000 full motion color LCD display instructs drivers and supports dynamic updates of custom branded videos and advertisements.

Intelligent power management options double the number of parking spaces served by allowing two charging ports to share a single circuit. Sites with single port EV stations can upgrade to dual port stations without requiring additional electrical services.

The CT4000 is the first ENERGY STAR® certified EV charger because it charges efficiently and conserves power when not charging. As an ENERGY STAR certified EV charger, the CT4000 uses significantly less energy than a standard EV charger when in standby mode to help you save money on your utility bill.

All CT4000 models offer one or two standard SAE J1772™ Level 2 charging ports with locking holsters, each port supplying up to 7.2kW. With this standard connector, ChargePoint level 2 stations can charge any EV.

Stations are available in bollard and wall mount configurations for easy installation anywhere. All stations are fully software upgradeable remotely over the air.

Stations come in both 6' and 8' tall models with 18' and 23' cords, respectively. With multiple options for size and cord reach, your station can service up to four parking spaces, reach all car models regardless of parking style or car sizes and increase the usability of your EV spots.

Driver Friendly User Interface

- + Instructional video shows how to use the station
- + Multi-language: English, French, Spanish
- + Touch button interface; works in rain, ice and with gloves
- + Backed by ChargePoint's world class 24/7 driver phone support

Easily Communicate with Your Drivers

Whether you're a retail establishment wanting to advertise your latest product, a workplace looking to communicate with employees or a municipality wanting to welcome visitors, ChargePoint's prominent LCD screen makes it easy to reach EV drivers:

- + Daylight readable, with auto brightness control
- + 640 X 480 resolution active matrix
- + Full motion 30fps video support
- + Upload up to 60 seconds of high quality video on a color LCD screen to individual stations as often as desired
- + Brand your charging stations to communicate with drivers
- + Instructional video in English, Spanish or French



The First
ENERGY STAR®
Certified EV Charger

Service Products and Support

ChargePoint offers world-class service products and support that help ensure quality of work, save time and money, protect your investment and enhance the productivity of your charging stations. From site planning to installation and setup, to ongoing care and management, when you choose ChargePoint, you're covered.

- + **ChargePoint Configuration and Activation:** customized setup and activation of your stations
- + **ChargePoint Assure:** the most comprehensive EV Station maintenance and management in the industry

Energy Measurement and Management

- + Real-time energy measurement
- + 15 minute interval recording
- + Time of Day (TOD) pricing
- + Load shed by percentage of running average or to fixed power output

Minimize Costs with Flexible Power Management Options

In the vast majority of applications, a full power configuration is the best choice for both station owners and drivers. However, when drivers are parked for a longer time, an intelligent, lower power output can save station owners considerable installation cost while still providing drivers a great charging experience. With flexible power options, station owners can meet the needs of drivers while lowering costs:

Power Select (Patent Pending)

- + Allows for a lower capacity (less than 40A) circuit to power each port
- + Cuts installation costs by reducing the cost or even avoiding the need to upgrade panels or transformers

Power Sharing

- + Dynamically share one 40A, 30A or 20A circuit between two parking spaces
- + Doubles the number of parking spots served while reducing installation and operating costs
- + Allows station owners to upgrade a single port station to dual port to serve more drivers with no electrical upgrade

Clean Cord Technology

- + Keep charging cords off the ground
- + Standard on all models
- + Ultra-reliable second-generation gravity operated mechanism
- + Flexible over entire -40°F to +122°F product temperature range

Safe, Reliable, Energy Efficient Hardware

- + UL listed, meeting the stringent requirements of the nation's leading safety standards organization
- + Stations are rugged, built to withstand the elements
- + Safe, Reliable and Energy Efficient
- + ENERGY STAR certified, charges efficiently and conserves power when not charging

When Charging is Mission Critical, Protect Your Investment with ChargePoint Assure

- + **Minimize downtime:** ChargePoint Assure provides the most comprehensive EV Station maintenance and management in the industry
- + **Get up and running quickly and flawlessly:** Professional guidance for station configuration saves you time, and unlimited changes to station policies flexibly supports your business
- + **Eliminate unexpected future expenses:** Cost for parts and on-site labor to install is covered for all Assure eligible repairs
- + **One less thing to worry about:** Proactive station monitoring provides you with regular reporting
- + **Reduced risk of downtime:** We guarantee 98% annual uptime and one business day response to requests
- + **Support when you need it:** We're there for you *and* your drivers. Phone support available for station owners Monday to Friday from 5 AM to 6 PM Pacific. Phone support for drivers is 24/7/365, so you never need to field a driver call

Ultra-reliable second-generation gravity operated mechanism.

18' and 23' cords to reach all car models and serve more parking spaces.

World-class 24/7 driver phone support.

Instructional video shows how to use the station. Multi-language charging instructions, giving drivers the choice of English, French or Spanish.

Driver interaction is supported in any weather by five rugged, back-lit buttons with audio feedback.

Strong and rugged design materials built to withstand the elements.

CT4000 stations come with 18' or 23' cords to increase the usability of your charging spots, on 6' and 8' tall models respectively.

CT4021

Dual-port bollard charging station with 18' charging cables. Standard *EV Charging Only* sign without optional custom branding.



Promote Your Brand and Business

Having your stations installed in a visible location makes a bold statement about your business' commitment to sustainability and shows that you care about your customers. ChargePoint CT4000 stations are built for customization so you can conveniently promote your brand as well. With custom signage and video you can:

- + Increase brand recognition
- + Attract EV drivers by making sure your stations are highly visible
- + Ensure EV charging installations are consistent with the look and feel of your brand
- + Differentiate your stations from standard ChargePoint stations to make them easily identifiable by your driver base



Branded CT4021
Shown with optional
branding on bollard.
18' cords on 6' model.

Easily customizable branding area.
All stations come with *EV Charging Only* sign, which can be replaced with your custom signage.

5.7" color LCD display for customizable video content.

Upload up to 60 seconds of high quality video to individual stations as often as desired.

Daylight readable with auto brightness control.

OPTIONAL:
Additional customizable branding areas.

All stations have standard extrusions to hold your custom signage.

Artwork templates and material specifications are conveniently downloadable from chargepoint.com



Branded CT4025
Shown with optional
branding on back.
23' cords on 8' model.

Bollard Charging Stations

CT4011



CT4021



CT4025



Wall Mount Charging Stations

CT4013



CT4023



CT4027



Contact Us



Visit chargepoint.com



Call +1.408.705.1992



Email sales@chargepoint.com



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Campbell, CA 95008-6617 USA

+1.408.841.4500 or
+1.877.370.3802 US and Canada toll-free
chargepoint.com

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Listed by Underwriters
Laboratories Inc.



2020



PLUGZIO

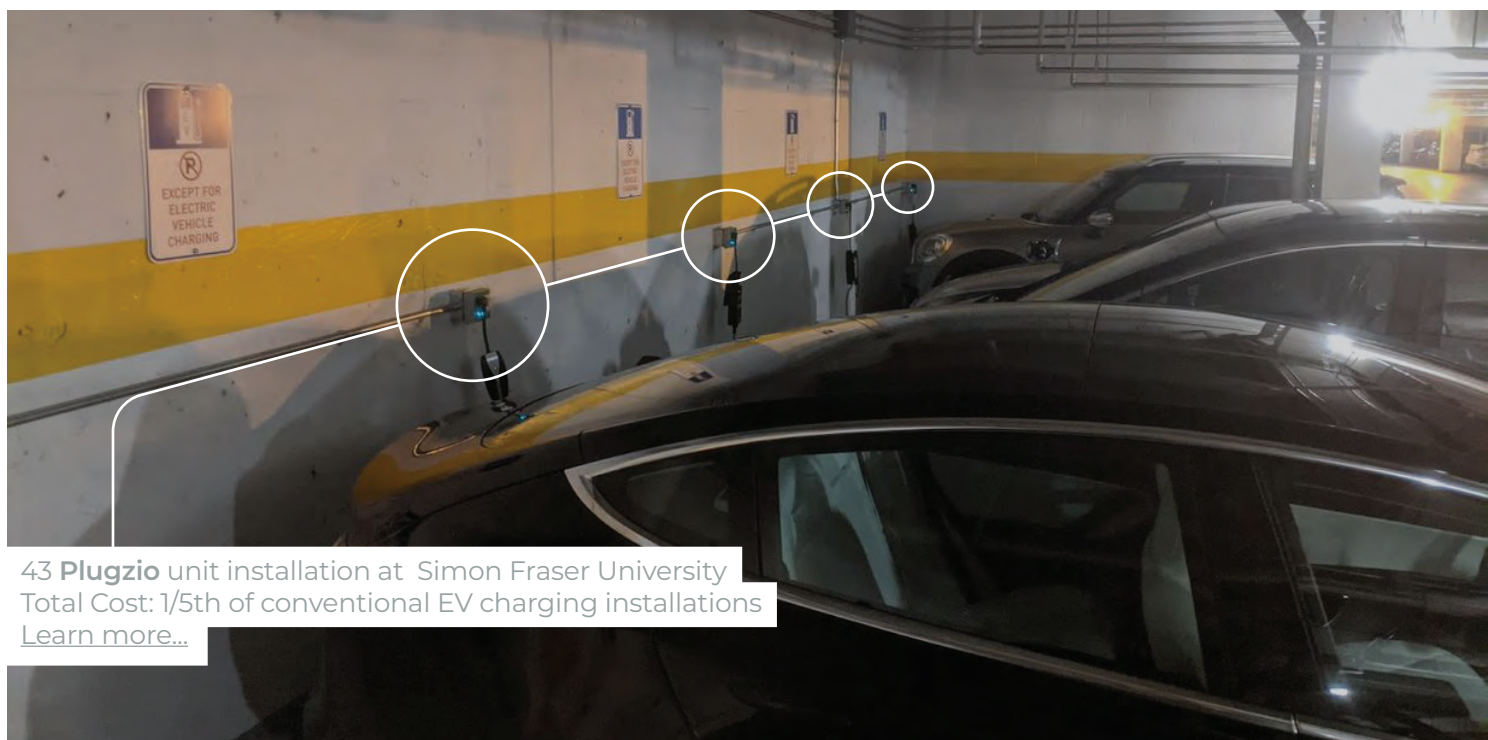
Making
Charging
Simple

plugzio.com

YOU MIGHT BE THINKING:

WHAT IS PLUGZIO?

Plugzio is North America's most affordable, simple and scalable electric mobility charging platform. Plugzio platform allows properties to control, monitor & get compensated for electricity used by electric vehicles.



43 **Plugzio** unit installation at Simon Fraser University
Total Cost: 1/5th of conventional EV charging installations
[Learn more...](#)

WHAT CAN PLUGZIO BE USED FOR?



Power
Consumption
Analytics



Recouping Electricity
Cost or Generating
Revenues

// MOST OFTEN USED FOR CHARGING:

- Electric Vehicles
- Electric Bicycles
- E-Scooters
- Electric Motorcycles





PLUGZIO INTEGRATED

Plugzio integrated is a drop-in replacement for existing outlets that allows access control, consumption monitoring and usage monetization.



Cellular



WiFi

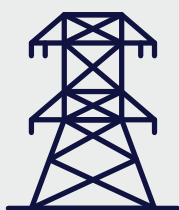


Bluetooth

[Learn More...](#)



Installation Diagram



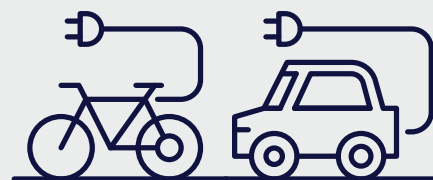
Electricity
Source



Electrical
Panel



Plugzio
Integrated*



Final Target

* Installs just like a regular outlet on a 4by4 device box



PLUGZIO UNIVERSAL

Make any charger or outlet smart and connected with Plugzio Universal. Plugzio Universal controls & measures the flow of electricity in-line and works in all weather conditions.



Cellular



WiFi



Bluetooth

[Learn More...](#)



Installation Diagram



* Installs like a junction box that controls & measures electricity flowing through it

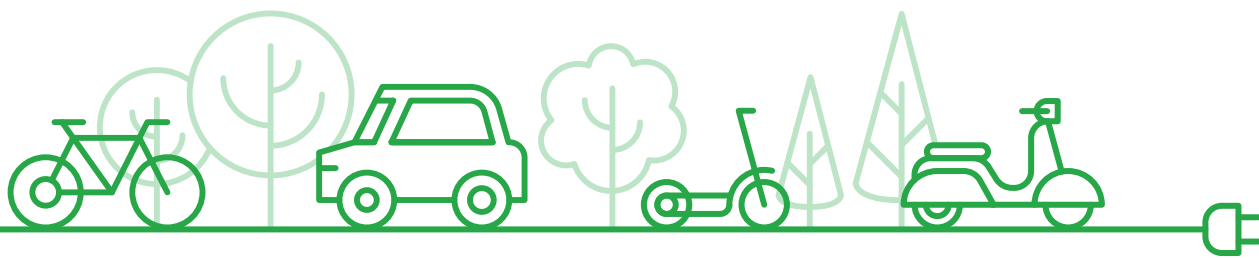
HOW FAST CAN PLUGZIO CHARGE?

ELECTRIC VEHICLES ONLY REQUIRE TO FILL-UP
WHAT THEY HAVE USED SINCE THE LAST CHARGE,
NOT THE WHOLE BATTERY.

With low power efficient charging (Plugzio), most vehicles can get an additional 50 miles $\approx$ 80 km added to their existing battery range from an over-night or work-hour charging session.

[Learn More...](#)

*According to Forbes,
"If an office can put in 5 low-power chargers
for the cost of one Level 2 charger, that might
be the better choice since most cars travel
only 40 miles/day."*



WHERE DOES PLUGZIO FIT?

LONG DURATION PARKING IS OUR CORE STRENGTH

- Apartment Complexes
- Workplace Charging
- Schools & Colleges
- Hotels
- Hospitals
- Cities & Municipalities
- Airports

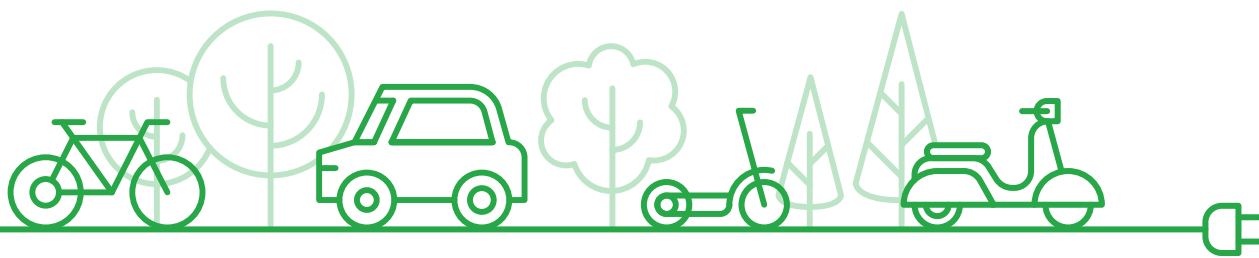
[Learn More...](#)



STATISTICS SHOW 80% OF CHARGING HAPPENS AT HOME OR AT WORK WHERE PEOPLE PARK FOR EXTENDED PERIODS OF TIME.*



PLUGZIO IS **NOT** A GOOD FIT FOR TRANSIENT PARKING OR EN-ROUTE CHARGING!





CORE FEATURES



Generating Revenues

Start accepting payments by creating payment plans and easily assign them to users and/or devices. Rates can be set per hour, per kWh or fixed monthly.



Consumption Tracking

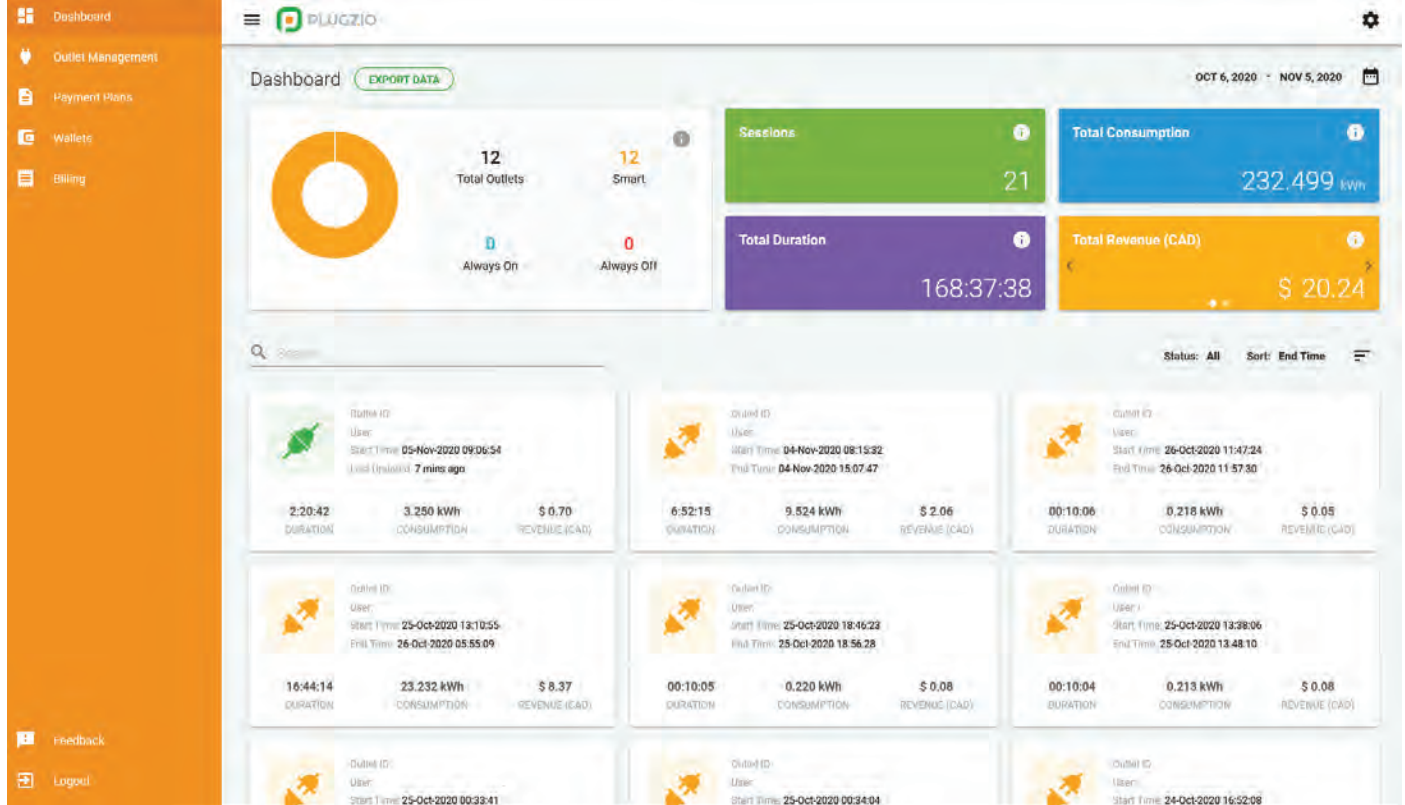
Track consumption (Voltage, Current and Power over time) in a feature rich dashboard. Extract data in Excel format for further analysis & reporting.



Access Control

Manage & control who can access devices (i.e. electricity). Set usage policies and quotas for each user and/or device.

[View full list of features...](#)



An exclusive **MANAGEMENT DASHBOARD**

Real-time monitoring of usage for
every device and/or user

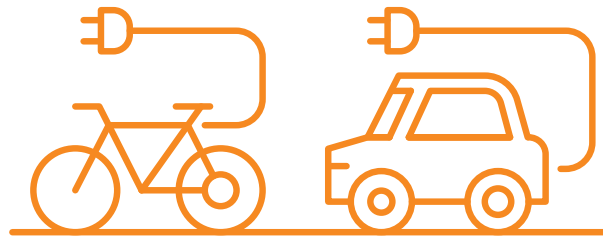
- Export consumption data
- Dynamic pricing control
- Real time data analytics
- Fully searchable platform
- Revenue reporting
- Remote access control
- Cloud based dashboard
- Multiple currency wallets

[Play an online demo of the dashboard...](#)

Only authenticated users can access electricity coming from Plugzio devices

STEP
1

**Plug Your Device
into Plugzio**



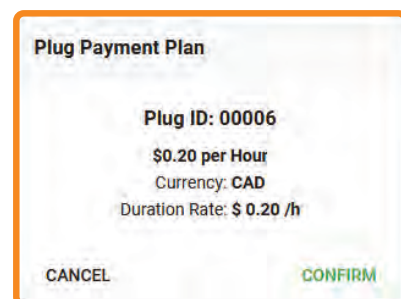
STEP
2

**Open Plugzio, on
web or mobile, and
activate Plugzio**
using either the QR
code or the device ID

*Advanced features
includes auto authentication*

STEP
3

**Confirm the rate
of usage and enjoy
the flow of electricity**





EARN MONEY

Assign payment plans to individual users or devices

[Learn More...](#)

FREE USAGE

You can allow **Free** usage and use Plugzio to monitor consumption and extract analytics reports

PAID

"Linked to any or all of the following criteria"



Power Consumption
(per kWh)

* jurisdiction dependent



Usage Duration
(per hour)



Number of Sessions
(per activation)

COMBO

"A mix of both Free and Paid on the same outlet"

An outlet can be set up in a way that certain users such as **concierge** are on a **free plan**, yet the **electric drivers pay their fair share**.

FIXED MONTHLY

Charge a **fixed fee** on a subscription revenue model.

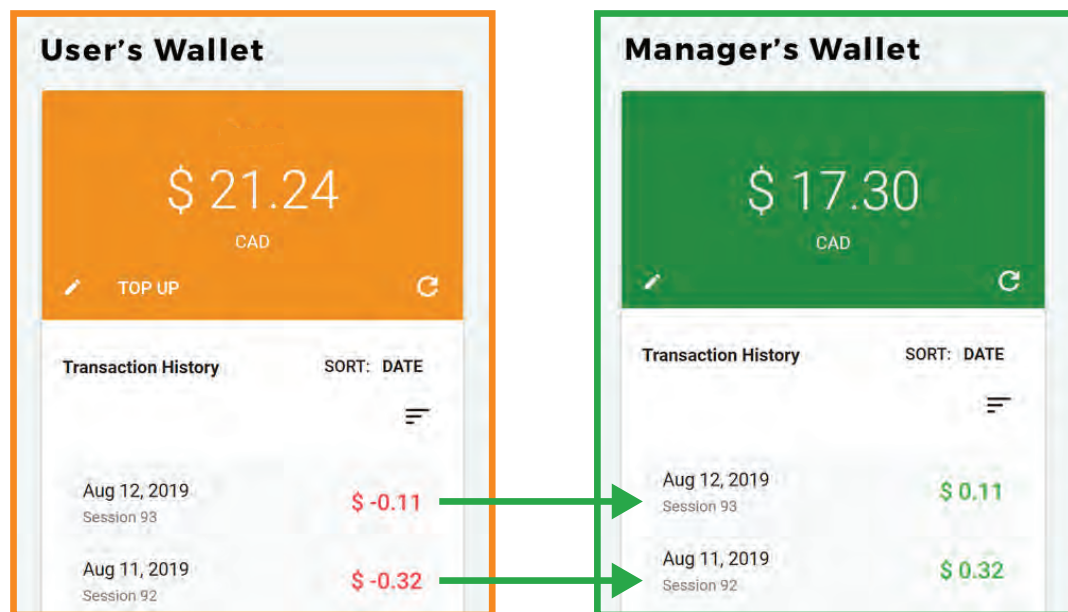
How does billing work for users?

- Each Plugzio user has an online wallet on the Plugzio dashboard.
- Plugzio wallet can be topped up via credit card (backed by PayPal or your favorite payment processor).
- Based on a pre-defined rate set by the management, money is taken from user's Plugzio wallet at the end of each charging session and moved to management's Plugzio wallet.

How do property managers get paid back?

Property/device managers can extract the revenues in 3 ways:

- **PayPal auto deposit into the bank of their choice**
- **E-transfer to an email or phone**
- **Mailing a physical cheque to any address in north America**



Plugzio takes 0% commissions.
You get to keep 100% of the revenue generated via our platform.



WHAT ABOUT SUPPORT

Trusted by Customers in
Over 20 Cities Around the World
Since 2016

When you contact us for support, you will chat with one of our engineers who built the platform; So you can expect top notch service and support.

Support toll-free number
1-833-plugzio (758 4946)

Head Office Number
1-604-210-6373

Live Chat
www.plugzio.com



Plugzio devices operate on manageable current levels and therefore are highly reliable and require little to no maintenance.

OUR MISSION

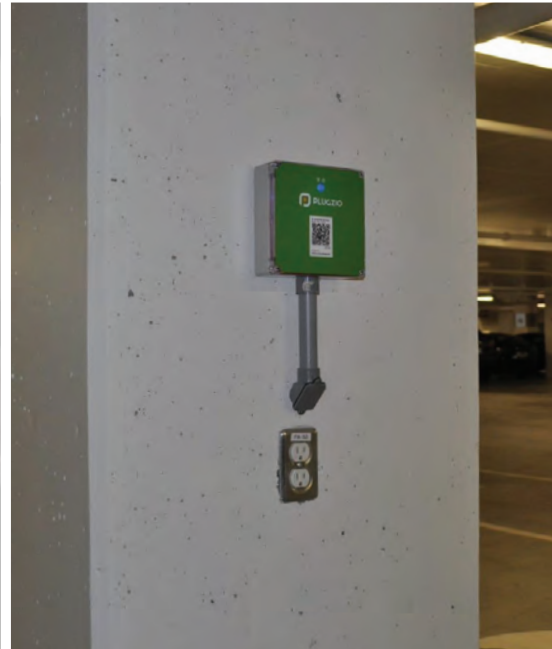
Accelerating the adoption of electric modes of transportation by creating the path of least resistance when it comes to charging.

Some of our Clients:



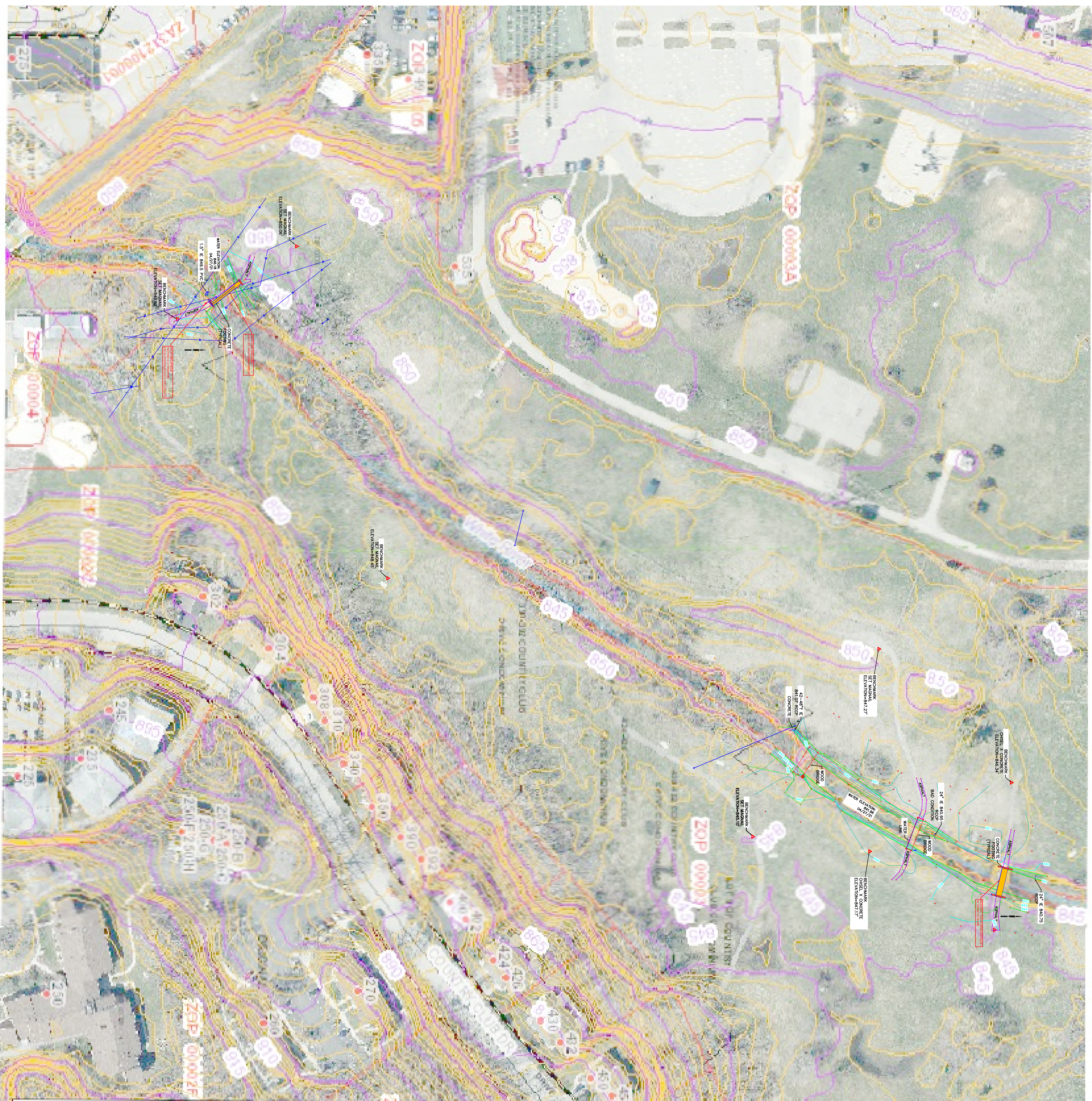
Plugzio in United States:





Get in Touch

hello@plugzio.com
+1 833 plugzio (758 4946)
+1 604 210 6373



Operational Planning Meeting

3170-09-00/70

STH 50, Forest St to Grand Geneva Way

RESURFACING PROJECT

WALWORTH COUNTY

AUGUST 5, 2021



Agenda

Meeting Objectives:

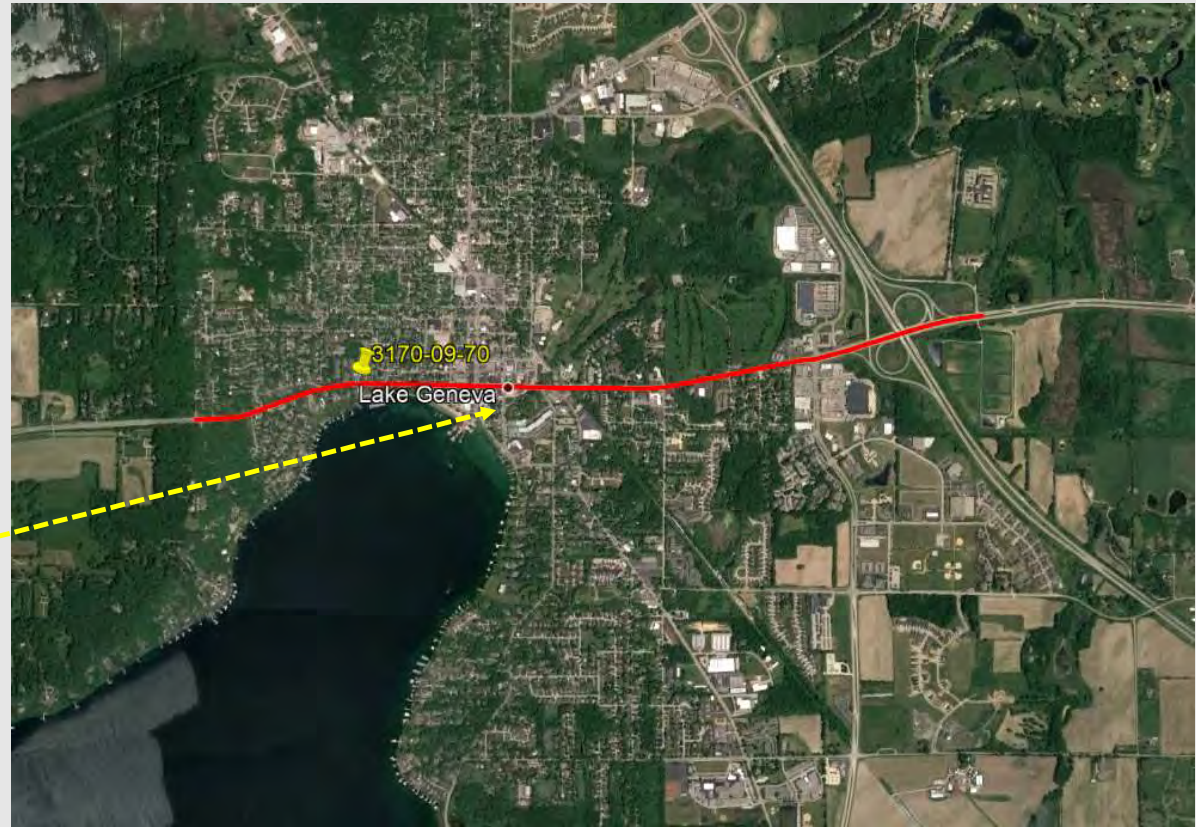
1. Provide project information to internal and external stakeholders
2. Gather feedback and answer questions from these stakeholders

- Project Location
- Roadway Information
- Existing Conditions
- Proposed Scope
- Environmental Concerns
- Utility Coordination
- Project Schedule
- Questions/Comments?



Project Location

Forest Street to Grand Geneva Way



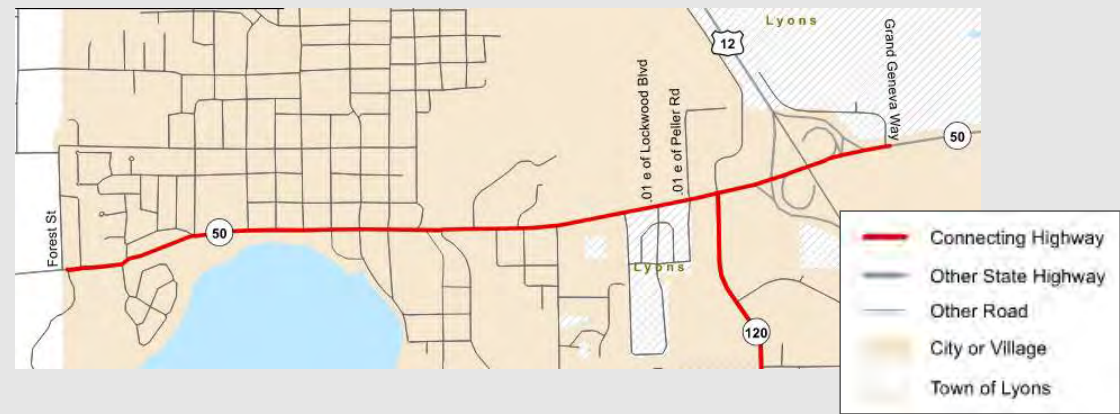
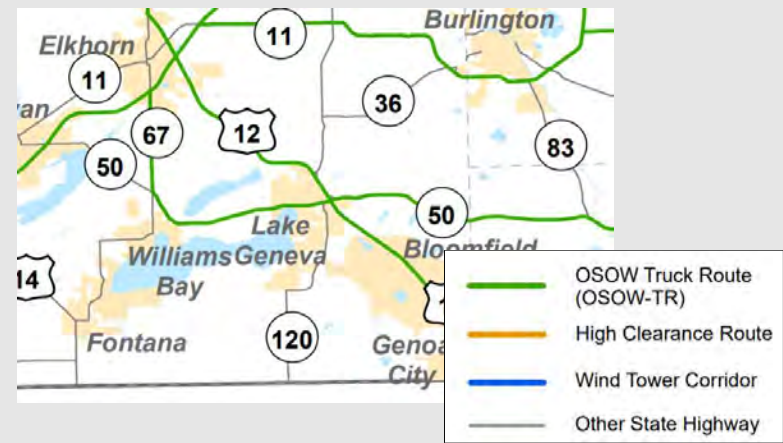
Functional Classification: Urban Principal Arterial
Average Annual Daily Traffic (AADT): 18,600 (5% trucks)



STH 50 Roadway Information

Additional Classifications:

- Connecting Highway (City of Lake Geneva)
- National Highway System Route (NHS)
- Oversize/Overweight Route (OSOW)
- Designated Long Truck Route (East of STH 120/Edwards Blvd only)



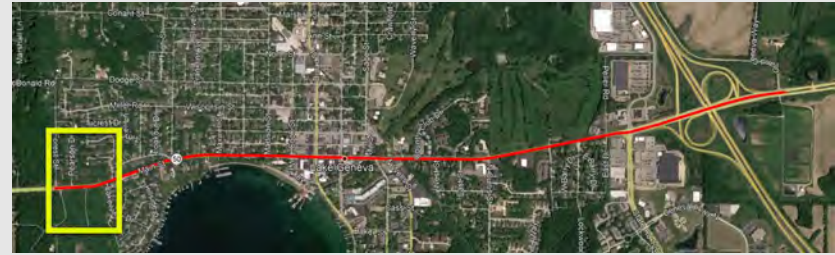
Existing Conditions – Forest St to Sky Lane Dr

Past Projects

- Original Construction Unknown
- 1961 Reconstruction
 - 4-inches asphaltic concrete over 20" base
- 1981 First Rehabilitation
 - Mill and overlay 4-inches asphaltic concrete
- 1994 Second Rehabilitation
 - 2.25-inch asphaltic concrete overlay (overlaid pans)
- 2013 Third Rehabilitation
 - Section from Forest to Pearson Drive Only
 - 2.25-inch mill and 4-inch HMA overlay, new C&G

Typical Section

- 2 to 4 - 12' lanes with curb and gutter



Speed Limit: 35 MPH

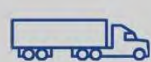
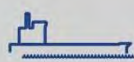
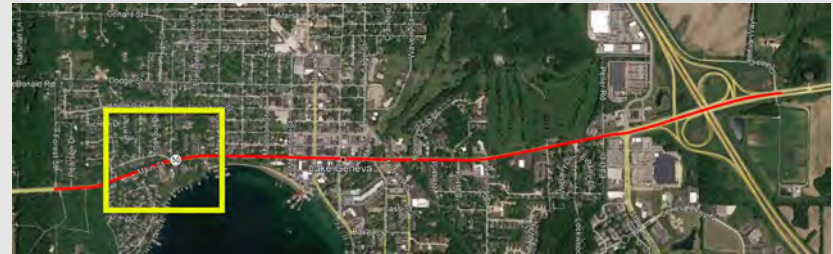
Existing Conditions – Sky Lane Dr to Maxwell St

Past Projects

- Original Construction Unknown
- Remaining Maintenance History Unknown
 - No additional as-builts provided by City of Lake Geneva
 - Pavement cores requested

Typical Section

- 2 - 12' lanes with curb and gutter (overlaid pan)



Speed Limit: 25 MPH

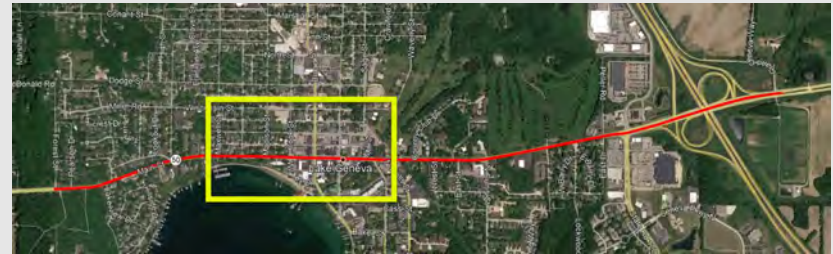
Existing Conditions – Maxwell St to Wells St

Past Projects

- Original Construction (Mostly Unknown)
 - 1935, Broad to Center – 8-inch reinf. concrete pavement; base layer unknown
- 2018 Rehabilitation (Warren to Cook)
 - As-Built provided by City of Lake Geneva
 - Pavement replacement, 6" HMA over 10" BAD
- Remaining Maintenance History Unknown
 - No additional as-builts provided by City of Lake Geneva
 - Pavement cores requested (except Warren to Cook)

Typical Section

- 2 - 15' lanes with 15' angled parking lanes on one or both sides



Speed Limit: 25 MPH

Existing Conditions – Wells St to Curtis St

Past Projects

- 1929 Original Construction (2-lane undivided)
 - 6.5-inch concrete pavement; base layer unknown
- Remaining Maintenance History Unknown
 - No additional as-builts provided by City of Lake Geneva
 - Pavement cores requested



Typical Section

- 3 - 12' lanes with curb & gutter (some overlaid)
- One travel lane each direction with painted median/ left turn lanes in center
- Additional 12' angled parking lane south side from East Street to Curtis Street



Speed Limit: 25 MPH

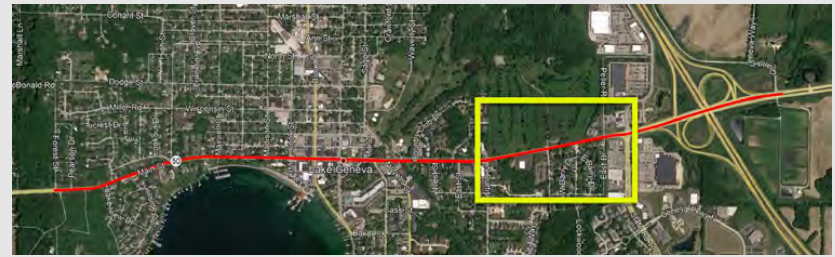
Existing Conditions – Curtis St to STH 120

Past Projects

- 1929 Original Construction (2-lane undivided)
 - 6.5-inch concrete pavement; base layer unknown
- 1965 First Rehabilitation
 - 3-inch asphaltic overlay
- 1985 Second Rehabilitation
 - 4.75 to 6.25-inch asphaltic concrete over concrete pavement (cracked and sealed)
- 2003 ownership transferred to City of Lake Geneva via Connecting Highways Agreement Amendment
 - No additional as-builts provided by City of Lake Geneva

Typical Section

- 2- 12' lanes with 9' shoulders (8' paved)



Speed Limit: 40 MPH

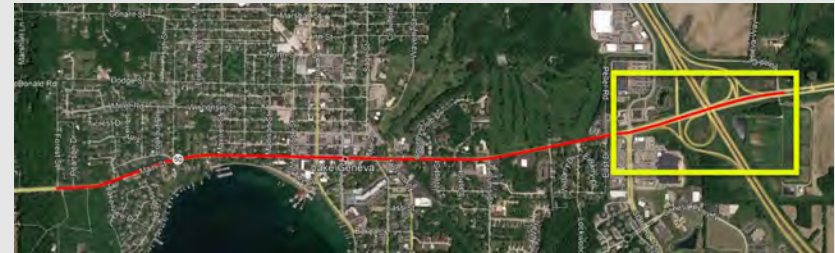
Existing Conditions – STH 120 to Grand Geneva

Past Projects

- 1929 Original Construction
 - 6.5-inch concrete pavement; base layer unknown
- 1965 Reconstruction (USH 12 Orig. Construction)
 - 9-inch reinforced concrete over 12" base
- 1999 Reconstruction
 - 6.5-inch asphaltic concrete over 13" base & 12" breaker
- 2003 Intersection Widening (STH 120/Edwards)
- 2003 Interchange Modification (USH 12 EB Ramp)
- 2015 Structure Replacement (USH 12 overpass)

Typical Section

- 2 – 12' lanes with 10' outside shldrs (8' paved), 6' inside shldrs (3' paved), & 40' grassy median



Speed Limit: 45 MPH

Proposed Scope

Roadway Improvements

- Variable depth mill and overlay
- Asphalt base patch and joint & crack repair as needed
- Supplement existing gravel shoulders as needed



Pavement Sections*

- | | | |
|---|---|---|
| 1. Forest Street to Curtis Street | 2. Curtis Street to STH 120/Edwards Blvd | 3. STH 120/Edwards Blvd to Grand Geneva Way |
| ➤ Mill 2-inches existing pavement & place 5-inches of new HMA | ➤ Mill 2.75-inches existing pavement & place 6.75-inches of new HMA | ➤ Mill 3-inches existing pavement & place 5-inches of new HMA |



*subject to change based on pavement core results

Proposed Scope

Other Roadway Improvements

- Federal Requirements
 - Replace existing curb ramps non-compliant with ADA requirements
 - Provide curb ramps at existing legal crossings where no ramps are currently present
- State Requirements
 - Replace existing guardrail non-compliant with WisDOT standards or past end of useful life
 - Update existing signing and pavement markings along corridor in accordance with WisDOT policy



Proposed Scope

Safety Improvements

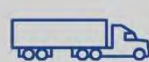
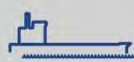
- Bike and Pedestrian Safety Recommendations
 - Provide high-visibility crosswalk markings at Maxwell Street, Broad Street, Center Street, & Mill Street
 - Install rectangular rapid flashing beacons (RRFBs) at Maxwell Street & Mill Street
 - Modify signal timing at Broad Street and Center Street to incorporate leading pedestrian signal operations
- Automobile Safety Recommendations
 - Upgrade existing signal equipment at Broad Street, Center Street, Wells Street, & STH 120/Edwards Blvd to meet current standards
 - If the City does not wish to upgrade existing signal equipment at the above intersections, WisDOT recommends installing retro-reflective backplates on the existing signal heads at those intersections, as well as R10-12 “Left Turn Yield on Green” signs for signals with permitted left turn operations



Proposed Scope

Multimodal Improvements

- Pedestrian Facilities
 - Existing sidewalk on west end of project is constructed out of brick
 - These sections are in complete disrepair and essentially non-traversable by disabled pedestrians
 - Bricks faulted and separating at edges are a tripping hazard for all pedestrians
 - Slopes up to 18% along sections of this sidewalk – significantly steeper than adjacent roadway slope
- Lake Geneva is the maintaining authority for existing sidewalk
 - Any interest in updating sidewalk to concrete walk?



Proposed Scope

Multimodal Improvements (Cont.)

- Pedestrian Facilities
 - Existing sidewalk provided along STH 50 throughout majority of project
 - Approximately 2000' gap from Curtis Street to East Drive (small section present in front of Comfort Suites)
 - Approximately 75' gap in front of 1226 W Main Street
- **Next Steps:**
 - Determine local desire for new sidewalk in these locations
 - Review justification with BPD/OAPM for new sidewalk in both existing sidewalk gaps
 - Both locations observed being used by pedestrians during field visit

Any other locations with local support for adding new sidewalk?

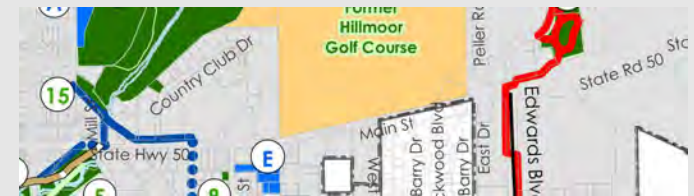


Proposed Scope

Multimodal Improvements (Cont.)

- **Bicycle Facilities**

- There are limited on-street and off-street bike accommodations on STH 50 within the project limits
 - Curtis St to STH 120/Edwards Blvd – 8' paved shoulder provides on-street accommodations
 - Wells St to West St – 10' shared use concrete path provides off-street accommodations
- Two City of Lake Geneva bike paths intersect with STH 50 within the project limits
 - “Blue Route” concurrent with STH 50 between Wells St and West St
 - “Red Route” crosses STH 50 at STH 120/Edwards Blvd
- City of Lake Geneva Bicycle and Pedestrian Plan (2018)
 - Proposed off-street shared-use path on north side of STH 50 from West Street to STH 120/Edwards Blvd



➤ **Next Steps:**

- Review justification with BPD/OAPM for off-street bike accommodations
 - Since there are existing on-road bike accommodations between Curtis and STH 120/Edwards Blvd, providing off-street accommodations along this segment will be difficult to justify



Any other locations with local support for adding new bike accommodations?

Proposed Scope

Operational Improvements

- Several right turn tire tracking locations

1. Maxwell Street (SB Right)
2. Madison Street (SB Right)
3. Curtis Street (NB Right)
4. STH 120/Edwards Blvd (NB Right)

- **Next Steps:**

- Review turning movements for design vehicles
- If substandard, modify curb radius as needed to accommodate design vehicles at all intersections

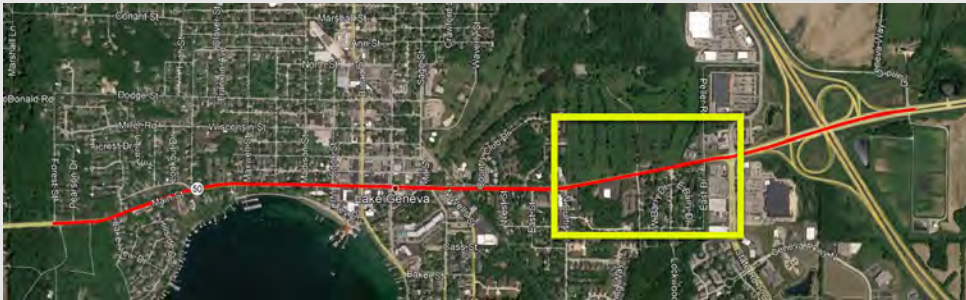


Proposed Scope

Operational Improvements (Cont.)

- Curtis Street to STH 120/Edwards Blvd
 - The City of Lake Geneva expressed interest in expanding this segment to 4 lanes per the 2003 Connecting Highways Change Agreement, Conditions of Designation 1.) E.

“The State shall participate in an expansion of the existing 2 lane portion of this segment between Curtis St and Edwards Blvd to 4 lanes in the event the City wishes to proceed. State funding is dependent upon available funds and cost share will be in accordance with current policy.”
 - No recommendation for expansion based on findings in Safety Certification Document



➤ Next Steps:

- Develop an operational model for proposed expansion section (traffic counts requested)
- Analyze improvement for B/C and provide recommendation in the Performance Based Operational Certification Document



Proposed Scope

Operational Improvements (Cont.)

- USH 12 WB Intersection
 - Received resident concern regarding USH 12 WB to STH 50 EB movement at existing unsignalized intersection
 - Resident requested installation of signals at this location
 - No recommendation for signalization based on findings in Safety Certification Document
- **Next Steps:**
 - Perform a warrant analysis to determine if a signal can be installed (traffic count requested)
 - If warranted, analyze improvement for B/C and provide a recommendation in the Performance Based Operational Certification Document



Proposed Scope

Drainage Improvements

- Cross Culvert near Lake Geneva Lanes
 - Separation of apron endwall from pipe on upstream (south side)
 - Erosion on top of pipe at location of separation, likely to washout shoulder if continues
 - Upstream end treatment within clear zone (15' offset vs. 18' clear zone)
- **Next Steps:**
 - Discuss maintenance actions
 - Install traversable grates on apron endwall



Proposed Scope

Drainage Improvements (Cont.)

- Inlet near 130 W. Main Street (SFDS Church)
 - City of Lake Geneva identified this inlet as having no outlet
 - Reviewed at field visit and found 8 inches of standing water in inlet with approximately 2 feet of storage depth
- **Next Steps:**
 - Discuss issues with existing configuration



Proposed Scope

Drainage Improvements (Cont.)

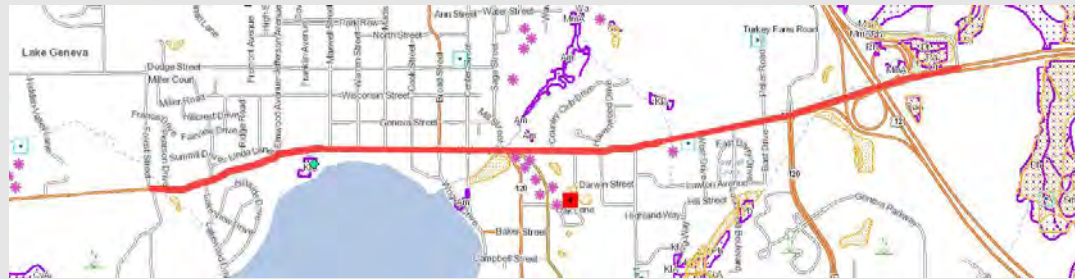
- Inlet near 529 W. Main Street
 - City of Lake Geneva expressed concern with this inlet that outfalls directly into the White River
 - No deficiencies identified at field visit
- **Next Steps:**
 - Discuss issues with existing configuration



Environmental Concerns

Anticipated Categorical Exclusion Checklist (CEC)

- Threatened and Endangered Species
 - IPaC review identified no federal threatened, endangered, or candidate species
 - DNR Initial Review to be requested later in the final scoping process, after the scope is more well defined
- Section 106
 - Tribal notifications will be sent after the scope is more well defined
 - Screening list request to be sent later in the final scoping process, if qualified
- Hazardous Materials
 - Phase 1 investigation will likely be required if any operational & bike/ped improvements are included in scope
- Wetlands
 - Delineation will be requested later in the final scoping process at spot locations where work will occur outside the existing shoulder



Utility Coordination

DT 1077s went out in June

Utility	DT 1077 Status*
Alliant Energy - Gas/Petroleum	No Facilities
Walworth County - Road Facility	No Facilities
WisDOT - Street Lighting	No Facilities
WisDOT - Traffic Signal	No Facilities
AT&T Legacy - Communication Line	System Maps Provided
AT&T WI - Communication Line	System Maps Provided
ATC Management Inc. - Electricity	System Maps Provided
Alliant Energy - Electricity	System Maps Provided
City of Lake Geneva - Water & Sewer	System Maps Provided
Spectrum - Communication Line	System Maps Provided
We Energies - Gas/Petroleum	System Maps Provided
Everstream	No Reply
City of Lake Geneva - Road Facility	No Reply
Geneva National Sanitary District	No Reply
Lake Geneva Utility Commission	No Reply

**Status as of 8/2/2021*

Utility Work Schedule

- DT1078 – March 2024
- Permit Submittal – March to July 2024
- Utility Relocation Plan Approved – October 2024
- Project PS&E – May 1, 2025



Project Schedule

- OPM – August 2021
- LOM – November 2021
- Final Scoping Plan Review – February 2022
- PIM #1 – Summer/Fall 2022
- Environmental Document – February 2023
- 60% Plan Review Meeting – April 2023
- DSR – May 2023
- Final Plat – October 2023
- DT 1078 Start – March 2024
- PS&E – May 2025
- LET – September 2025
- Construction – Spring 2026



**Any
Questions or
Comments?**





WISCONSIN DEPARTMENT OF TRANSPORTATION OPERATIONAL PLANNING MEETING

Project ID: 3170-09-00
STH 50, City of Lake Geneva
Forest St to Grand Geneva Way
Walworth County



DATE	TIME:	LOCATION:	PURPOSE:
8/5/2021	2:00 PM	Microsoft Teams (virtual)	Operational Planning Meeting

Please Note: The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

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Project ID 3170-09-00/70 | STH 50 | Forest Street to Grand Geneva Way
City of Lake Geneva & Town of Lyons
Walworth County

Operational Planning Meeting
August 5, 2021 – 2:00pm to 3:00pm
Meeting Minutes

1. Welcome and Introductions

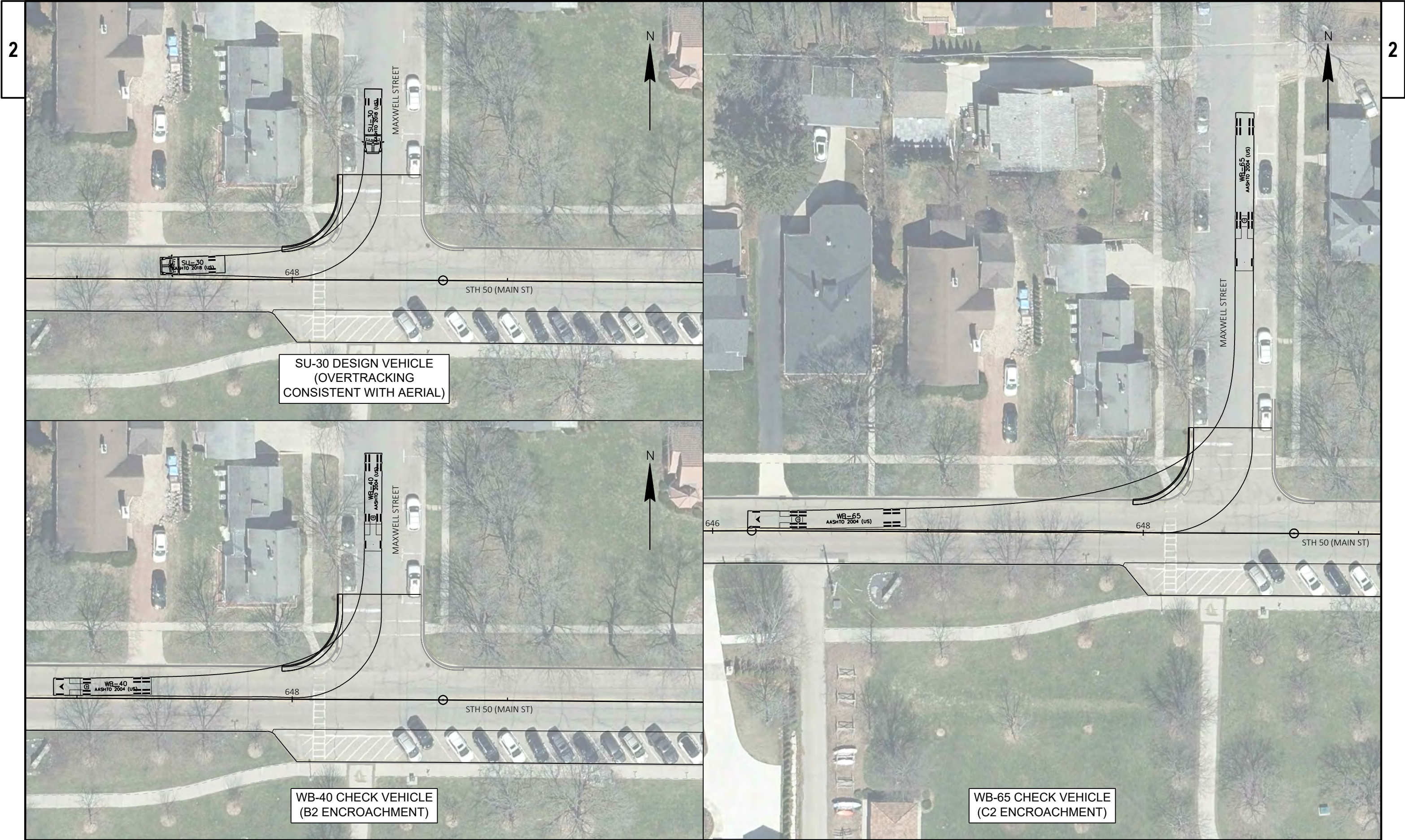
- a. See 31700900_OPM Attendance List.pdf

2. Presentation and Open Discussion

- Existing Brick Sidewalk
 - Tom Earle, City of Lake Geneva DPW
 - Historic preservation society has concerns about losing the brick walk and will likely push back against replacement by concrete walk
 - City of Lake Geneva is in favor of upgrading sidewalk to ADA compliance
 - Chris Squires, WisDOT Bike/Ped Coordinator
 - We should continue coordination on this effort. Historical classification does not preclude ADA upgrades per FDM 11-46-10.5
 - Craig Webster, WDNR Liaison
 - There are ways to preserve historic aspects of this walkway while providing adequate pedestrian accommodations, such as reusing these bricks as a border for concrete walk
- Sidewalk Gaps
 - Tom Earle, City of Lake Geneva DPW
 - City is interested in filling gap between Chateau Royale and Edwards
 - Would be a benefit for the Havenwood Apartment complex that provides low income and senior living options
 - Providing sidewalk on one side of STH 50 would be sufficient
- Bicycle Accommodations
 - Tom Earle, City of Lake Geneva DPW
 - City received a grant to provide off-street bike route on South Street
 - City is not ready to pursue off-street bike accommodations on STH 50
- Drop inlet in front of St. Francis de Sales
 - Tom Earle, City of Lake Geneva DPW
 - Inlet is connected to the church parking lot drainage system and overflows during heavy rain events.
 - Ryan Bernard, WisDOT Final Scoping Project Manager
 - The Department will work with the City to review the storm sewer configuration and determine any possible improvements. Continued coordination will be forthcoming
- Inlet into White River (near 529 W. Main St)
 - Tom Earle, City of Lake Geneva DPW
 - The inlet at the box culvert has no filter, empties directly into the stream and tends to catch debris and overflow into the travel lanes during even minor rain events. Requested DNR input.

Project ID 3170-09-00/70 | STH 50 | Forest Street to Grand Geneva Way
City of Lake Geneva & Town of Lyons
Walworth County

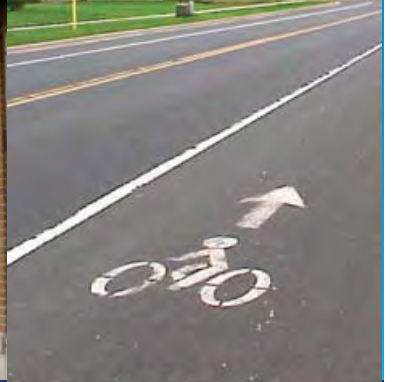
- Craig Webster, WDNR Liaison
 - This area is difficult to drain since the drainage system is enclosed, connected to the basin behind Burger King. The DNR would however like to work with the Department & the City to determine a different option for the water.
- Ryan Bernard, WisDOT Final Scoping Project Manager
 - The Department will work with DNR & the City to determine what options exist for mitigating the drainage and flooding issues at this location.
 - *The Department welcomes any as built or inspection information the City can provide regarding this culvert.*
- Open Discussion
 - Signal Improvements
 - Tom Earle, City of Lake Geneva DPW
 - Interested in hearing Department's recommendations for upgrading signal equipment on project for safety
 - City does not have signal plans for all locations but will provide available as-builts to the Department
 - Tom will discuss the recommendations with committee to determine which improvements, if any, they would be interested in including on the project
 - Derrin Welford, WisDOT Signals Engineer
 - WisDOT typically provides a signal head centered over each lane using monotubes, provides flashing yellow arrows for all permitted left turn movements, and replaces signal cabinets & controllers. Other improvements could include upgrades to radio interconnect between signals, detection systems, or intersection lighting.
 - DT 1077s
 - Josh Gajewski, City of Lake Geneva DPW
 - Working with Colin Doherty from WisDOT utilities regarding outstanding 1077's, combining multiple Lake Geneva water/sewer utilities into one utility contact
 - Pavement Cores
 - Josh Gajewski, City of Lake Geneva DPW
 - Will pavement core information likely change the scope of the project?
 - Ryan Bernard, WisDOT Final Scoping Project Manager
 - Unless the DOT finds pavements that are significantly thinner than anticipated along the corridor the project scope is unlikely to change, though the final pavement design may change







City of Lake Geneva **Bicycle and Pedestrian Plan**



Adopted: March 26, 2018

Table of Contents

Chapter 1. Introduction.....	1
Importance of Bicycle and Pedestrian Planning.....	1
Chapter 2. Background.....	3
Existing Bicycle Facilities.....	3
Existing Pedestrian Facilities.....	3
Challenges and Opportunities.....	3
Map 1: Existing Facilities	5
<i>Figure 1: Inventory of Sidewalks, Lake Geneva (2013).....</i>	<i>7</i>
Existing Bicycle and Pedestrian Plans, Policies, and Recommendations.....	8
City of Lake Geneva Comprehensive Plan (2009).....	8
City of Lake Geneva Park and Open Space Plan, 2015-2020 (2015).....	8
A Multi-Jurisdictional Comprehensive Plan for Walworth County 2035 (2009)	8
Chapter 3. Public Input	9
City Staff Meeting	9
Bicycle and Pedestrian Visioning Workshop.....	9
<i>Figure 2. Summary of Public Input.....</i>	<i>10</i>
Online Survey	11
Draft Plan Open House.....	12
Draft Plan Review Meetings and Public Hearing.....	12
Chapter 4. Goals and Objectives.....	13
Goal 1. Build and maintain a robust bicycle and pedestrian network that serves Lake Geneva residents and tourists	13
Goal 2. Connect Lake Geneva to regional destinations	13
Goal 3. Improve and expand the existing sidewalk network.....	14
Goal 4. Encourage bicycle tourism as an economic development tool	14
Chapter 5. Bicycle and Pedestrian Plan Recommendations	15
Types Bicycle and Pedestrian Facilities	15
<i>Figure 3. Sharrows.....</i>	<i>15</i>
<i>Figure 4. On-Street Bike Lanes.....</i>	<i>15</i>
<i>Figure 5. Off-Street Multi-Use Path.....</i>	<i>16</i>
<i>Figure 6. Intersection Improvements.....</i>	<i>17</i>
Map 2: Planned Facilities.....	19
Regional Recommendations.....	21
White River Trail (A).....	21
<i>Figure 7. White River Trail.....</i>	<i>21</i>
Connection to Grand Geneva and White River County Park and White River State Trail (B).....	22
<i>Figure 8. Grand Geneva and White River Connection</i>	<i>22</i>
Urban Escape Routes (C).....	23
<i>Figure 9. Urban Escape Routes.....</i>	<i>23</i>
Connection to Hackmatack National Wildlife Refuge and Northern Illinois (D)	24
<i>Figure 10. Connection to Hackmatack N.W.R and Northern Illinois.....</i>	<i>24</i>

Local Recommendations	25
The Geneva Lake Loop (E)	25
<i>Figure 11. McDonald Road Lake Loop.</i>	25
<i>Figure 12. South Lake Shore Drive</i>	26
Connections Along State Highways 50 and 120 (F)	27
<i>Figure 13. State Highways 50 and 120.</i>	27
Improving the Downtown District (G)	28
<i>Figure 14. Downtown Lake Geneva.</i>	29
Other Key Connections.....	29
Recommended Intersection improvements	30
Downtown Intersections.....	30
Pedestrian Recommendations.....	30
Key Sidewalks.....	30
Center Street	30
South Curtis Street.....	30
Lake Geneva Boulevard.....	31
South Lake Shore Drive.....	31
Main Street	31
West Main Street	31
Park Drive	31
Sage Street	31
Wells Street.....	31
Geneva Lake Shore Path.....	31
Downtown Sidewalk Café Guidelines.....	31
<i>Figure 15. Sidewalk Café</i>	32
Chapter 6. Implementation.....	33
Priority and Phasing of Investments.....	33
Short-term Recommendations.....	33
West Street and Main Street	33
Other Downtown Intersections	33
Main Street at Edwards Boulevard.....	34
Long-term Recommendations.....	34
South Street to Big Foot Beach State Park	34
White River State Trail	34
Network Expansions and Regional Tourism Connections.....	34
Typical Costs of Bicycle and Pedestrian Facilities.....	34
<i>Figure 16: Typical Costs Typical Costs of Bicycle and Pedestrian Facilities.</i>	35
Funding Sources and Strategies	35
Appendix A: Visioning Workshop Results Summary	37
Appendix B: Online Survey Results.....	41
Appendix C: Summary of Questions and Comments from Open House	49
Appendix D: Funding Sources	51

Chapter 1. Introduction

Importance of Bicycle and Pedestrian Planning

Lake Geneva offers seasonal and year-round opportunities for outdoor recreation for visitors and residents alike. As a result, the City enjoys a high quality of life and is a celebrated destination for vacationers. However, the popularity of Lake Geneva as a destination community generates higher traffic volumes, concentrates parking congestion, and increases conflicts for bicyclists and pedestrians – especially in the busiest areas. A well-developed bicycle and pedestrian network enhances livability and safety of those navigating Lake Geneva while reducing vehicle traffic and parking demand.

Communities around the state reap big benefits from bicycle infrastructure investment, particularly as they relate to tourism. A 2010 study found that the annual economic impact of recreational bicycling and tourism is approximately \$924 million in the state of Wisconsin¹. Lake Geneva should continue to invest in bicycle and pedestrian infrastructure to grow the City's share of this economic impact. Local businesses benefit from the presence of foot traffic and bicyclists, especially in a traditional, historic downtown like Lake Geneva's. People who ride bikes spend money on their bikes and accessories, supporting local bicycle shops and apparel stores. Bicyclists also support local business, particularly if they are accessible by bicycle, making repeat trips to their local stores. Vacationing bicyclists spend money on food, travel, lodging and gear, generating significant economic benefits spinoff to cities that accommodate them.

This Bicycle and Pedestrian Plan is an important aspect of sustaining Lake Geneva's economy and image as a resort and vacation destination. As Lake Geneva improves its bicycle and pedestrian facilities, more visitors will be able to easily travel around the City without the use of automobiles. Reduced automobile demand results in less traffic and parking congestion that negatively impacts community character. Implementing the recommendations of this Plan is an ideal long-term investment, because bicycle and pedestrian facilities contribute towards attracting and retaining tourism dollars; the more visitors that find Lake Geneva enjoyable to navigate, the more likely they are to return and spend money visiting local businesses.

Lake Geneva's residents will also experience additional benefits that result from having a well-developed bicycle and pedestrian network. The benefits of physical activity lead to lower healthcare costs as a result of better overall well-being. For homes located near bicycle and pedestrian infrastructure, proximity to outdoor recreation boosts homeowner property values. Bicycle and Pedestrian infrastructure is much less expensive to maintain the roads, and users who spend less of their income on automobile travel have more money to spend at local businesses. Children, youth, and elderly people who are unable to drive also experience greater mobility throughout a community with well-designed bicycle and pedestrian infrastructure. As the proportion of the population does not drive increases —due to age, disability, or preference— providing safe, useful, and comprehensive bicycling and walking will become even more crucial.

Bicycle and Pedestrian safety is particularly important for children and seniors who are unable to drive. Expanding the bicycle and pedestrian network provides safe routes to school, encouraging students to walk. This promotes a healthy lifestyle and reduces automobile dependence. It also gives parents more freedom as their children may not have to rely on them as heavily for transportation purposes. Seniors who are unable to drive but still shop for their everyday needs will also experience greater safety and connectivity as sidewalks and pedestrian crossings are upgraded. Overall, a safe and well-connected bicycle and pedestrian network increases the quality of life for residents of all ages and ability levels.

¹ Grabow, Maggie, et al, "Valuing Bicycling's Economic and Health Impacts in Wisconsin," University of Wisconsin-Madison, 2010. <https://www.railstotrails.org/resourcehandler.ashx?id=4579>

While Lake Geneva has conducted several studies and upgraded existing facilities throughout the years, many gaps remain in the existing bicycle and pedestrian network. To address these deficiencies, it is important to adopt a bicycle and pedestrian plan to identify and prioritize bicycle and pedestrian needs and execute recommendations from past plans and studies. This Plan will guide future investment and prioritize funding for both short-term projects and long-term goals.

A Bicycle and Pedestrian Plan is an important tool for the community to strategically upgrade and fund its bicycle and pedestrian system. This Plan identifies several strategies to achieve the goals laid out in this Plan – whether they are site-specific, large-scale, bicycle, pedestrian, or multi-use recommendations, all enhance Lake Geneva’s status as a destination community. This Plan also identifies funding sources, strategies, and short-term priorities that will guide infrastructure investments over the next five to 10 years, thus positioning the City to apply for grant funding to implement these projects in the coming months and years.

Chapter 2. Background

Existing Bicycle Facilities

Similar to most communities of its size, Lake Geneva's layout consists of a grid system with abundant sidewalks centered on a traditional downtown, surrounded by lower-density neighborhoods that frequently lack bicycle and pedestrian infrastructure. In addition to sidewalks, several bicycle routes throughout can be found throughout the City, including the Blue, Brown, Green, Red, and Yellow Routes, which are depicted on Map 1: Existing Facilities. The Blue Route runs from Downtown Lake Geneva towards the southeast, primarily using a former railroad bed that is separate from the road network. While most of this route features off-street paths, it contains a few road crossings and short distances where users must ride on streets with low traffic. The Brown Route follows part of East South Street and East Bloomfield Road, and the Green Route follows East Townline Road. Both the Brown and Green Routes consist entirely of off-road trails, with occasional road crossings. Similarly, the Red Route is an off-street path, and it follows Edwards Boulevard from County Highway H to East Sheridan Springs Road. Finally, the Yellow Route connects neighborhoods and the business park to Hillmoor Heights and Veteran's Park.

While these routes tend to separate bicycle and pedestrian users from high-traffic, high-speed roads, many of them do not directly connect major destinations such as schools, Downtown Lake Geneva, and Big Foot Beach State Park. Some of the existing routes require users to navigate between separate trails and on-street facilities. Opportunities exist to upgrade these facilities while adding new trails and sidewalks where gaps exist. Lake Geneva currently does not have any Bikeshare programs that allow anyone to rent a bike at one location and return it to another location.

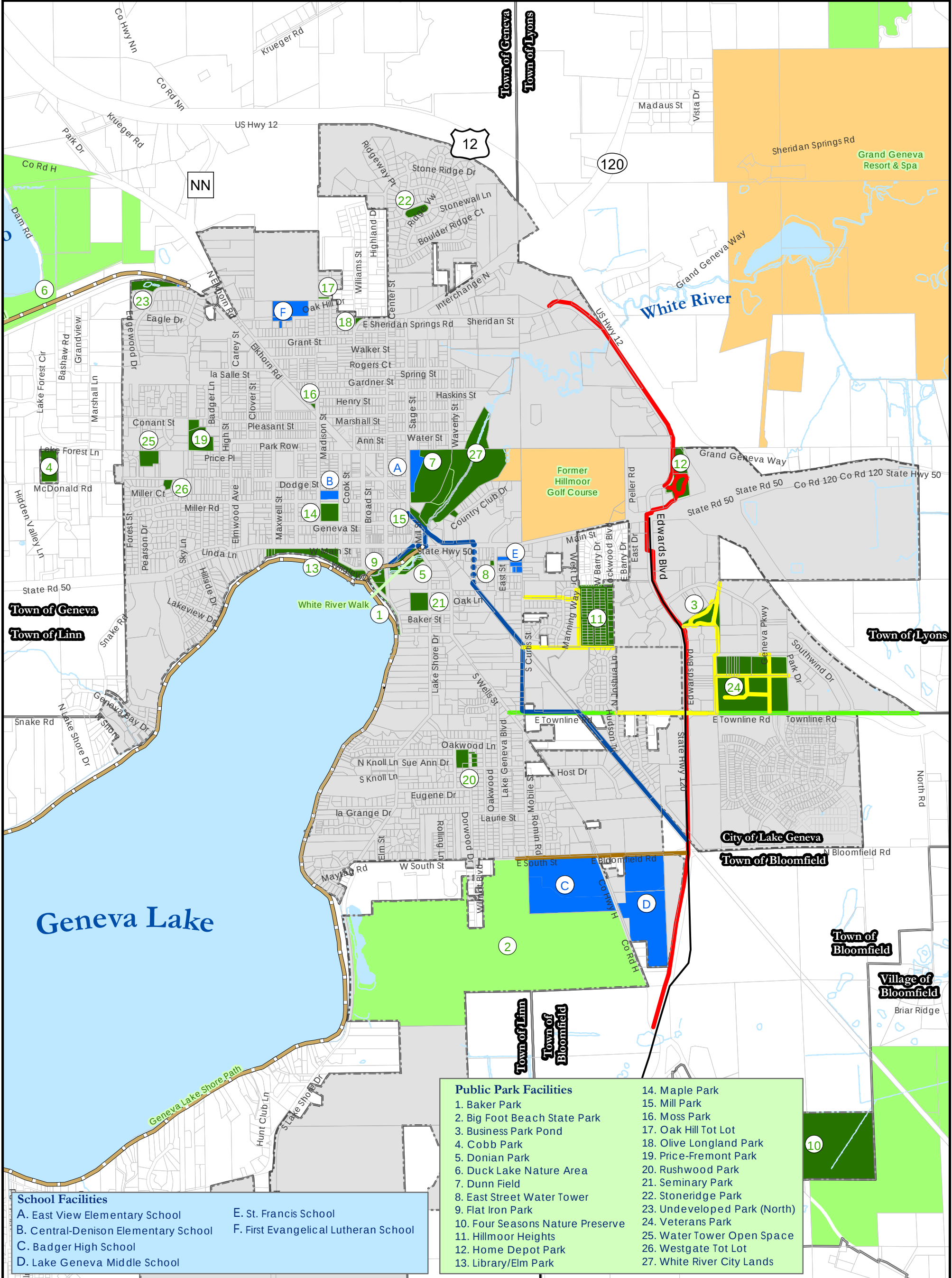
Existing Pedestrian Facilities

While some neighborhoods are well served by sidewalks, other areas have limited walkability. A 2013 Study of Sidewalk Construction Needs led to the creation of an inventory of trails and sidewalks in Lake Geneva. The study includes an inventory of existing sidewalks and paths. See Figure 1. As seen in the Figure, sidewalks are provided in many of the older neighborhoods north of Main Street but are lacking in comparatively newer subdivisions south of Campbell Street, east of Maxwell Street, and west of Wells Street. Residents of these neighborhoods lack safe walkable connections to schools, shopping, jobs, and other nearby destinations. In addition, sidewalk to connections between Central-Denison Elementary School and the neighborhoods to the west.

Challenges and Opportunities

Lake Geneva faces several challenges that impede ease of travel on foot or by bike. Many of these challenges are typical of many communities, while others are specific to Lake Geneva. Major constraints include a lack of off-street bicycling infrastructure, lack of direct east/west and north/south connections, and challenging intersections, summer congestion near the lakefront and Downtown, gaps in the existing bicycle and pedestrian network, and lack of awareness by residents and visitors of the availability of facilities. Many of these challenges and opportunities for walking and biking in Lake Geneva were echoed by the public at the public workshop and through the public survey. Refer to Chapter 3 for additional details.

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- School Facilities**
- A. East View Elementary School
 - B. Central-Denison Elementary School
 - C. Badger High School
 - D. Lake Geneva Middle School
 - E. St. Francis School
 - F. First Evangelical Lutheran School

- Public Park Facilities**
- 1. Baker Park
 - 2. Big Foot Beach State Park
 - 3. Business Park Pond
 - 4. Cobb Park
 - 5. Donian Park
 - 6. Duck Lake Nature Area
 - 7. Dunn Field
 - 8. East Street Water Tower
 - 9. Flat Iron Park
 - 10. Four Seasons Nature Preserve
 - 11. Hillmoor Heights
 - 12. Home Depot Park
 - 13. Library/Elm Park
 - 14. Maple Park
 - 15. Mill Park
 - 16. Moss Park
 - 17. Oak Hill Tot Lot
 - 18. Olive Longland Park
 - 19. Price-Fremont Park
 - 20. Rushwood Park
 - 21. Seminary Park
 - 22. Stoneridge Park
 - 23. Undeveloped Park (North)
 - 24. Veterans Park
 - 25. Water Tower Open Space
 - 26. Westgate Tot Lot
 - 27. White River City Lands

Recreational Facilities

- State Owned Land
- City Parks & Open Space
- Private Recreation Facilities
- Schools

- City Boundaries
- Town Boundaries
- Pedestrian Walking Paths
- Surface Water

Existing Multi Use Trails

- Blue Route
- Blue Route, on Street (Bikes Only)
- Brown Route
- Green Route
- Red Route
- Yellow Route

VANDEWALLE & ASSOCIATES INC.
Shaping places, shaping change

0 0.125 0.25 0.5 Miles

12/21/2017

Source:
City of Lake Geneva, SEWRPC
Walworth County, Vandewalle & Associates

City of Lake Geneva



Bicycle and Pedestrian Plan

Map 1: Existing Facilities

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Figure 1: Inventory of Sidewalks, Lake Geneva (2013)



Existing Bicycle and Pedestrian Plans, Policies, and Recommendations

City of Lake Geneva Comprehensive Plan (2009)

The transportation chapter of the Lake Geneva Comprehensive Plan includes several general recommendations for bicycle and pedestrian facilities. In order to address existing and potential gaps in the sidewalk network, the Comprehensive Plan recommends requiring all new and infill development to install sidewalks. The Comprehensive Plan also recommends improving major intersections and street crossings to safely accommodate bicycles and pedestrians in otherwise high-speed, dangerous areas of conflict. The Comprehensive Plan also recommends adopting an official map that identifies locations where the public right-of-way will have to be widened to accommodate future bicycle and pedestrian facilities. All these strategies will help Lake Geneva close gaps in the existing network.

City of Lake Geneva Park and Open Space Plan, 2015-2020 (2015)

Park and Open Space Plans are used to obtain state and federal funding for various projects related to outdoor recreation. Lake Geneva's Parks and Open Space Plan is updated every five years, and it provides several recommendations related to bicycle and pedestrian infrastructure. These recommendations include connecting Lake Geneva's destinations and landmarks, such as parks, schools, and Downtown Lake Geneva. Regional connections to other nearby communities are also recommended. The Parks and Open Space Plan findings also include adding new trailheads, public restrooms, wayfinding signage, and bicycle parking to optimize existing bicycle and pedestrian facilities. Adding on-street bicycling facilities and a bikeshare program facilitates tourism by providing visitors with an alternative route to various destinations. The Park and Open Space Plan also recommends separating bicycles and pedestrians from busy roads using dedicated off-street paths, or by rerouting users to streets with low traffic volumes and slow speeds.

The Plan's appendix contains a 2013 Study of Sidewalk Construction Needs led to the creation of an inventory of trails and sidewalks, and a table of funding sources and requirements, which is particularly useful for applying for various grants and initiatives for outdoor recreation. Finally, the Park and Open Space Plan recommends the adoption of a Bicycle and Pedestrian Plan, to provide more specific locations of context-based recommendations.

A Multi-Jurisdictional Comprehensive Plan for Walworth County 2035 (2009)

The Multi-Jurisdictional Comprehensive Plan for Walworth County, which was produced under a collaborative effort of several nearby communities, identifies several existing regional trails. These trails are located near Lake Geneva, but do not connect to the existing City network. Opportunities exist to connect Lake Geneva with Williams Bay and Fontana by exploring bicycle routes along the north shore of Geneva Lake. The White River State Trail also provides a regional bicycle and pedestrian transportation corridor that Lake Geneva is not directly connected to, despite being located only a few miles away.

Chapter 3. Public Input

City Staff Meeting

Vandewalle & Associates met with City Staff on October 30, 2017 to identify key issues in the existing bicycle and pedestrian network and opportunities for improving it. Challenges include addressing the dangerous intersection at Main Street and Edwards Boulevard (STH 50 and STH 120) as well as connecting parts of the off-street path along the former railroad right-of-way that require users to bike on East Townline Road and South Curtis Street. A significant future project involves rerouting Lake Shore Drive to the opposite side of the pond in Big Foot Beach State Park in order to improve safety and beach access and address erosion issues that affect Lake Shore Drive. City staff also identified physical barriers that prevent students from walking to school, especially Central-Denison Elementary School.

Bicycle and Pedestrian Visioning Workshop

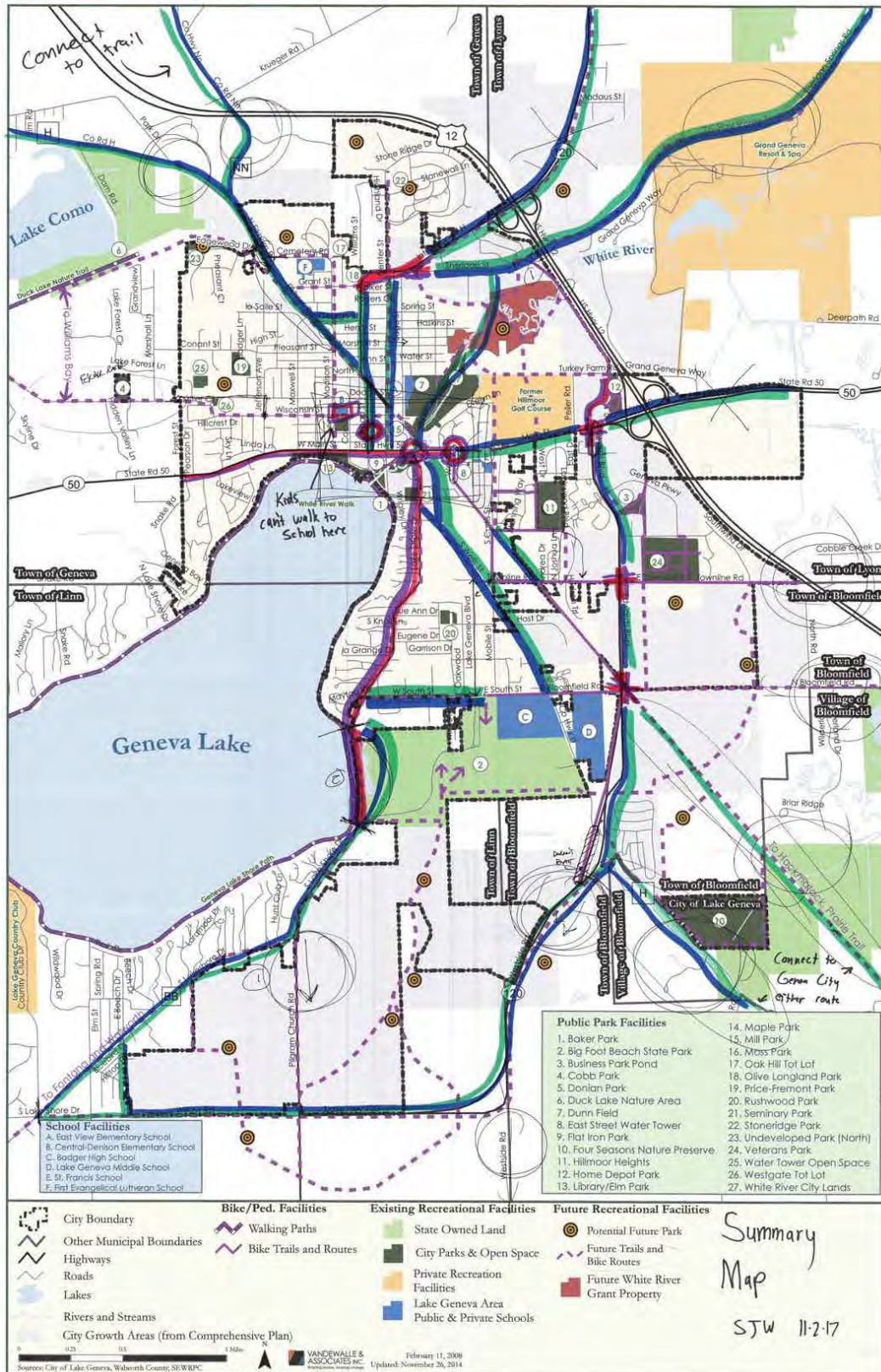
The City held a Bicycle and Pedestrian Visioning Workshop on October 30, 2017. The purpose of the workshop was to identify a future vision for the City bicycle and pedestrian network, identify gaps in existing bicycle and pedestrian infrastructure, and highlight opportunities for future infrastructure upgrades. Input from local pedestrians and bicyclists is particularly valuable, as they offer insights and identify needs that City staff and officials may not be aware of. Participants were asked to identify and draw on large maps locations where they currently walk and/or bike, as well as areas that are particularly dangerous for bicycles and pedestrians. Additionally, participants mapped locations where they would like to see new sidewalks and trails in the future, and space was provided for specific comments and concerns about existing conditions. The comments and ideas documented by the individual groups were compiled into a single summary map by Vandewalle & Associates. Refer to Figure 2 below.

The workshop identified these elements as the top priorities in need of improvement:

- Safer intersections along Edwards Boulevard and Main Street (STH 50);
- Better connectivity between Downtown Lake Geneva, Big Foot Beach State Park, several schools, and other popular destinations;
- Connections to White River State Trail and Northern Illinois;
- Adding on-street bike lanes and off-street paths in areas of high traffic;
- Maintaining existing facilities.

The workshop concluded with a short exercise to provide input on City funding prioritization for bicycle and pedestrian facilities. Participants were provided with a list of transportation needs (such as road repairs, new trail development, or new bike lanes) and they were asked to divide a fixed dollar amount among the categories based on their own priorities. Over 24 people attended the workshop. Detailed responses gathered from the workshop are included in Appendix A.

Figure 2. Summary of Public Input



Online Survey

The City of Lake Geneva conducted an online survey for the Bicycle and Pedestrian Plan from November 6 through December 1, 2017. The survey was posted on the City's website and emailed to City Listservs. The survey was partially or completely filled out and submitted by 88 respondents. The survey focused on obtaining public opinion on barriers that prevent users from bicycling or walking, and what improvements to the existing bicycle and pedestrian network or planned facilities would address these barriers. A summary of survey responses is included below, and full survey results are found in Appendix B of this Plan. The survey included 10 questions: five related to walking and five related to biking.

When asked why they choose to walk, over 96 percent of respondents said that they walked for exercise or recreation, more than any other category. About 60 percent of all respondents indicated that they also walk to go shopping or restaurants and bars. Only about 17 percent of respondents walk to work, and 2 percent walk to school; however, it is important to note that many of the respondents may not currently be working or attending school. When asked to indicate their top choices for new pedestrian connections, the top destination was parks and trails, with 84 percent of respondents selecting this option, followed by restaurants and bars (55 percent), and shopping (50 percent). When asked what top reasons prevented respondents from walking more, the top response was "sidewalks or paths don't connect to where I need to go," followed by "crossing streets feels dangerous," and "I don't want to walk on snow and ice." When asked for the top improvements needed to pedestrian infrastructure, respondents' top pick was adding connections to existing sidewalks and paths, along with adding lighting and safer crossings.

Respondents were also asked why they most frequently rode their bicycles. All respondents who completed this question indicated that they ride for exercise and recreation. About 36 percent of respondents stated that they ride to other communities outside of Lake Geneva, and 33 percent said they ride to visit friends and family. Between 20 and 30 percent of respondents ride their bikes for shopping, going to bars and restaurants, and going to work, with relatively few going to school, community, or religious events. Most respondents indicated that they would like to see improved bicycle connections to parks and trails, followed by connections to bars, restaurants, libraries, churches, and community facilities. The most commonly selected obstacle to riding their bikes was a lack of bicycle connections to their desired destination, with 59 percent of respondents selecting this option. Safety was also a concern when crossing streets or riding alongside motorized traffic. The top suggested upgrade to the existing bicycle network was the addition of bike lanes, with 60 percent of respondents selecting this option, with adding new connections and separating bicycles and traffic as other desired improvements. Respondents were asked which nearby destinations outside Lake Geneva they would be most likely to bike to, and most (76 percent in both cases) indicated that they would ride to either Williams Bay or White River State Trail if a connection was provided. Fontana and Elkhorn were the second and third top choices, with 60 percent and 59 percent, respectively. Within the City of Lake Geneva, respondents indicated that Main Street (State Highway 50) needed bicycle infrastructure upgrades the most, followed by Lake Shore Drive and State Highway 120, as well as major intersections of Lake Geneva's main roads.

Overall, the results make it clear that survey respondents strongly support bicycle and pedestrian infrastructure upgrades that will address existing gaps in the network, improve safety, and connect the City to regional destinations.

Draft Plan Open House

The City of Lake Geneva held an Open House on January 31, 2018 to provide an opportunity for public to see and comment on the Draft Bicycle and Pedestrian Plan. The Plan includes recommendations for new and existing bicycle and pedestrian infrastructure, such as bicycle lanes, sidewalks, trails, and intersection improvements.

The purpose of updating the Plan is to provide a clear vision for the future of Lake Geneva's non-motorized transportation network and to provide the basis for obtaining state and federal grants for bicycle and pedestrian improvements. City staff and planning consultants were on hand to answer questions and discuss ideas.

Attendees had the opportunity to look at the Draft Plan and online survey results, see maps of existing and recommended future facilities, ask questions, and provide ideas and thoughts on the Draft Plan. There were 21 participants registered in attendance at the event. A summary of questions and the comments received is included in Appendix C of this Plan.

Draft Plan Review Meetings and Public Hearing

The Plan Commission held a public hearing on the Draft Plan on March 19, 2018. Following the public hearing, the Plan Commission recommended the Plan to the Common Council. The Council adopted the plan at their March 26, 2018 meeting.

Chapter 4. Goals and Objectives

Goal 1. Build and maintain a robust bicycle and pedestrian network that serves Lake Geneva residents and tourists

Objectives:

- Address the needs of all users of various age and ability levels.
- Increase both walking and bicycle ridership for recreation and transportation in Lake Geneva.
- Create connections between local destinations and institutions such as libraries, community centers, schools, churches, jobs, shopping, dining, and Downtown Lake Geneva.
- Add bicycle parking to existing destinations.
- Provide pedestrian and bicycle access to all parks and recreational facilities.
- Maintain existing bicycle and pedestrian facilities.
- Enhance bicycle and pedestrian safety with upgraded intersections, signage, and paint.
- The provision of safe and convenient bike connections between park and open space facilities should be emphasized in on-going City planning and acquisition efforts and should follow State and AASHTO design standards.
- Preserve railroad corridors for future recreational trails.
- During the Certified Survey Map (CSM) review process, require right-of-way dedication for all planned trails.
- Adopt an Official Map to reserve rights-of-way for future pedestrian and bicycle facilities.
- Continue to update and implement the City's capital improvement program to help ensure funding for upgrading and expanding the bicycle and pedestrian network.

Goal 2. Connect Lake Geneva to regional destinations

Objectives:

- Pursue partnerships with neighboring jurisdictions, agencies, and organizations to develop bicycle facilities among and through multiple communities and jurisdictions.
- Explore an off-street path connection to White River State Trail and White River County Park.
- Explore a connection to destinations in Northern Illinois and the Hackmatack National Wildlife Refuge.
- Improve safety along Lake Shore Drive and explore a new route through Big Foot Beach State Park.
- Explore a connection to the Grand Geneva Resort.
- Explore a connection in the existing off-street path in the former railroad right-of-way around the End-of-the-Line Caboose Motel.
- Provision of safe opportunities for bicycling and walking as an alternative to vehicular travel and to promote a healthy lifestyle.

Goal 3. Improve and expand the existing sidewalk network

Objectives:

- Improve pedestrian crossings, particularly in areas of high traffic or where safety issues are present.
- Enhance the City's walkability by requiring sidewalks or pedestrian pathways in all new residential and commercial developments, designing neighborhoods and developments with the pedestrian in mind, and considering the needs of bicyclists and pedestrians in all road improvement projects; connect all new development to the existing sidewalk network.
- Require infill development projects to provide sidewalks where gaps in the sidewalk network are present.

Goal 4. Encourage bicycle tourism as an economic development tool

Objectives:

- Connect tourist destinations such as Downtown, Elm Park, the lakefront, and Big Foot Beach State Park.
- Establish a subcommittee of key community and tourism stakeholders to promote bike tourism in Lake Geneva and the surrounding area.
- Connect local businesses to bikeshare providers (such as B-Cycle) to encourage bicycle tourism throughout the City.
- Host and expand increasingly popular cycling, running, and walking events in the City.
- Create a user-friendly bike map for tourists.
- Encourage public awareness of the City's parks, trails, outdoor recreational facilities, and other bicycle and pedestrian facilities by promoting them through maps, signage, and other materials.

Chapter 5. Bicycle and Pedestrian Plan Recommendations

Types Bicycle and Pedestrian Facilities

The following types of facilities are recommended by this Plan and are depicted on Maps 1 and 2.

On-Street Bike Routes

On-Street Bike Routes are existing streets where biking is encouraged. Typically, there is no additional infrastructure other than signage that identifies the route. Sharrows may be painted on the pavement to indicate to motorists that bicycles may use the full travel lane, as depicted in Figure 3. These routes should primarily consist of low-speed, low-traffic streets that divert cyclists away from high-speed roads through quiet neighborhoods.

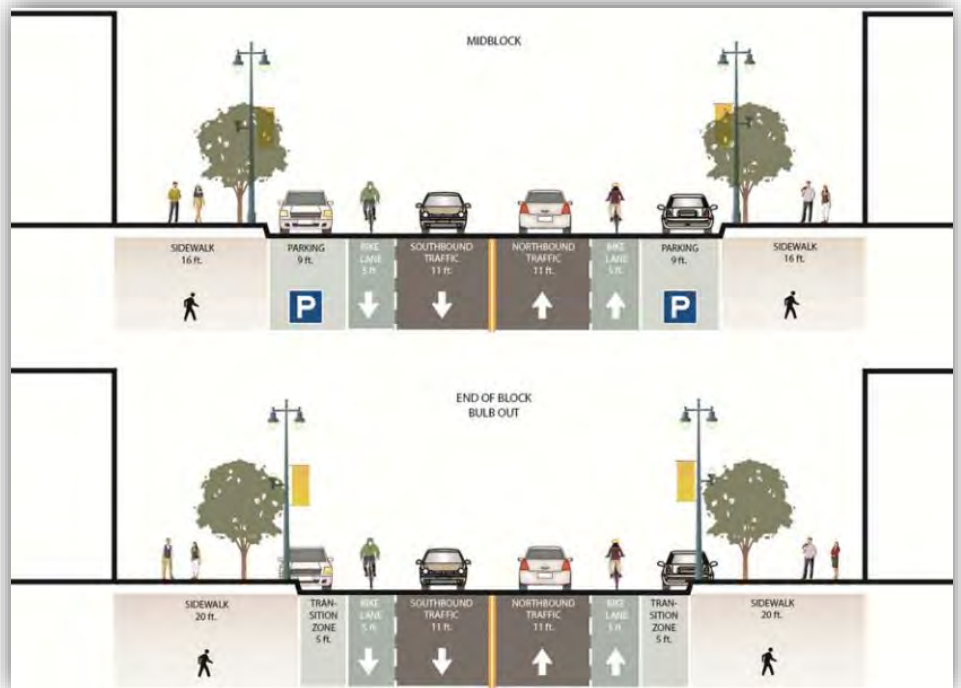
Figure 3. Sharrows



On-Street Bike Lanes

On-Street Bike Lanes are located on the right side of the road and are identified with a painted stripe and bicycle symbols on the pavement. Bike lanes must be at least five feet wide. Existing streets are often able to accommodate bike lanes without resurfacing. In cases where more width is needed, often in rural areas, pavement may be added to the shoulders of existing roads. The extra room provided by bike lanes reduces bicycle-vehicle conflicts and gives bicyclists room to stop in case of a breakdown or safely bike uphill at a slow speed without worrying about rear end collisions. Where bike lanes are

Figure 4. On-Street Bike Lanes



provided, head-on crashes, sideswipe crashes, fixed object crashes, and pedestrian crashes are all greatly reduced compared to narrow roads with no bike lanes. In some cases, pedestrians may also use bike lanes when no sidewalks are present. Additionally, adding width to existing roads extends the life of the road surface, better accommodates farm machinery, provides better drainage, and reduces shoulder maintenance needs. Bike lanes should not contain rumble strips or other obstacles.

Off-Street Multi-Use Paths

Off-Street Multi-Use Paths, (sometimes referred to as “trails”), accommodate two-way bicycle and pedestrian traffic on a paved or gravel surface. As paths are completely separated from vehicular traffic, they are among the safest facilities and tend to be the preferred choice of recreational users and users of all ages or abilities. Multi-use paths are typically 10 to 14 feet wide, may share a right-of-way with a nearby road, or may be located entirely within its own right-of-way. A center stripe may be added to the center of these paths, and careful design should minimize the number of dangerous road crossings that path users will encounter.

Figure 5. Off-Street Multi-Use Path



Regional Tourism Connections

Regional Tourism Connections are routes that are integrated into existing rural roads that connect the City of Lake Geneva to other nearby communities. They are primarily bicycle routes, although bike lanes and multi-use paths may be incorporated in some locations. These connections should not be located on state highways, where the speed and traffic volume are particularly high. As rural roads may not be wide enough for on-street bike lanes, routes may share the road with vehicular traffic in certain stretches. These connections would typically be used by confident and experienced bicyclists. Regional routes should be identified with signage so that tourists can easily follow the route and navigate between communities. Many advanced users will find these routes preferable to biking on state highways.

Intersection Improvements

Intersection improvements include a variety of design features that increase safety when crossing the street. Examples include curb bump-outs, improved crosswalk paint, and pedestrian-activated crossing signals. Curb bump-outs reduce the distance a pedestrian must walk from one end of a crosswalk to another. They reduce the perceived width of a street from a motorist's perspective, and therefore cause traffic to move more slowly than it otherwise would. Finally, pedestrian-activated crossing signals feature signs and strobing lights that warn motorists to stop for pedestrians in a crosswalk.

The specific intersection improvement selected for a given intersection will depend on the unique characteristics and needs of each intersection which will need to be evaluated on a case by case basis. Additional treatments could include paint, signage, pedestrian-activated signals, raised crosswalks, high visibility crosswalk markings, curb extensions or bump-outs, prominent pedestrian islands, sidewalk connections where missing, mid-block crossings in busy pedestrian areas, advance stop/yield lines.

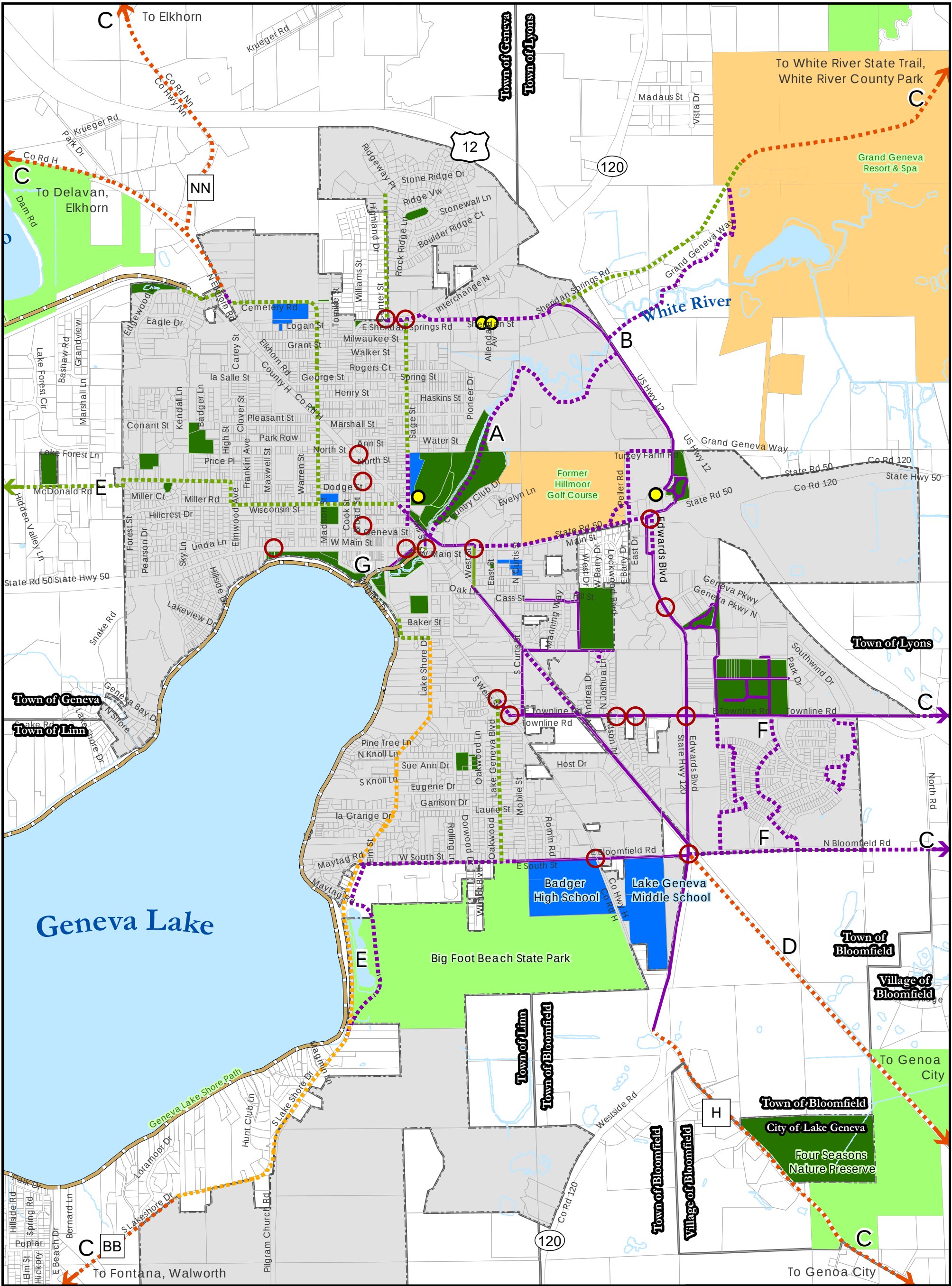
Figure 6. Intersection Improvements



Park and Ride Facilities

Park and ride facilities involve providing parking in strategic locations near major bicycle and pedestrian trails and routes. These facilities are designed for those who live more than a few miles from City limits who would like to bike or walk through Lake Geneva who want to spend less time traveling to Lake Geneva and more time exploring it. Several future locations of park and ride facilities are depicted on Map 2. They are located away from the City's Downtown and near major highways that most visitors arrive from. The City is exploring shuttle service to these locations to accommodate visitors who want to visit Downtown Lake Geneva while alleviating downtown vehicle traffic and parking concerns.

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Recreational Facilities

- State Owned Land
- City Parks & Open Space
- Private Recreation Facilities
- Schools

- Town Boundaries
- City Boundaries

- Existing Off-Street Pedestrian Paths
- Existing Off-Street Multi-Use Paths
- Existing On-Street Bike Routes
- Surface Water

Planned Facilities

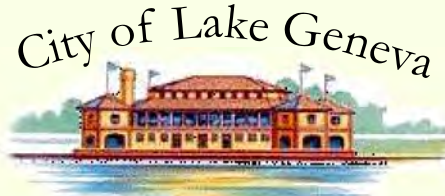
- Intersection Improvements
- On-Street Bike Routes
- On-Street Bike Lanes
- Off-Street Multi-Use Paths
- Regional Tourism Connections
- Future Park and Ride

0 0.125 0.25 0.5 Miles



12/19/2017
Source: City of Lake Geneva, SEWRPC,
Walworth County, Vandewalle & Associates

VANDEWALLE & ASSOCIATES INC.
Shaping places, shaping change



Bicycle and Pedestrian Plan
Map 2: Planned Facilities

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Regional Recommendations

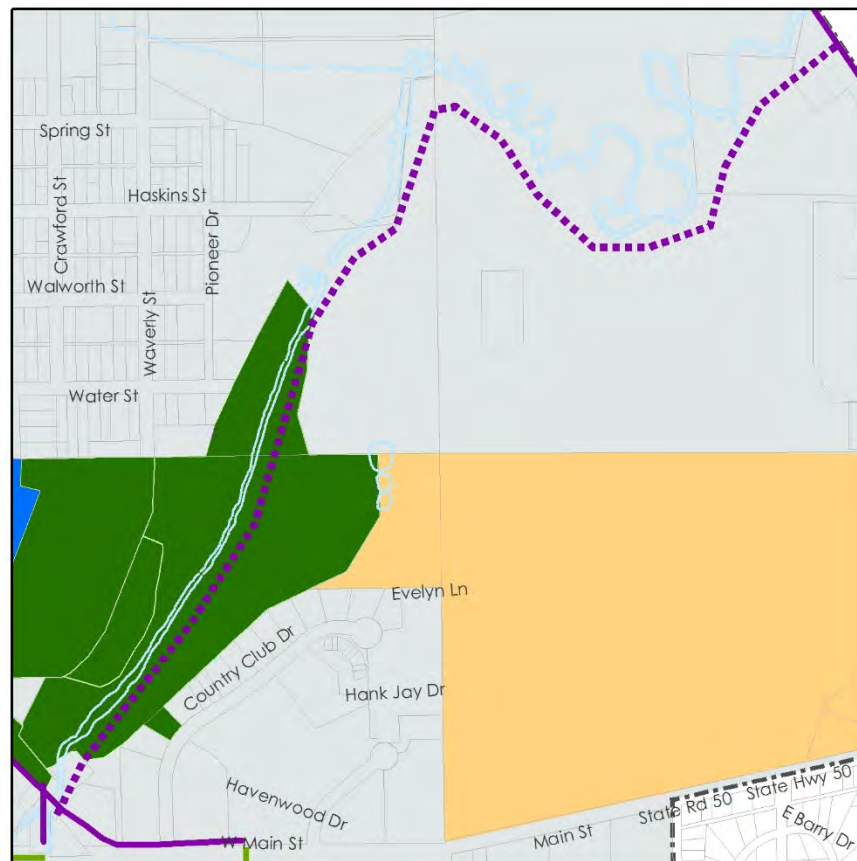
This Plan recommends several Regional Tourism Connections that connect Lake Geneva to nearby communities and other regional recreational destinations. These connections consist mainly of signed bicycle routes, incorporating bike lanes and off-street facilities where possible. As many regional destinations are currently difficult to access on foot or by bike, providing new Regional Tourism Connections will help grow the City's tourist economy by expanding number of things that are possible to see and do while visiting Lake Geneva. Building on Lake Geneva's status as a resort and vacation destination, these recommendations seek to link the City's well-established attractions with recreational opportunities and destinations in the broader region such as northern Illinois, Grand Geneva, and the White River State Trail. These connections also build the region's economy by expanding bicycling opportunities and creating a bicycling destination that stretches from southeastern Wisconsin to Chicago.

As these planned connections are located outside of the City limits, cooperation and partnerships will be necessary in order to make them a reality. The City will need to work with adjoining towns, nearby cities and villages, Walworth County, state agencies, tourism organizations, and interest groups order to coordinate and fund the needed facility upgrades to complete the Regional Tourism Connections.

White River Trail (A)

The White River Trail corridor provides a scenic connection between Downtown Lake Geneva and the off-street path along Edwards Boulevard. The existing trail is picturesque and well-used by existing residents. Completing this connection for full bikeability and walkability addresses a critical gap in the existing trail network. As the former Hillmoor Golf Course is redeveloped, the City should require land dedication along the White River to ensure sufficient space for this trail.

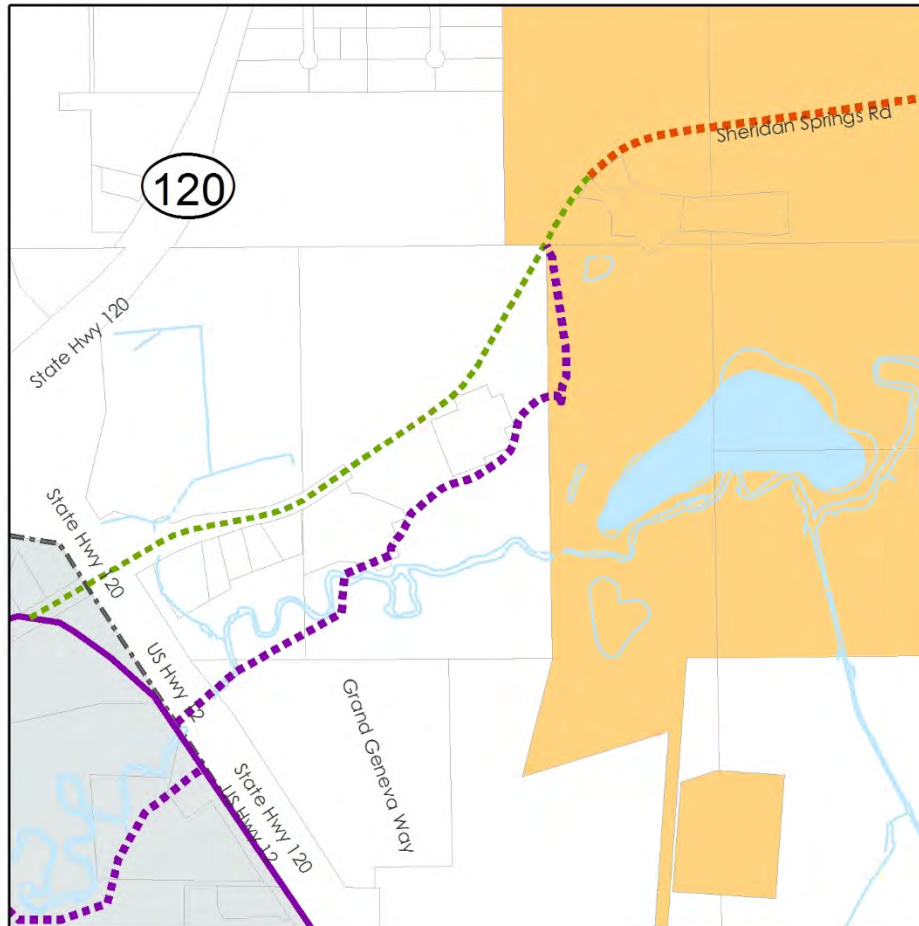
Figure 7. White River Trail



Connection to Grand Geneva and White River County Park and White River State Trail (B)

In the short term, this Plan recommends the addition of bicycle lanes to Sheridan Springs Road over State Highway 120 to connect Lake Geneva with rural areas to the east. In the long term, an off-street path connection from Edwards Boulevard to Grand Geneva Resort and Spa along the White River is more ideal connection due to its safety and scenic value. This connection is included in this Plan to indicate that in the future, when State Highway 120 is reconstructed, the bridge over the White River should be upgraded to accommodate the trail connection. Eventually, this route will lead to the new White River County Park, as well as the White River State Trail.

Figure 8. Grand Geneva and White River Connection

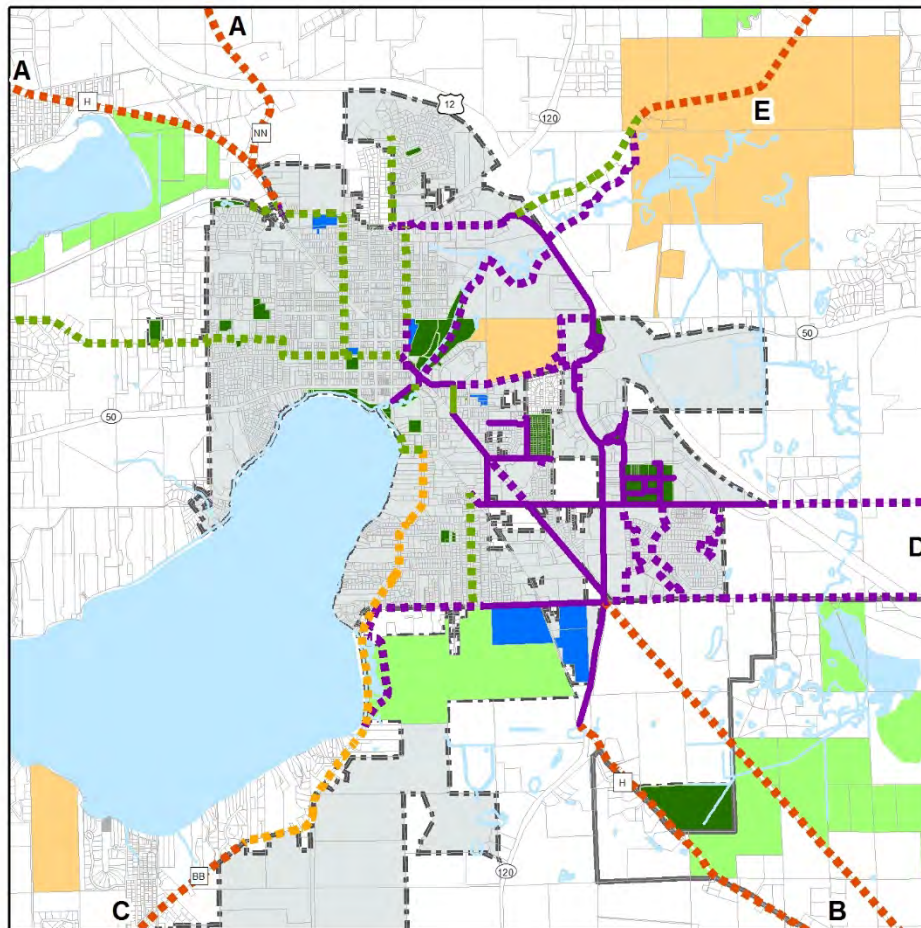


Urban Escape Routes (C)

Urban Escape Routes offer connections to regional destinations with lower vehicle conflicts than main arterials and should be maintained to preserve ease of bicycle access. Urban escape routes are characterized by lower traffic volumes and slower speeds than state highways, which prevents bicycles and pedestrians from having to bike or walk near high-speed traffic. Urban escape routes also tend to provide more scenery and less noise than routes that follow busy highways. Several proposed urban escape routes include:

- **To Elkhorn** via County Highways H and NN (northbound)
- **To Genoa City** via County Highway H (southbound)
- **To Fontana and Walworth** via South Lake Shore Drive
- **To rural subdivisions the east** via East Townline Road and North Bloomfield Road
- **To Grand Geneva, White River County Park, and White River State Trail** via Sheridan Springs Road

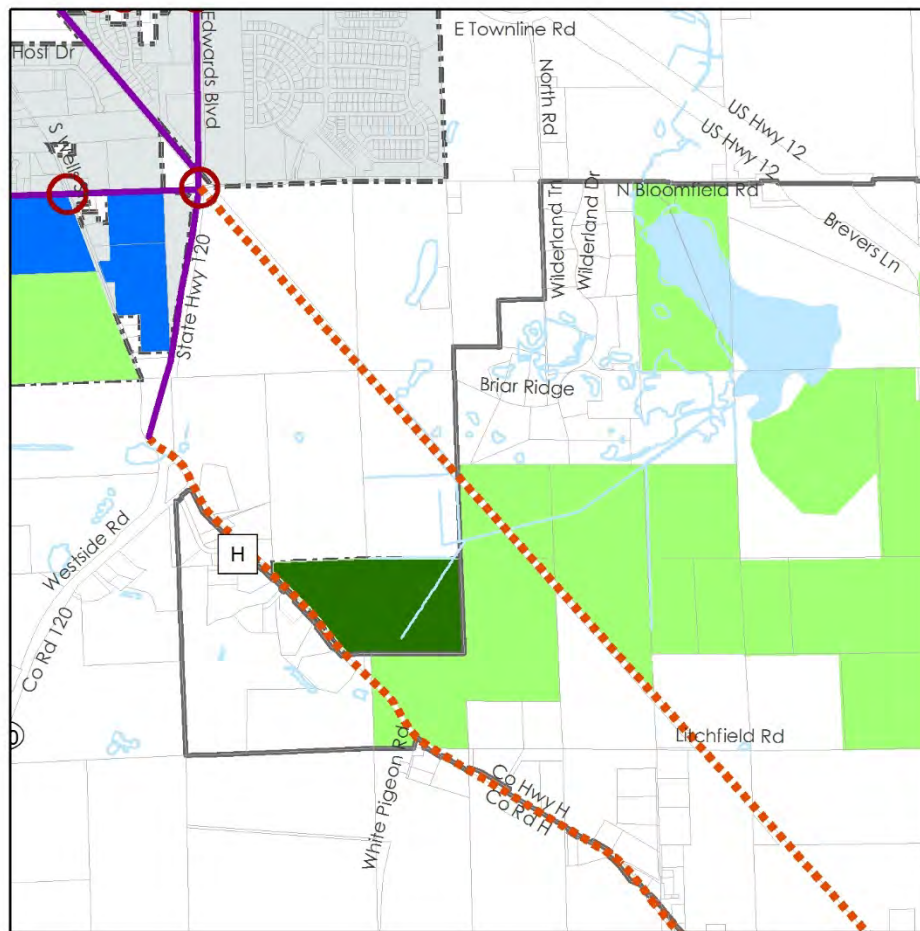
Figure 9. Urban Escape Routes



Connection to Hackmatack National Wildlife Refuge and Northern Illinois (D)

The City should explore a connection to northern Illinois and the newly-established Hackmatack National Wildlife Refuge near the Illinois-Wisconsin border. An existing former railroad bed provides a direct connection that is separate from all roads, provides scenic views, and features gentle slopes. However, the corridor is currently on private property. An easement should be explored to provide public access to this ideal trail connection. Another option for this route is to add bicycle lanes or an off-street path along County Highway H, which runs parallel to the railroad bed. This connection could become part of a corridor between Lake Geneva and Downtown Chicago that utilizes the Prairie, Fox River, and Great Western Trails, encouraging Chicago-area bicycle enthusiasts to spend tourism dollars in Lake Geneva. This connection will be further enhanced by improving the intersection of State Highway 120 and North Bloomfield Road.

Figure 10. Connection to Hackmatack N.W.R and Northern Illinois



Local Recommendations

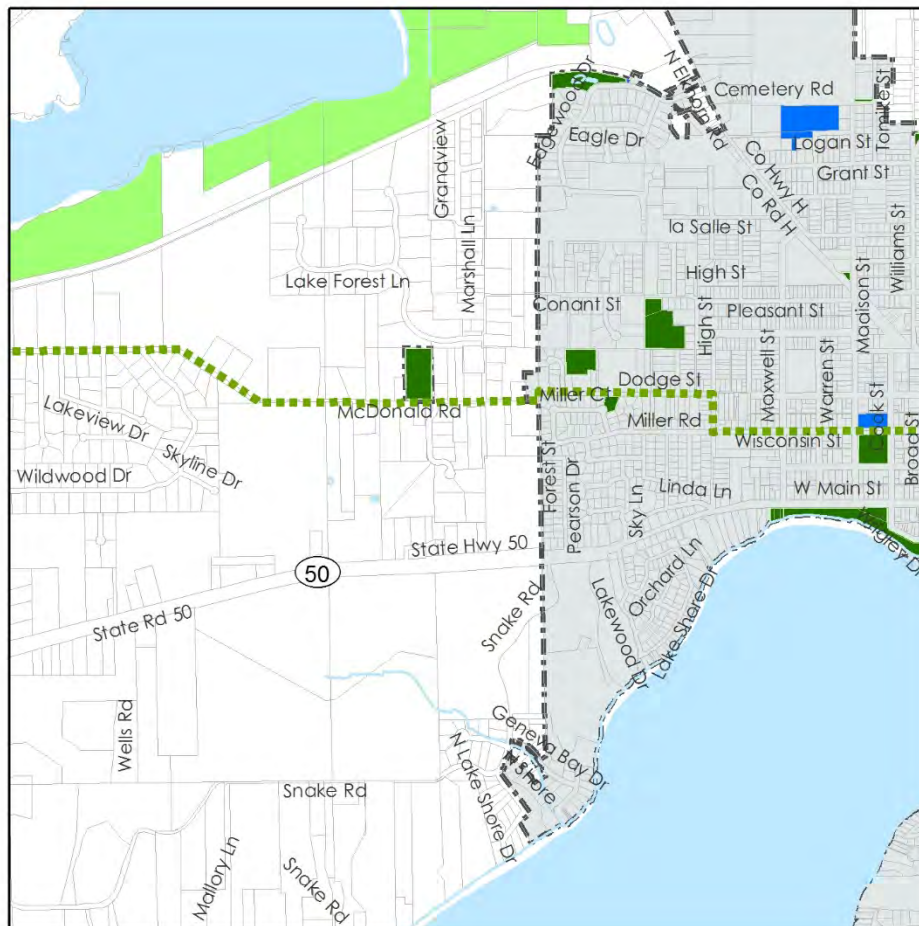
This Plan recommends connections to important local destinations that will improve the quality of life for Lake Geneva residents, encourage tourists to travel by foot or by bike, as well as enhance City's the outdoor recreation experience.

The Geneva Lake Loop (E)

Due to a lack of shoulders, bicycle lanes, and trails, it is difficult for most bicyclists other than the most experienced riders to complete a loop around Geneva Lake and to other nearby destination communities. Therefore, it is important to identify and preserve safe routes on existing roads for cyclists to be able to complete a loop around Geneva Lake. These routes must also feature safe connections to Downtown Lake Geneva.

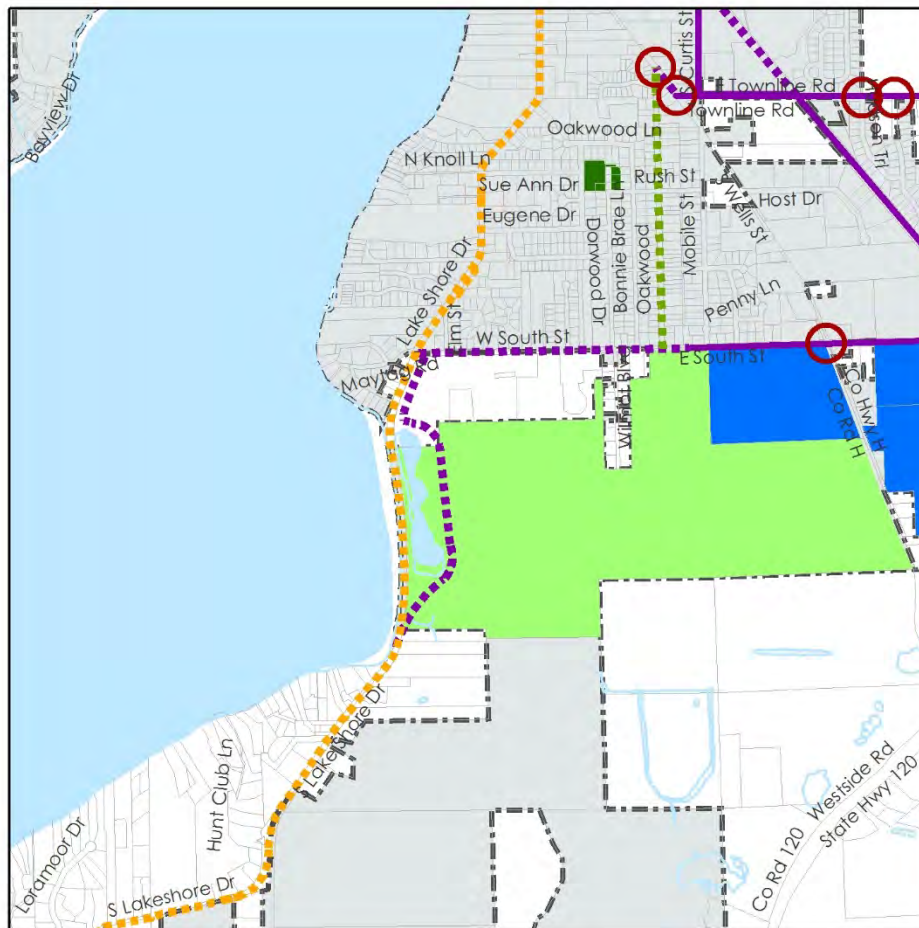
Providing a northern route around Geneva Lake along State Highway 50 would be a challenge due to high traffic volumes and speeds. An urban escape route on McDonald Road provides a safer alternative. This route connects to Downtown Lake Geneva via Dodge Street and Wisconsin Street. Following calm streets, this route connects the bicycle network to Central-Denison Elementary School.

Figure 11. McDonald Road Lake Loop



Big Foot Beach State Park has been identified as a problem area for bicycles and pedestrians due to the proximity of South Lake Shore Drive and its associated traffic. Due to safety and erosion concerns along the lakefront, the long-range recommendation for this area involves adding a separate bicycle and pedestrian trail to the east of the existing marsh away from vehicular traffic. Rerouting the trail minimizes conflicts along the beach where safety is an ongoing problem. This trail would then connect to a planned trail along South Street, eventually connecting to a planned on-street route on Lake Geneva Boulevard. Given the limited space, the new trails will require creativity in design to minimize the removal of mature trees. This is a critical connection due to its proximity to Badger High School and Lake Geneva Middle School. An on-street bicycle route along Lake Geneva Boulevard, along with a short segment of off-street path on South Wells Street with new pedestrian and bicycle-activated crossings completes this new route's connection with existing City trails.

Figure 12. South Lake Shore Drive



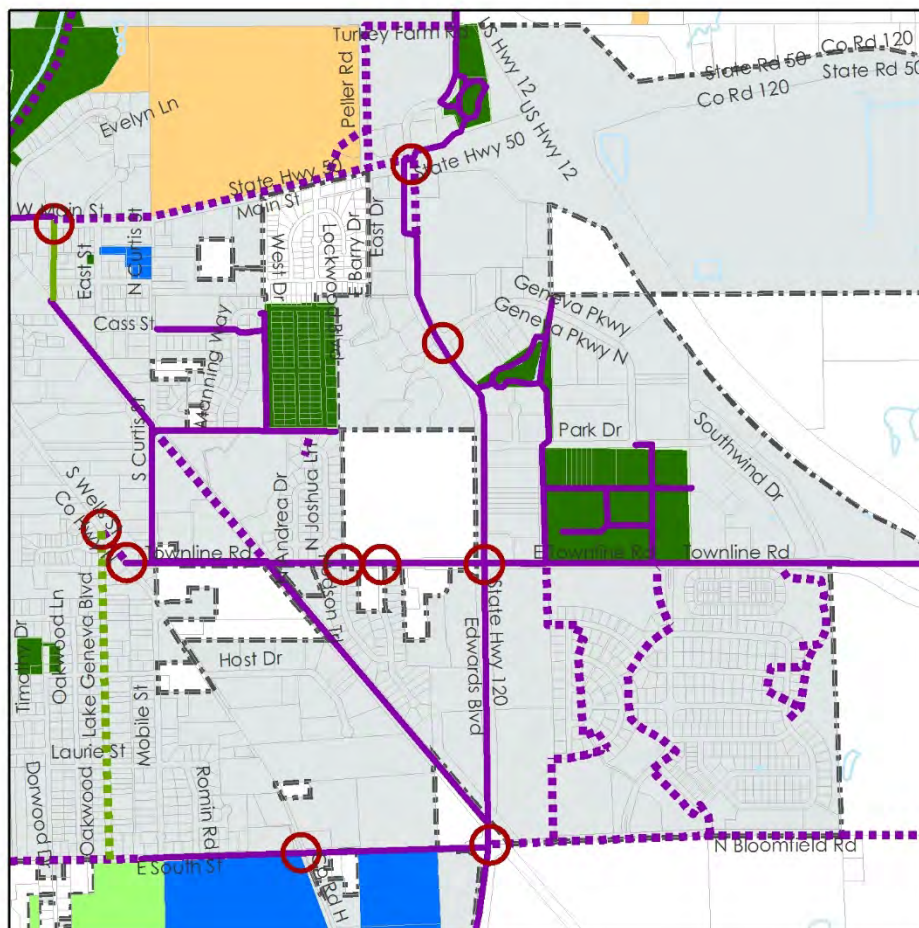
Since these trails will likely not be constructed in the near future, it is important to take measures to improve bicycle and pedestrian safety in the meantime in this high-conflict area. For example, it is possible to add on-street bicycle lanes on Lake Shore Drive to connect Big Foot Beach State Park with Downtown Lake Geneva. The City is exploring a possible South Lake Shore Drive reconstruction project that would follow the same route around the marsh that the recommended trail follows, and the new design must retain adequate separation between vehicular traffic and trail users. However, at this time, the road reconstruction project will require additional discussion and cooperation between the City of Lake Geneva, the State of Wisconsin, Walworth County, and the Town of Linn before proceeding.

Connections Along State Highways 50 and 120 (F)

The off-street path along State Highway 120, known as Edwards Boulevard within the City limits, has several intersections with roads with high traffic volumes. Crossing East Bloomfield Road and North Townline Road requires bicycles and pedestrians to cross four lanes of traffic in locations with no traffic signals. Additionally, traffic generators such as Lake Geneva Middle School result in high traffic volumes during certain times of day. In order to improve trail crossing safety, the City should explore implementing intersection improvements at these locations. This will promote walkability and bikeability for students especially.

Due to safety concerns, roads that are designed for high speeds and large traffic volumes are not ideal for local bicycle and pedestrian traffic. As development occurs along East Townline Road and North Bloomfield Road, trails should be extended to connect new neighborhoods to the existing trail network along State Highway 120. New off-street paths, bike lanes, or bike routes should be incorporated in new developments to provide additional connectivity with these main bicycle and pedestrian corridors, especially along State Highway 50 (Main Street), which links popular shopping centers with Downtown Lake Geneva.

Figure 13. State Highways 50 and 120



Improving the Downtown District (G)

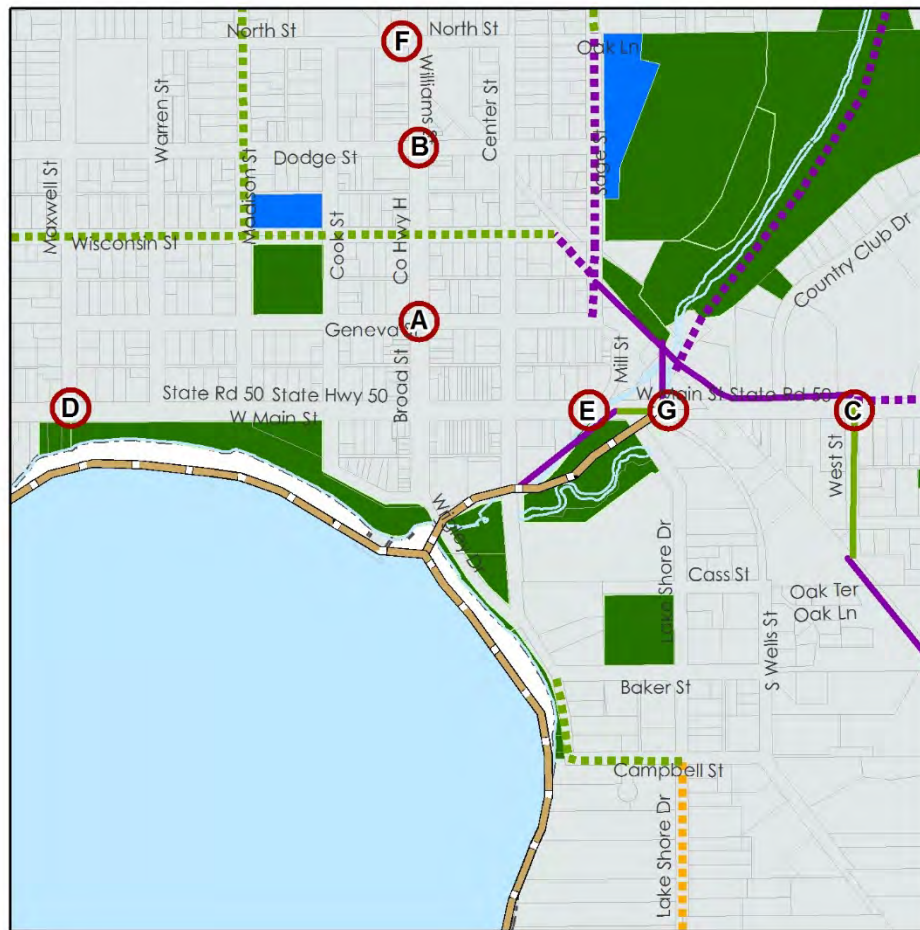
As bicyclists and pedestrians approach Downtown via existing and proposed routes and trails, they may frequently encounter heavy vehicle and pedestrian traffic. Rather than encourage bicyclists to enter the fray, several bicycle parking areas should be placed around the perimeter of downtown, to give bicyclists the option to leave their bike in a secure place while enjoying the various businesses and sights that Downtown Lake Geneva has to offer. This could include bicycle racks, secure bike lockers, and supervised storage areas. At this time, this Plan does not recommend adding bicycle lanes to this section of Main Street.

Intersection improvements in the Downtown will also provide a safer street-crossing experience for pedestrians. Such improvements may include pedestrian-activated crossing signals, which are described further on page 17. Seven downtown intersections are identified on the map for future intersection improvements (see Figure 14):

- A.** Broad Street and Geneva Street
- B.** Dodge Street and Broad Street
- C.** West Street and Main Street
- D.** W. Main Street and Maxwell Street
- E.** W. Main Street and Mill Street
- F.** North Street and Broad Street
- G.** W. Main Street and N. Wells Street

Other intersections within the Downtown should be evaluated for crosswalk upgrades, such as enhanced striping or curb bump-outs to enhance crosswalk visibility and encourage slower driving speeds. Finally, the City should encourage sidewalk cafés that improve the downtown atmosphere and encourage business patronage through careful design. Refer to the Sidewalk Café Guidelines provided later in this chapter.

Figure 14. Downtown Lake Geneva



Other Key Connections

Several other connections are recommended to enhance the existing bicycle and pedestrian transportation network within the City. These are depicted on Map 2 and include the following:

- Intersection improvements near Lake Geneva Middle School and Badger High School at the intersection of S Wells Street, E South Street, and E Bloomfield Road, as well as the intersection of N Bloomfield Road and Edwards Boulevard (STH 120);
- A new on-street route on Madison Street beginning at Wisconsin Street and heading north, curving to the west on Cemetery Road and ending at Elkhorn Road;
- A new on-street route on Edgewood Drive and Promontory Drive to connect to the Duck Lake Nature Trail;
- A new off-street path on Elkhorn Road to connect on-street routes on Cemetery Road and Promontory Drive;
- A new on-street route on Sage Street from East Sheridan Springs Road to North Street;
- New on-street bicycle lanes on Sage Street from North Street to Geneva Street;
- A new on-street route on Center Street north of East Sheridan Springs Road;
- A new off-street path along West South Street from Lake Geneva Boulevard to Big Foot Beach State Park;
- A new off-street path along Wells Street from Lake Geneva Boulevard to East Townline Road, with pedestrian and bicycle-activated crossings at these two intersections;

- An off-street path connection from Joshua Lane to the existing Yellow Route;
- An off-street path along an easement at the End-of-the-Line Caboose Motel that will provide a direct, off-street connection in the existing off-street path in the former railroad right-of-way;

Recommended Intersection improvements

In the locations on Map 2 where intersection improvements are recommended, a range of techniques may be considered. Each intersection should be studied to understand the most effective improvement for that intersection, based on the specific issues and conditions in that location. For example, a pedestrian-activated crossing signal may be needed at key intersections in the Downtown, while painted crosswalks may suffice in lower-traffic areas. Treatments could include paint, signage, pedestrian-activated crossing signals, raised crosswalks, curb bump-outs, and extending the crossing time of existing crosswalks. The City should also explore traffic signals that detect bicycles, since many of the lights do not change unless a vehicle is detected.

Downtown Intersections

Due to significant automobile and pedestrian traffic, particularly in the summer months, pedestrians in the downtown experience difficulty crossing the street safely. The City should pay particular attention to intersection improvements downtown due to the high density of pedestrians relative to other areas in the City and should consider a variety of improvements described in this Plan.

Pedestrian Recommendations

While shared off-street paths serve pedestrians and bicyclists alike, they do not address all gaps in the pedestrian network, since pedestrians often cannot walk safely with traffic even on roads without sidewalks that have relatively slow speed limits. Sidewalks are critical to providing safe and convenient options for walking in the City – both within neighborhoods and between neighborhoods and community destinations.

The City should require all new and infill development projects to provide sidewalks to expand and complete the City's pedestrian network. In locations where sidewalks are not currently provided, the City should consider adding sidewalks as roads are scheduled to be reconstructed. Prior to reconstruction, the City should evaluate the feasibility of incorporating sidewalks as part of the reconstruction project. The following criteria should be considered for prioritizing sidewalk investments in established neighborhoods and other developed areas:

- The sidewalk would connect to community destinations such as schools, parks, jobs, shopping, activity centers, and civic amenities
- The sidewalk would address a safety issue
- The sidewalk would close a gap in the existing sidewalk network

Key Sidewalks

Center Street

Sidewalks should be added to Center Street north of East Sheridan Springs Drive, as this street connects to an existing neighborhood to the northeast as well as newer housing developments to the north. This sidewalk will ideally connect to the recommended off-street path along East Sheridan Springs Boulevard, linking these neighborhoods with the rest of the City.

South Curtis Street

Sidewalks are recommended to connect the existing off-street path along the former railroad right-of-way where it meets South Curtis Street just south of Skyline Drive, extending north to the proposed off-street path along State Highway 50 (Main Street). This connects a significant gap in the existing network while improving pedestrian access to St. Francis de Sales Parish School.

Lake Geneva Boulevard

Adding sidewalks to Lake Geneva Boulevard creates an important connection between the recommended off-street paths along West South Street and South Wells Street. Since these streets are in an established neighborhood, providing sidewalks would require cooperation from existing homeowners. Sidewalks in these locations remain important components in a complete pedestrian network.

South Lake Shore Drive

The Plan recommends the relocation of South Lake Shore Drive and the development of a future off-street path at Big Foot Beach State Park. (Refer to Lake Geneva Loop on page 25.) Once South Lake Shore Drive is rerouted, the new off-street trail will accommodate pedestrians. Currently, nature trails connect West South Street with the camping area of Big Foot Beach State Park.

Main Street

The segment of Main Street between North Curtis Street to Edwards Boulevard is a critical connection between Downtown Lake Geneva and several large-scale shopping centers. A recommended off-street path is described in the Local Recommendations section of this Plan under “Connections Along State Highways 50 and 120.”

West Main Street

A sidewalk should be added along West Main Street from Lake View Drive to Snake Road in order to connect the surrounding neighborhoods on the western edge of Lake Geneva. This connection would also improve access to Covenant Harbor, a local camp with outdoor recreation programming.

Park Drive

The short stretch of Park Drive between Edwards Boulevard and Southwind Drive is an example of a gap in the existing sidewalk network. Nearby residents must currently walk on the street where heavy trucks often drive and park in order to get from their homes on Southwind Drive to nearby destinations along Edwards Boulevard and Veterans Park. Sidewalks should be added to Park Drive with crossings that consider conflicts with truck traffic. The City could also consider extending the dead-end bicycle trail in Veterans Park to connect to Prairie Wind Drive.

Sage Street

Sage Street’s existing sidewalk is incomplete between Eastview Elementary School and East Sheridan Springs Road. New sidewalks should be added on Sage Street to address existing gaps and connect the school with the recommended off-street path along East Sheridan Springs Road. A ten-foot-wide off-street trail is recommended on the east side of Sage Street in front of Eastview Elementary School. As the right-of-way narrows, this trail will narrow to connect to the existing and proposed sidewalks on this side of the street.

Wells Street

Existing sidewalks on Wells Street stop short of West Main Street. The City should add sidewalks near the several existing fast food restaurants along Wells Street in order to connect these two important corridors.

Geneva Lake Shore Path

This existing pedestrian-only path provides a scenic and historic walk along Geneva Lake near some of the City’s finest architecture and landscaping. There are few points of public access, and much of the path is not ideal for children or people with mobility concerns. However, this path is an important amenity in Lake Geneva’s outdoor recreation offerings, and it should be preserved and enhanced in the future.

Downtown Sidewalk Café Guidelines

A sidewalk café consists of an outdoor dining area that includes elements such as seating areas, tables, barriers, plantings, and/or umbrellas. They frequently are found in front of downtown properties and are located within the public right-of-way. While they contribute to the character, economy, and atmosphere of a downtown commercial setting, sidewalk cafés must be carefully designed to minimize conflict with nearby pedestrians. The following is a list of requirements that ensure good sidewalk café design:

- Movable, durable barriers or planters to protect tables
- Barriers should be at least three feet tall
- Base of barriers should be no more than six inches tall
- Plants in planters must be alive
- Planters should be no more than three feet tall
- Five feet of clearance for pedestrians must be maintained outside the barriers
- Three feet of circulation clearance must be maintained within the barriers
- Entry to café area should be at least 44 inches wide
- Wait staff may not serve guests outside the barriers
- Entry must be staffed if the café serves alcohol
- Trash cans required if no wait staff is present
- Optional menu or sign (subject to any sign ordinance requirements)
- Sturdy furniture in good condition
- Furniture must not be plastic, unfinished wood, or covered in fabric
- Small tables are preferred over large tables
- Furniture colors are subject to any zoning district requirements
- Umbrellas should not extend beyond barriers
- No carpets or other sidewalk coverings may be used
- Sidewalk cafés must be at least 100 feet from any residential zoning district

Figure 15. Sidewalk Café



Chapter 6. Implementation

Priority and Phasing of Investments

The recommendations presented in this Plan will be implemented over time, rather than occurring all at once. In some cases, the timing of implementation will be based on the City priorities detailed below. In other cases, phasing will be dictated by several factors, including private landowner decisions to develop or sell their property and the availability of City funding or grants to make necessary system expansions or improvements.

In general, bicycle and pedestrian investments should be prioritized as follows:

1. *Improve* the existing bicycle and pedestrian system by addressing ongoing safety issues, particularly dangerous intersections.
2. *Improve* the existing bicycle and pedestrian system by closing gaps in the network.
3. *Expand* the existing bicycle and pedestrian system by developing new connections that provide safe routes to schools.
4. *Expand* the existing bicycle and pedestrian system by developing new connections to other local destinations.
5. *Expand* the existing bicycle and pedestrian system by developing Regional Tourism Connections.

Short-term Recommendations

Short-term recommendations address immediate safety concerns or gaps in the existing bicycle and pedestrian network. High-priority short-term recommendations in Lake Geneva include:

West Street and Main Street

The intersection of West Street and Main Street is a top short-term priority for implementation. At this location, the off-street path along the former railroad right-of-way, which extends northwest and southeast through the City, is interrupted by a short on-street segment along West Street. West Street dead-ends at Main Street, creating an abrupt T-intersection. The bicycle and pedestrian crosswalk in this location is in poor condition, and there is a significant amount of traffic on Main Street (State Highway 50). Providing a safer crossing in this location will greatly improve connectivity between the northwestern and southeastern legs of the off-street path, a linkage that is crucial to linking the Downtown to other portions of the City with bicycle and pedestrian facilities. This connection will become only more important as future bike routes and lanes are implemented north of Downtown.

Other Downtown Intersections

Improvements that address bicycle and pedestrian safety concerns should be top priorities for implementation. The Downtown contains numerous hotspots where bicycles, pedestrians, and vehicles all converge, creating a busy and chaotic environment. While this level of activity is a sign of a healthy downtown and tourism economy, directed improvements to intersections are needed to improve safety, increase bicycle ridership, and comfort for residents and visitors to the Downtown. Such improvements will support continued economic activity and ensure the sustainability of the Downtown as the traffic and popularity of Lake Geneva increases. Improvements may include pedestrian-activated crossing signals, high-visibility crosswalk striping, curb bump-outs, or other enhancements. To this end, the City should prioritize improvements the other Downtown intersections, for instance, Broad Street and Geneva Street, Dodge Street and Broad Street, W. Main Street and Maxwell Street, W. Main Street and Mill Street, and W. Main Street and Wells Street.

Main Street at Edwards Boulevard

The off-street path along Edwards Boulevard (State Highway 120) intersects Main Street on the east side of the City. This is a priority intersection for improvement as the trail along Edwards Boulevard is a key north-south bicycle and pedestrian route. Providing a safer crossing in this location will greatly improve connections between businesses and homes south of Main Street and the neighborhoods to the north. It will also support future connection to planned regional trails connecting to Grand Geneva, White River County Park, and White River State Trail to the northeast and Illinois to the south.

Long-term Recommendations

Long-term recommendations involve implementing projects as opportunities arise, which may require cooperation with surrounding jurisdictions and regional trails. State laws prohibit the City from condemning land like it historically could to improve public facilities, so it is important to take advantage of every opportunity possible to acquire land for expanding the public right-of-way to improve the bicycle and pedestrian network. High-priority long-term recommendations in Lake Geneva include:

South Street to Big Foot Beach State Park

Currently, Big Foot Beach State Park is only connected to South Street by nature trails that run through the campground. This configuration restricts accessibility since the surface is not paved or wide enough for bicycle traffic. In order to complete this connection, an off-street path is ideal, but challenging due to the topography, lack of space, and presence of mature trees. By creatively routing the off-street path in a way that deflects around existing trees, an important connection between Big Foot Beach State Park, Badger High School, and several other existing trails will address a significant gap with a relatively short connection.

White River State Trail

Connecting Lake Geneva to the White River State Trail and nearby White River County Park and the Grand Geneva expands the outdoor recreational options in the City while improving access to several nearby communities. Initially, bicycle lanes may be added to Sheridan Springs Road, since the addition of a new trail may require widening the White River bridge on USH 12. In the future, when this bridge is reconstructed, a design that allows for a trail underpass will accommodate a planned off-street trail between Edwards Boulevard and Grand Geneva. Beyond the Grand Geneva, on-street bicycle lanes will connect Lake Geneva with both the State Trail and County Park.

Network Expansions and Regional Tourism Connections

This Plan's recommended expansions to the bicycle and pedestrian network should be pursued as opportunities arise and funding becomes available. The recommendations for Regional Tourism Connections will be implemented as partnerships and funding opportunities become available. This Plan recommends that the City seek out opportunities to collaborate with other municipalities and organizations to proactively advance these connections.

Typical Costs of Bicycle and Pedestrian Facilities

Typical costs, depicted in Figure 16, were developed based on a combination of real-world examples and industry averages. These costs are provided in 2017 dollars, rounded to the nearest thousand. They include only the cost of the infrastructure investment, (including engineering, design, and contingency) and do not include costs for right-of-way acquisition, additional amenities (signs, kiosks, bike racks, etc.) or other improvements specific to a given project.

Figure 16: Typical Costs Typical Costs of Bicycle and Pedestrian Facilities

Facility	Estimated Cost per Mile (2017 Dollars) ¹
On-Street Bike Route ²	\$16,000
On-Street Bike Lane ³	\$96,000
Off-Street Multi-Use Path ⁴	\$132,000
Concrete Sidewalk ⁵	\$153,000 (\$29 per linear foot)

1. Costs include engineering (25%), design (20%), and contingency (15%) allowances.

2. Assumes signage every 400 feet in each direction.

3. Assumes lanes are five feet wide.

4. Assumes paths are eight feet wide

5. Assumes sidewalks are five feet wide and four inches thick.

On-street and off-street facilities will require regular maintenance and repair. On-street facilities are often maintained as part of a community's regular roadway maintenance program. In some cases, additional maintenance will be needed such as plow in the winter, clear of debris from the bike lanes, or trim overgrown vegetation. In general, asphalt paths will need repaving every seven to 15 years; concrete paths will require replacement every 25 years.

Funding Sources and Strategies

There are several funding sources available to help finance implementation of improvements or expansions of the bicycle and pedestrian network, including include parkland acquisition impact fees and state and federal grant programs. It should be noted that funds from many of these programs are subject to change due to fluctuations with current federal, state, and local budgets. The City may qualify for grant funds through the Federal Land and Water Conservation Fund (LAWCON), the State Acquisition and Development of Local Parks Program (ADLP), and the State of Wisconsin the Knowles-Nelson Stewardship Program. A listing of available grant programs is found in Appendix C.

The bicycle and pedestrian infrastructure improvements recommended in this Plan should continue to be incorporated into the City's biennial capital improvement plan and programming. The City has successfully maintained and improved its existing bicycle and pedestrian network by outlining the general schedule within which public improvements are proposed to be undertaken. Following the "if it's not broke, don't fix it" principle, the CIP in Lake Geneva has a proven track record in leveraging available resources through improved timing of projects, and coordinating City projects with those of other public or private entities.

The City of Lake Geneva should continue to utilize its existing planning framework and regulations to implement the recommendations in this Plan. The City's subdivision ordinance and development review process, in particular, provide opportunities secure transportation right-of-way as development occurs.

Finally, the City should coordinate efforts with other units of government (ex. Walworth County, adjacent Townships, etc.), governmental departments and public agencies (ex. school districts, Wisconsin Department of Transportation, and Wisconsin Department of Natural Resources), and private and non-profit agencies (ex. Geneva Lake Conservancy, Land Trust of Walworth County) to help fund, leverage funds, and implement the recommendations presented in this Plan.

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Appendix A: Visioning Workshop Results Summary

The following is a compilation of questions and responses for each exercise conducted at the City of Lake Geneva Bicycle and Pedestrian Plan Visioning Workshop held on October 30th, 2017 at City Hall:

1. **DRAWING:** A large copy of the current facilities in the Lake Geneva area is being provided. Please feel free to pick up a marker and draw:
 - a. Where you currently bike and walk; (black marker)
 - b. Where you think new sidewalks, paths, or trails should be for pedestrians; (green marker)
 - c. Where you think new paths or trails should be for bicycles (blue marker)
 - d. Any particularly dangerous areas for walking. (red marker)
 - e. Any particularly dangerous areas for biking (purple marker)

Note: On your table's "Mapping Issues" form, you may describe what you draw on the map. Place a number on the map and write your description of the issue on the form next to the same number.

2. **ALLOCATING FUNDS:** In this exercise you are the financial advisor for the City of Lake Geneva. You must decide where to allocate funds for capital improvements associated with bike and pedestrian facilities. The amount you allocate to each of the six improvements should represent the priority or importance of the improvement. You may choose to put all your money toward one improvement or spread your money around. **Make sure to really consider all your choices, as this exercise will really help us identify which recommendations to focus on.**

If you had \$100, how would you allocate the money for the following resources:

Note: 1/6 of \$100 is \$16.67

Type of Facility (average)	Amount Allocated out of \$100
1. Off-Street Facilities such as Trails (\$21.18)	\$10, \$3.32, \$20, \$16.67, \$20, \$20, \$10, \$25, \$15, \$10, \$16.5, \$50, \$50, \$30
2. On-Street Facilities, including Bike Lanes (\$19.18)	\$30, \$25, \$33.34, \$20, \$16.67, \$20, \$20, \$10, \$10, \$15, \$33.34, \$15, \$16.5, \$7, \$25, \$10
3. Repairs to Local Roads (\$18.72)	\$10, \$20, \$16.67, \$15, \$20, \$20, \$10, \$15, \$3, \$10, \$75, \$10
4. Sidewalks along Existing Roads (\$21.12)	\$40, \$35, \$10, \$20, \$16.67, \$20, \$10, \$20, \$10, \$30, \$33.34, \$15, \$30, \$34, \$15, \$10, \$10
5. Sidewalks along Streets Leading to Roads (\$12.12)	\$10, \$16.67, \$5, \$10, \$20, \$10, \$16.67, \$20, \$10, \$5, \$10
6. Safer Crossings of Roads (\$26.43)	\$20, \$40, \$33.34, \$20, \$16.67, \$15, \$20, \$30, \$50, \$30, \$16.67, \$20, \$50, \$20, \$34, \$5, \$25, \$30

3. **REMOVING BARRIERS:** What improvements would be needed to get your friends and/or family to bike or walk more?
 - Connecting paths and bikeways to safely get to major attractions and areas.
 - The pedestrian crosswalk signs were taken down too soon (beginning of October) when we still have Oktoberfest pedestrian traffic and nice weather (Halloween, etc.).
 - More extensive paved trail system.
 - Safety; Connectivity; Usefulness – get to schools, shops, downtown, and parks.
 - Traffic separation; paths; protected bike lanes (convert angle parking to parallel parking); bike lane in between parking lane and sidewalk; mixing intersections along 50 downtown.

- Flat trails
 - Use Hillmoor for recreation – public and private. Remove the timed function for the crosswalks downtown! Better crosswalks – pilot different methods.
 - Designated path with map or marked signage leading to places of interest.
 - Safer routes and completed paths.
 - Longer routes without so many stops and obstacles. Safer routes with shoulders wide enough to bike. Connectivity to county or surrounding community routes.
 - Longer continuous path. Minimize road crossings. Connect public facilities (parks, schools, restaurants).
 - Diagonal parking. More riders and walkers would reduce parking demand.
 - Logical safe connections from North to South and East to West. Level vs. hilly trails where possible. Create destinations or targets to bike to or from.
 - Safer crossing.
 - Needs to be walking/bike paths around the perimeter of the city to allow for future paths. Need to allow walking paths/sidewalks to promote the opportunity for students to walk to schools.
 - Safer crossings (Edwards Blvd) and intersections (Hwy 50 & Edwards Blvd)
 - Accessibility: connections around town, wider paths for bike trailers. Stop light(s) crossing Hwy 120 at Townline and Bloomfield.
 - City roads and sidewalks meet our needs.
 - Need bike to rent if don't have. More info on where to go.
 - Fix the sledding hill – fill so that the sledding hill is extended and doesn't end in the river – redirect the hill north and remove some brush.
4. **OPPORTUNITIES:** What do you consider as the highest priority/greatest opportunity for bike and pedestrian planning in Lake Geneva?
- Connect to Illinois to allow bike enthusiasts to visit Lake Geneva via bike.
 - Highest priority should be dangerous zones – bike path to schools.
 - Making safer passage across major intersections (Hwy 50/Walmart and Walgreens).
 - Safety – Walgreens (50 & Edwards), Edwards & Townline, Lakeshore Dr & Big Foot entrance, Lakeshore Dr & South St.
 - Tourists; bike share; facilities to support bike share use; paths; separate bike lanes downtown; bike stations – pump/tools along paths.
 - Safe crossing, safe paths, safe ways for people to get to food stores and drug store.
 - Using Hillmoor for recreation – public and private. Bike lane along S. Lakeshore Drive – many marathons here.
 - Clearly marked safe bike lanes.
 - Continue to work on making routes safer.
 - Safe road crossings.
 - Safe walking and riding to schools. Federal safe routes to school program. As Jane Jacobs would say, all sidewalks and paths should go to some place.
 - To allow people to park their cars at the perimeter and come into town without cars. Having somewhere to park/leave your bike safely. Geneva National, The Ridges, Grand Geneva – to be able to safely get to.
 - Safety
 - Need to provide walking paths to schools and shopping areas. Biking paths need to be available around the perimeter of the city limits.
 - Connecting the other communities and trails in Walworth County.

- Accessibility around town – safer sidewalks and pathways to access all areas around town.
- Very high - missing opportunity to explore more areas of Lake Geneva.
- Along the White River over the existing disc park – almost all paved – quiet and safe. Seating along the hiking trails for the elderly.

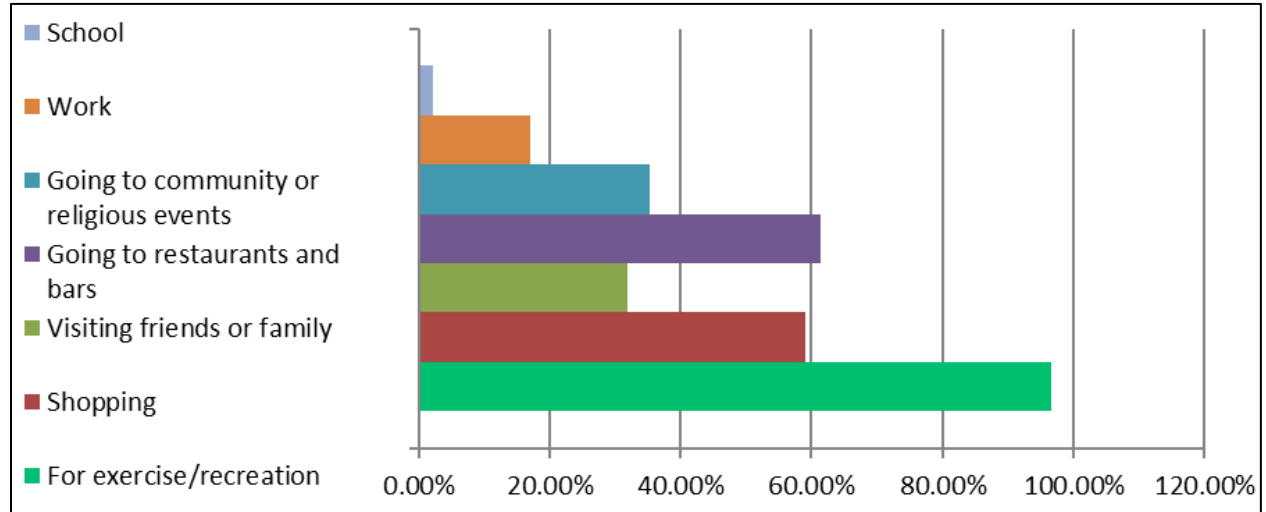
5. **OTHER SUGGESTIONS:** Please offer any comments, suggestions, or opinions you have concerning bike and pedestrian planning.

- Ensure that Lake Geneva plans create a unique experience not offered by other towns and areas in the region.
- For riders and pedestrians – safety for commuters is very important and then more extensive system for recreation riding connecting to the White River Trail.
- Keep paths that we have in good repair. City just did a great blacktop patch job in trail that runs behind Y to Curtis St. We need better maps of our current bike trails, especially showing how to get to bike trail from downtown.
- Make Google Maps data of bike paths along 120 more accurate (so tourists know they exist); better maintenance of current bike paths; both riding/walking surface as well as garbage pick-up.
- New construction: sidewalks on both sides of streets. Community/government – organized free events encouraging walking.
- Biggest tourist advantage would be connecting of Fox River Trail to Grand Geneva to Downtown to South Lakeshore Drive to BB and around to Fontana.
- Continue to work on an ultimate plan.
- I favor multi-use when applicable.
- Change zoning downtown to allow apartments above stores without requiring car parking. Instead require covered and secure bike parking.
- Please incorporate low cost, low impact projects to pursue initially to get city leaders moving on this future plan.
- The crosswalks and disability/ cut outs are poorly designed. A lot of our current w/c cutouts dump the pedestrians directly into lanes of traffic. Crosswalk at Hwy H/Bloomfield/South (between LGMS/BHS/2 apartment complexes) needs to be fixed immediately. Crosswalk dumps into traffic lanes.
- Maps/Apps of the trails in Lake Geneva and Walworth County.
- I am thrilled this opportunity has been communicated with our residents because I love Lake Geneva and want everyone to be able to get outside and be active.
- How much are you willing to pay in additional property taxes to support bike and walking trails?
- Landscaping, sculptures, and points of interest are needed to expand areas to tour. Communicating is necessary – visual maps.
- Put up “washrooms” on the concession stand at East View School parking lot.

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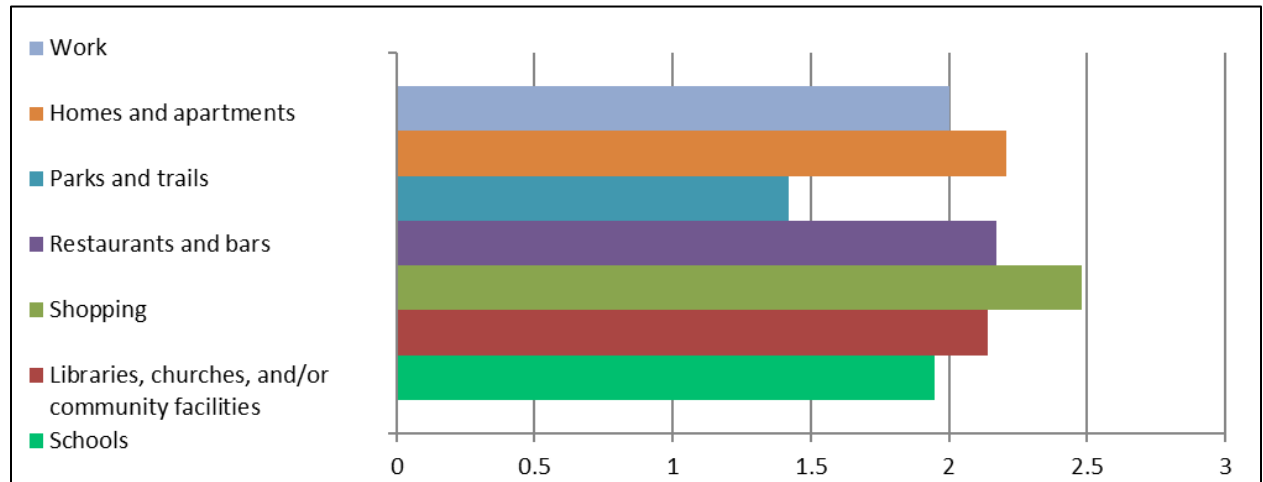
Appendix B: Online Survey Results

1. Which reasons do you walk for? Select all that apply.



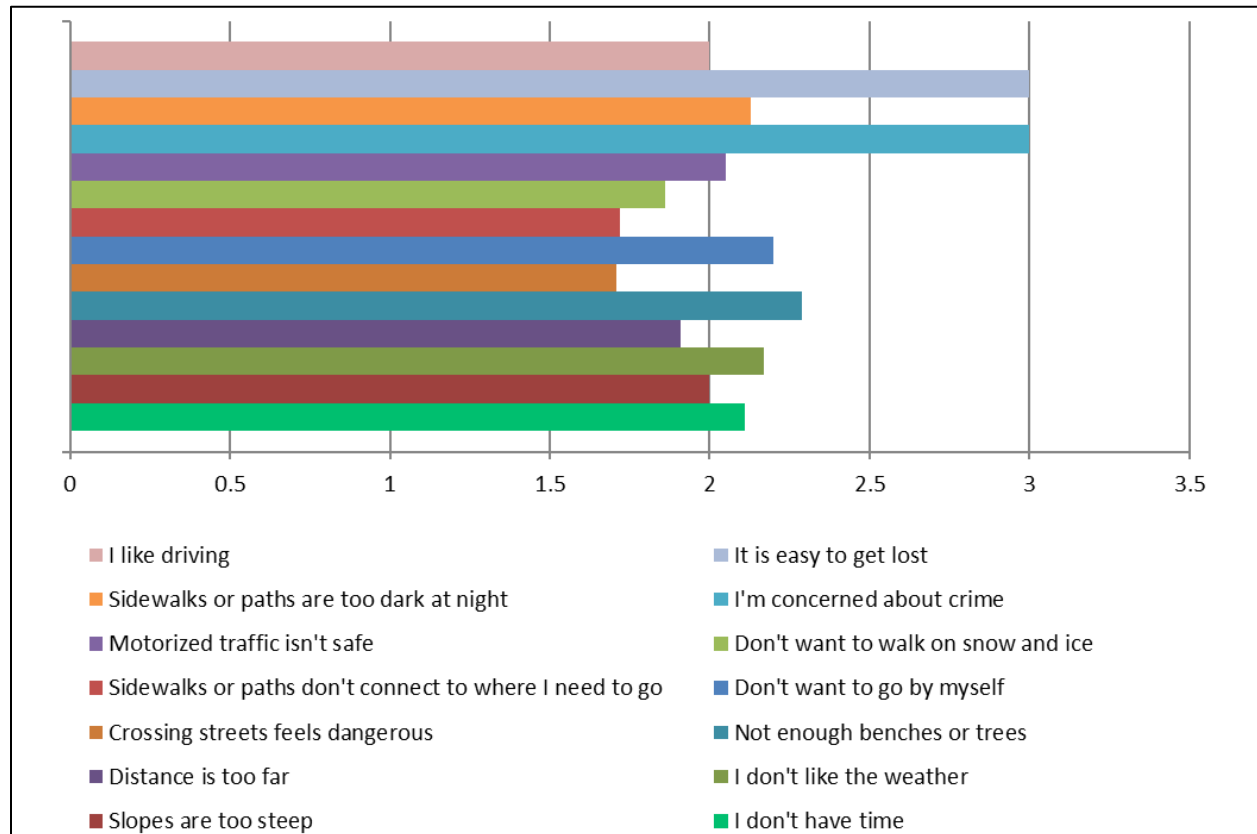
Answer Choices	Responses	
For exercise/recreation	96.59%	85
Shopping	59.09%	52
Visiting friends or family	31.82%	28
Going to restaurants and bars	61.36%	54
Going to community or religious events	35.23%	31
Work	17.05%	15
School	2.27%	2
	Answered	88
	Skipped	0

2. Choose the top 3 locations that you would like to see better pedestrian connections to:



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Schools	36.84%	7	31.58%	6	31.58%	6	19	1.95
Libraries, churches, and/or community facilities	26.19%	11	33.33%	14	40.48%	17	42	2.14
Shopping	13.64%	6	25.00%	11	61.36%	27	44	2.48
Restaurants and bars	18.75%	9	45.83%	22	35.42%	17	48	2.17
Parks and trails	66.22%	49	25.68%	19	8.11%	6	74	1.42
Homes and apartments	20.83%	5	37.50%	9	41.67%	10	24	2.21
Work	16.67%	1	66.67%	4	16.67%	1	6	2
							Answered	88
							Skipped	0

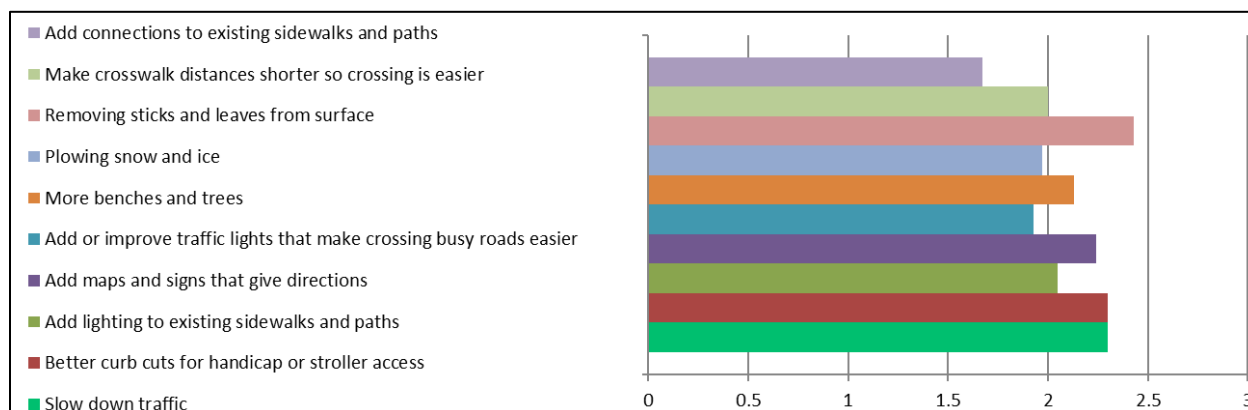
3. Choose the top 3 reasons that keep you from walking.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
I don't have time	31.58%	6	26.32%	5	42.11%	8	19	2.11
Slopes are too steep	33.33%	1	33.33%	1	33.33%	1	3	2
I don't like the weather	33.33%	4	16.67%	2	50.00%	6	12	2.17
Distance is too far	45.45%	5	18.18%	2	36.36%	4	11	1.91
Not enough benches or trees	28.57%	4	14.29%	2	57.14%	8	14	2.29

	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Crossing streets feels dangerous	45.71%	16	37.14%	13	17.14%	6	35	1.71
Don't want to go by myself	20.00%	1	40.00%	2	40.00%	2	5	2.2
Sidewalks or paths don't connect to where I need to go	48.15%	26	31.48%	17	20.37%	11	54	1.72
Don't want to walk on snow and ice	41.38%	12	31.03%	9	27.59%	8	29	1.86
Motorized traffic isn't safe	27.27%	6	40.91%	9	31.82%	7	22	2.05
I'm concerned about crime	0.00%	0	0.00%	0	100.00%	3	3	3
Sidewalks or paths are too dark at night	13.33%	4	60.00%	18	26.67%	8	30	2.13
It is easy to get lost	0.00%	0	0.00%	0	100.00%	3	3	3
I like driving	50.00%	2	0.00%	0	50.00%	2	4	2
							Answered	87
							Skipped	1

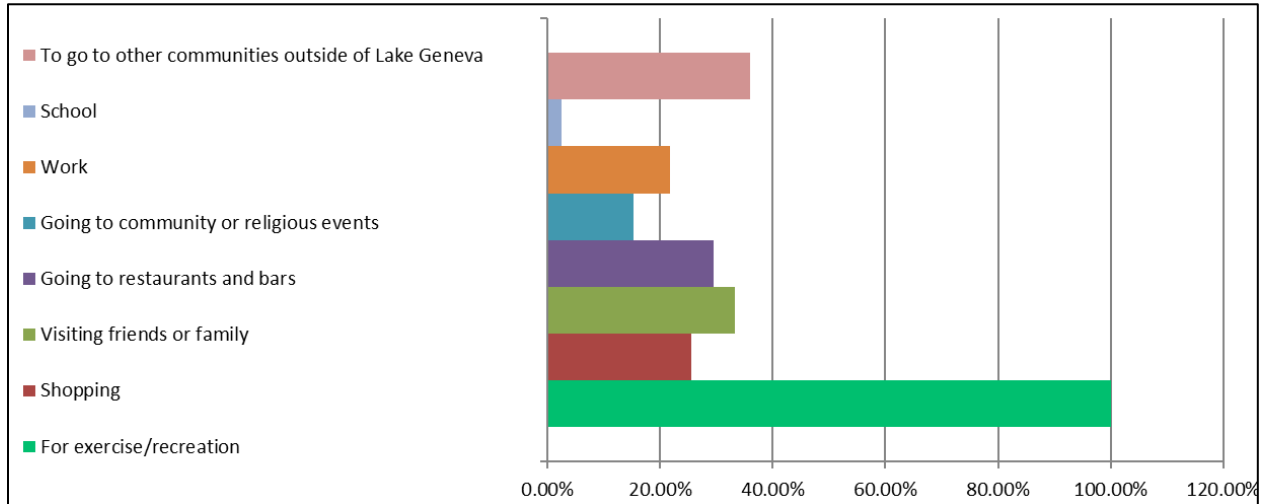
4. Choose the 3 top improvements that would improve your walking experience.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Slow down traffic	20.00%	2	30.00%	3	50.00%	5	10	2.3
Better curb cuts for handicap or stroller access	20.00%	2	30.00%	3	50.00%	5	10	2.3
Add lighting to existing sidewalks and paths	31.58%	12	31.58%	12	36.84%	14	38	2.05
Add maps and signs that give directions	13.79%	4	48.28%	14	37.93%	11	29	2.24
Add or improve traffic lights that make crossing busy roads easier	40.48%	17	26.19%	11	33.33%	14	42	1.93
More benches and trees	13.33%	2	60.00%	9	26.67%	4	15	2.13
Plowing snow and ice	34.48%	10	34.48%	10	31.03%	9	29	1.97
Removing sticks and leaves from surface	14.29%	1	28.57%	2	57.14%	4	7	2.43

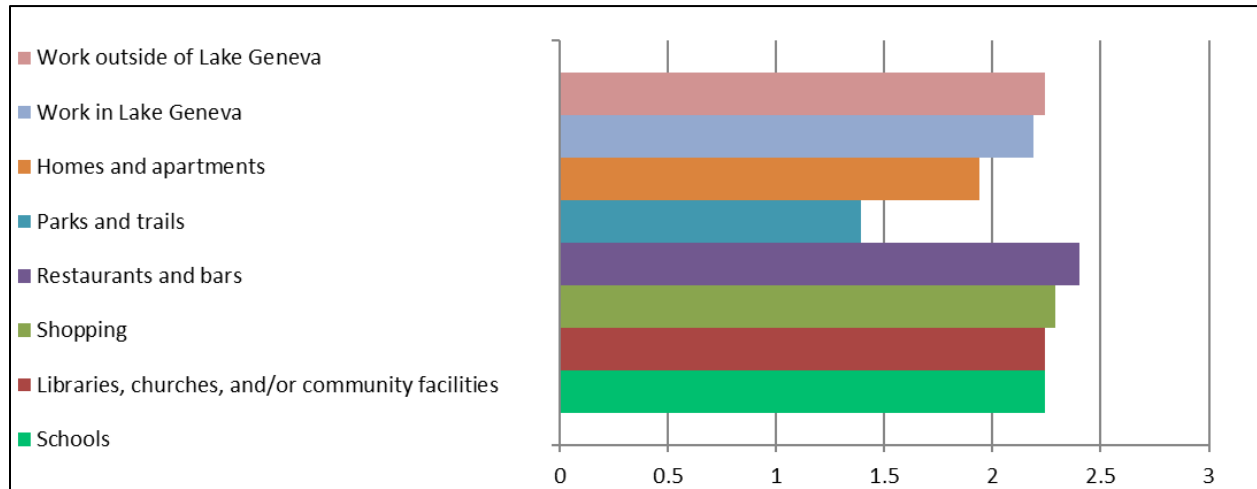
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Make crosswalk distances shorter so crossing is easier	14.29%	1	71.43%	5	14.29%	1	7	2
Add connections to existing sidewalks and paths	54.69%	35	23.44%	15	21.88%	14	64	1.67
							Answered	86
							Skipped	2

5. Which reasons do you ride a bicycle for? Select all that apply



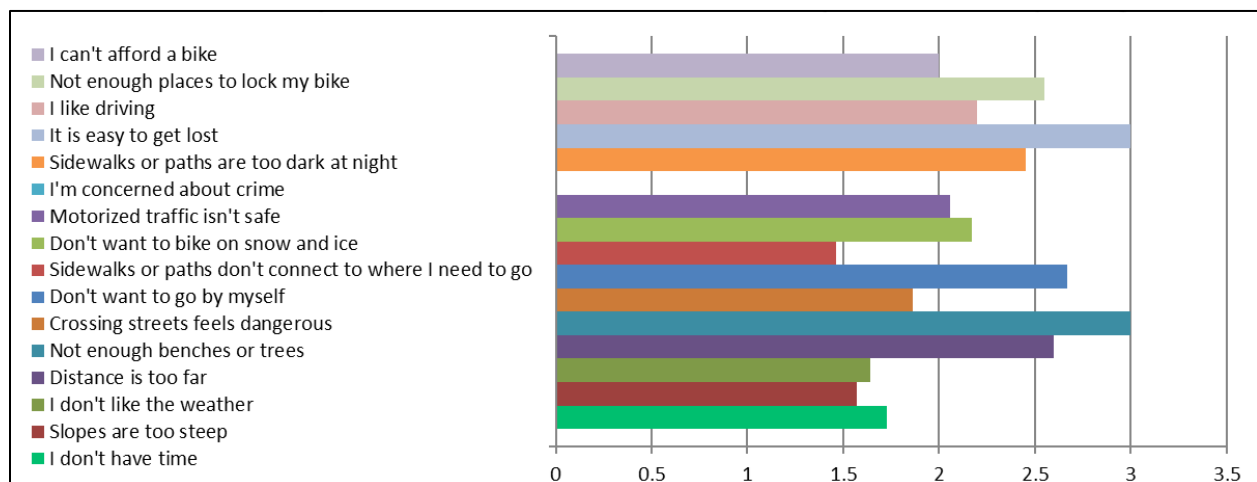
Answer Choices	Responses	
For exercise/recreation	100.00%	78
Shopping	25.64%	20
Visiting friends or family	33.33%	26
Going to restaurants and bars	29.49%	23
Going to community or religious events	15.38%	12
Work	21.79%	17
School	2.56%	2
To go to other communities outside of Lake Geneva	35.90%	28
	Answered	78
	Skipped	10

6. Choose the top 3 locations that you would like to see better bicycle connections to:



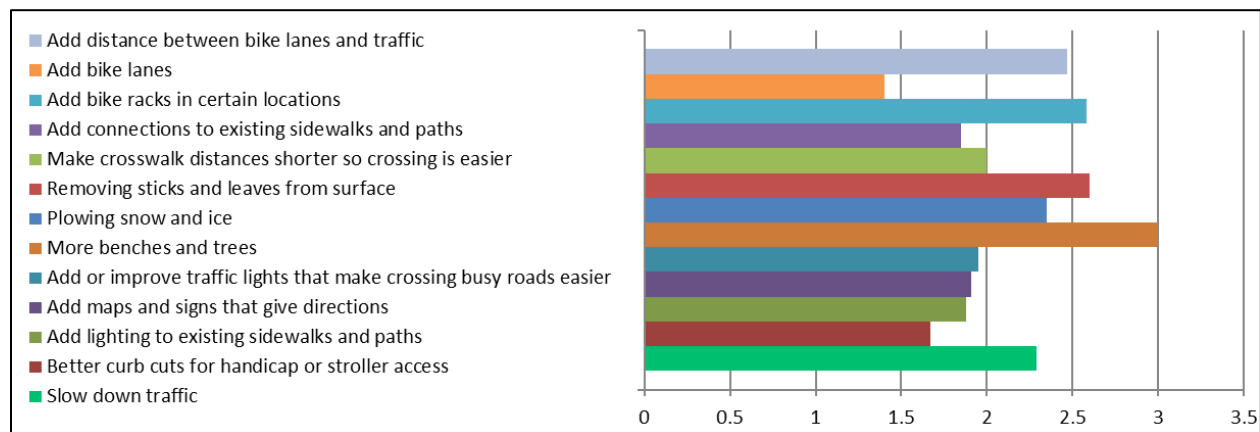
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Schools	11.76%	2	52.94%	9	35.29%	6	17	2.24
Libraries, churches, and/or community facilities	26.47%	9	23.53%	8	50.00%	17	34	2.24
Shopping	20.83%	5	29.17%	7	50.00%	12	24	2.29
Restaurants and bars	13.33%	4	33.33%	10	53.33%	16	30	2.4
Parks and trails	69.01%	49	22.54%	16	8.45%	6	71	1.39
Homes and apartments	27.78%	5	50.00%	9	22.22%	4	18	1.94
Work in Lake Geneva	6.25%	1	68.75%	11	25.00%	4	16	2.19
Work outside of Lake Geneva	17.65%	3	41.18%	7	41.18%	7	17	2.24
							Answered	78
							Skipped	10

7. Choose the top 3 reasons that keep you from riding a bicycle.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
I don't have time	54.55%	6	18.18%	2	27.27%	3	11	1.73
Slopes are too steep	57.14%	4	28.57%	2	14.29%	1	7	1.57
I don't like the weather	54.55%	6	27.27%	3	18.18%	2	11	1.64
Distance is too far	0.00%	0	40.00%	2	60.00%	3	5	2.6
Not enough benches or trees	0.00%	0	0.00%	0	100.00%	2	2	3
Crossing streets feels dangerous	41.38%	12	31.03%	9	27.59%	8	29	1.86
Don't want to go by myself	0.00%	0	33.33%	1	66.67%	2	3	2.67
Sidewalks or paths don't connect to where I need to go	63.46%	33	26.92%	14	9.62%	5	52	1.46
Don't want to bike on snow and ice	13.04%	3	56.52%	13	30.43%	7	23	2.17
Motorized traffic isn't safe	22.22%	8	50.00%	18	27.78%	10	36	2.06
I'm concerned about crime	0.00%	0	0.00%	0	0.00%	0	0	0
Sidewalks or paths are too dark at night	18.18%	4	18.18%	4	63.64%	14	22	2.45
It is easy to get lost	0.00%	0	0.00%	0	100.00%	1	1	3
I like driving	40.00%	2	0.00%	0	60.00%	3	5	2.2
Not enough places to lock my bike	4.55%	1	36.36%	8	59.09%	13	22	2.55
I can't afford a bike	0.00%	0	100.00%	1	0.00%	0	1	2
							Answered	79
							Skipped	9

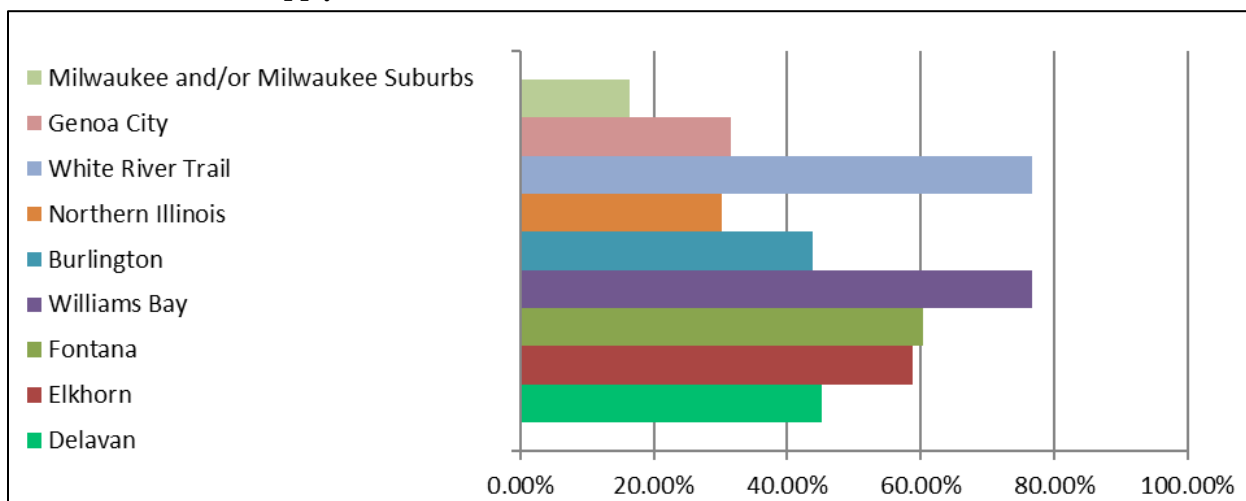
8. Choose the 3 top improvements that would improve your bicycling experience.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Slow down traffic	28.57%	2	14.29%	1	57.14%	4	7	2.29
Better curb cuts for handicap or stroller access	66.67%	2	0.00%	0	33.33%	1	3	1.67
Add lighting to existing sidewalks and paths	31.25%	5	50.00%	8	18.75%	3	16	1.88

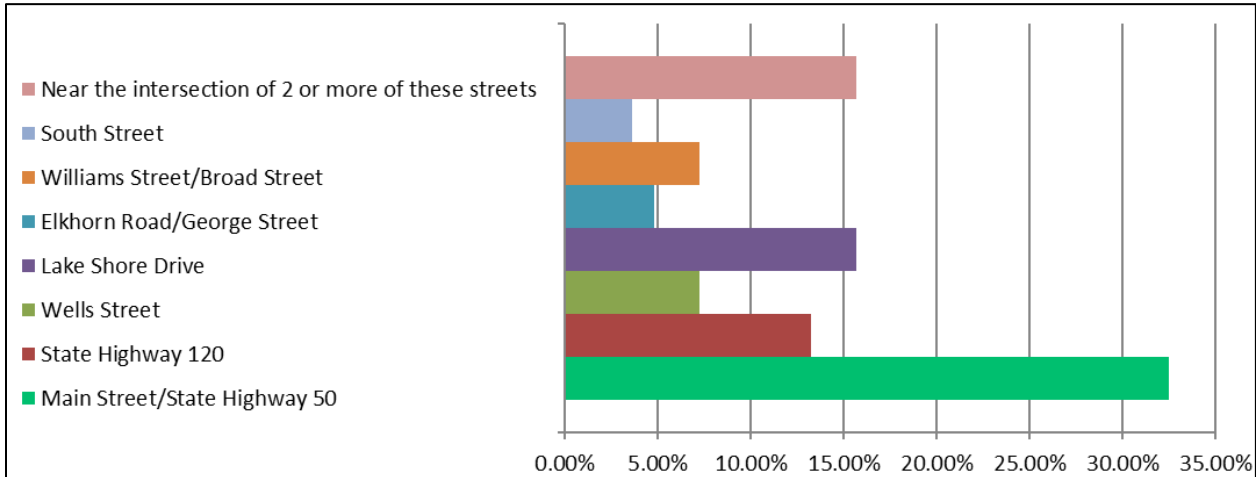
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Add maps and signs that give directions	36.36%	4	36.36%	4	27.27%	3	11	1.91
Add or improve traffic lights that make crossing busy roads easier	36.36%	8	31.82%	7	31.82%	7	22	1.95
More benches and trees	0.00%	0	0.00%	0	100.00%	1	1	3
Plowing snow and ice	17.65%	3	29.41%	5	52.94%	9	17	2.35
Removing sticks and leaves from surface	0.00%	0	40.00%	2	60.00%	3	5	2.6
Make crosswalk distances shorter so crossing is easier	0.00%	0	100.00%	1	0.00%	0	1	2
Add connections to existing sidewalks and paths	39.02%	16	36.59%	15	24.39%	10	41	1.85
Add bike racks in certain locations	10.53%	2	21.05%	4	68.42%	13	19	2.58
Add bike lanes	66.04%	35	28.30%	15	5.66%	3	53	1.4
Add distance between bike lanes and traffic	3.33%	1	46.67%	14	50.00%	15	30	2.47
							Answered	78
							Skipped	10

9. Which of the following communities do you bike to, or would you bike to if a trail connection was made? Select all that apply:



Answer Choices	Responses	
Delavan	45.21%	33
Elkhorn	58.90%	43
Fontana	60.27%	44
Williams Bay	76.71%	56
Burlington	43.84%	32
Northern Illinois	30.14%	22
White River Trail	76.71%	56
Genoa City	31.51%	23
Milwaukee and/or Milwaukee Suburbs	16.44%	12
	Answered	73
	Skipped	15

10. Which part of Lake Geneva needs pedestrian and/or bicycle upgrades the most? Choose one:



Answer Choices	Responses	
Main Street/State Highway 50	32.53%	27
State Highway 120	13.25%	11
Wells Street	7.23%	6
Lake Shore Drive	15.66%	13
Elkhorn Road/George Street	4.82%	4
Williams Street/Broad Street	7.23%	6
South Street	3.61%	3
Near the intersection of 2 or more of these streets	15.66%	13
	Answered	83
	Skipped	5

Appendix C: Summary of Questions and Comments from Open House

1. Did we miss anything? You may draw your ideas or suggestions on the Planned Facilities Map provided on the back of this page. Feel free to use the colored pencils provided to indicate different types of facilities or recreational needs. Please ask if you need additional information or assistance!
2. Did you take the Online Survey offered during Fall 2017? Yes (5) No (5)
3. Do you have any comments or suggestions on the proposed goals, objectives, or policies in the Draft Bicycle and Pedestrian Plan? (Refer to the handout of goals, objectives, and policies)
 - I think the idea to connect to Grand Geneva and other resorts is a great one. Would bring in more cyclists and would bring in more money. Also connecting larger cities (Milwaukee, Chicago).
 - Basic plan is pretty comprehensive. I like the plan for around the lake as it keeps them OFF the lakeshore path.
 - Need a sidewalk on one side of Park Street for pedestrians. This is a commercial area with a lot of truck traffic and we have to walk in the street.
 - Extend pedestrian sidewalks – circled area on map but extend all sidewalks that just stop abruptly.
 - Make the alleyway off of Broad Street one way going in.
 - Goal is to acquire Hillmoor Golf Course and put a visitor's center to filter traffic off of Route 50, in addition rent bikes and have a path behind the museum into town.
 - Could we add the Safe Route to Schools program to objectives? Could we change the stop lights to recognize bicycles?
4. Do you have any comments or suggestions on the proposed Planned Facilities Map? (Refer to the Exhibit of Map 2.)
 - The intersection at Wells and Main Street should be an intersection improvement. There is a sidewalk with a crosswalk, but nowhere to go once you get in front of KFC. Sidewalk or path – where does the crosswalk lead to?
 - There is already sidewalk down Center Street. Don't feel that sidewalk needs to be added to Sage Street – Sage makes sense for bikes though.
 - A path to the local grocery (Piggly Wiggly) – Interchange N.
 - There is a problem at the intersection of Center Street and Wisconsin (which dead-ends at embankment). I live there and observe SO MANY people taking U-turns on Center and having accidents. Also, impossible to see when turning left out of Wisconsin dead-end onto Center. Paths through Hillmoor area where possible.
 - Traffic light at intersection of Townline and Edwards Blvd.
 - Pedestrian walkway lighting. Traffic light at Townline and Edwards.
 - Address the intersection of Broad and North (south of there is a block with three restaurants and many businesses). Traffic from the north is going south at too fast a rate. Dangerous!
 - It is well conceived with seeming attention to ideas presented at the workshop.

5. Do you have any additional comments or suggestions on the Draft Bicycle and Pedestrian Plan? Where else should we plan for bicycle facilities and sidewalks?
- In front of KFC. Paths don't seem to coincide with parks/not near them.
 - Additional sidewalks – Curtis Street, so pedestrians can walk between Townline and Hwy 50 without worrying about traffic; Wells Street: extend sidewalk to Main Street. There is currently a gap. Bike paths – extend the bike path that terminates at Ridges apartments either east to 120 or south to Townline.
 - Need to have pedestrian sidewalk that runs from downtown to LGMS and BHS – we currently have intermittent sidewalks. Also, we need continuous sidewalks from downtown to Wal-Mart (on Main) and downtown to Piggly Wiggly via Broad Street. Sidewalks need to be at least four feet wide to allow for rolling carts.
 - Big Foot –mark routes inside of park that connect Lake Shore to South Street/and Lake Shore Drive to Wells
 - More paths everywhere.
 - Repair existing sidewalks! Negotiate purchase of embankment at north end to Sage, connecting to bike path across street.
 - Put bike lane onto interchange by bakery and Next Door Pub. Like to see bike lane from Lakeview to Elmwood.
 - Townline Road by Hudson and Cumberland Trail needs crosswalks. Lots of young families that bike into town and to Veterans Park.
 - Did I miss signage and maps identifying routes, etc.?

Appendix D: Funding Sources

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
Wisconsin Stewardship Programs						
Aids for the acquisition and development of local parks (ADLP)	To acquire or develop public nature-based outdoor recreation areas and facilities.	50% local match per project. \$4M available each year.	May 1	- A comprehensive outdoor recreation plan is required. - Priority for land acquisition. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Greenspace Program (UGS)	To acquire land to provide natural space within or near urban areas, or to protect scenic or ecological features.	50% local match per project. \$1.6M available each year.	May 1	- A comprehensive outdoor recreation plan is required. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Acquisition of Development Rights	To acquire development rights for nature-based outdoor recreation areas and facilities.	50% local match per project. \$1.6M available each year.	May 1	- Funds are available to acquire development rights (easements) in areas where restrictions on residential, industrial, or commercial development are in place. - May include enhancements of nature-based outdoor recreation.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Rivers Grant Program (URGP)	To acquire lands, or rights in lands, adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities.	50% local match per project. \$800,000 available each year.	May 1	- A comprehensive outdoor recreation plan is required to participate. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Federal Programs						
Land and Water Conversation Fund (LAWCON)	To acquire or develop public outdoor recreation areas and facilities.	50% local match per project. - Land acquisition. - Development of recreational facilities.	May 1	A comprehensive outdoor recreation plan is required to participate.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704

City of Lake Geneva Bicycle and Pedestrian Plan

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
Recreational Trails Program	To provide funds for maintenance, development, rehabilitation, and acquisition of land for motorized, non-motorized, and diversified trails.	50% local match per project. - Maintenance and restoration of existing trails. - Development and rehabilitation of trailside and trailhead facilities and trail linkages. - Construction of new trails (with certain restrictions on federal lands). - Acquisition of easement or property for trails purchase.	May 1	- Funds may only be used on trails which have been identified in or which further a specific goal of a local, county or state trail plan - Funds may be used on trails which are referenced in a statewide comprehensive outdoor recreation plan.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Statewide Transportation Improvement Program (STIP)						
Transportation Alternatives Program (TAP)	Providing facilities for pedestrians and bicyclists. This program includes construction, planning, and design of on-road and off-road trail facilities and infrastructure for safe use by for pedestrians, bicyclists, and other non-motorized forms of transportation.	- Funded through FAST Act. 80%/20%. 20% required match (funds are not awarded upfront but are reimbursed).	October - January	- Infrastructure projects between \$300,00 and \$1 million - Non-infrastructure projects over \$50,000	WisDOT Regional Transportation Management Area Authority (MPO)	Bob Schmidt Southeast Region (262)548-8789
Surface Transportation Program (STP)	Road improvement funds, which can be spent on a wide variety of projects, including roadway projects, bridges, transit facilities, and bicycle and pedestrian facilities.	- Funded through FAST Act 80%/20%. 20% required match (funds are not awarded upfront but are reimbursed).	July – 6-year project cycle	- Facilities for pedestrians and bicycles. - System-wide bicycle planning. - Three sub-programs: Urban; Rural; Bridges	WisDOT	Bob Schmidt Southeast Region (262)548-8789

City of Lake Geneva Bicycle and Pedestrian Plan

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
Federal Transit Administration Funds						
Capital Investment Grants	Transit capital projects; includes intermodal facilities such as bicycle racks on buses and bicycle parking at transit stations; most funds are to be directed toward transit itself.	Discretionary local match	Early spring	Funding for this program is allocated on a discretionary basis and requires a multi-year process.	WisDOT Division of Transportation Investment Management	Aileen Switzer (608)266-5791
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Funds projects which will reduce vehicle trips and miles; reduce emissions due to traffic congestion; or reduce the per mile rate of vehicle emissions.	20% local match per project (funds are not awarded upfront but are reimbursed).	April - June	Limited to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, Walworth, and Door Counties	Federal Transit Authority WisDOT SEWRPC	Bob Schmidt Southeast Region (262)548-8789
Federal Highway Administration Safety Funds						
Highway Safety Improvement Program	Funds safety projects at sites that have experienced a high crash history. Emphasis is on low-cost options that can be implemented quickly, including intersection improvements.	10% local match per project.	August	Communities must include 5 years of crash data.	WisDOT Division of Transportation Investment Management	District 1 Office (608) 246-3800
Other Programs						
Wisconsin Main Street Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements.	Technical assistance in the planning, management and implementation of downtown development projects	Spring	May benefit trail enhancements through streetscaping.	WEDC	Jason Scott (608) 210-6790
Bicycle Infrastructure & Advocacy Grant	Grants to build infrastructure that makes it easier for all people to ride bikes in their communities, including bike paths, bike lanes, trails, bridges, parking, and storage. Can also fund programs and initiatives that advocate for bikes and transform streets for bikes.	- Up to \$10,000 or up to 50% of project cost - No specific match amount, but leverage required	April and October	Applications should include performance metrics for measuring project success	People for Bikes	Zoe Kircos (303) 449-4893 x106

2021 Joint Crack Cleaning Sealing Bids
October 14, 2021

Russel Standard Corp

1st 4 Roads \$35, 000

\$0 Balance

Bond: 5%

Thunder Road

3rd, 4th, 6th Roads \$35, 000

\$0 balance

Bond: 5%

Fahrner Asphalt Sealers

1st 13 Roads \$35, 000

\$0 Balance

Bond: 5%

CONTRACT DOCUMENT



PROJECT: 2021 JOINT & CRACK CLEANING & SEALING

**OWNER: CITY OF LAKE GENEVA DPW
1065 CAREY STREET
LAKE GENEVA, WISCONSIN 53147 (262)248-6644**

**Contacts; Tom Earle, DPW
tearle@cityoflakegeneva.com**

**Neil Waswo, Superintendent.
nwaswo@cityoflakegeneva.com**

**Bid Opening: 14 Oct., 2021 10:00am.
City Hall, 626 Geneva Street
Lake Geneva, WI. 2nd floor meeting room**

**CITY OF LAKE GENEVA
TABLE OF CONTENTS
2021 JOINT & CRACK CLEANING & SEALING**

TABLE OF CONTENTS

DESCRIPTION

NOTICE TO BIDDERS

MINIMUM BID SPECIFICATION

10

BID BOND	N/A
-----------------	------------

AGREEMENT

PERFORMANCE BOND	N/A
-------------------------	------------

PAYMENT BOND	N/A
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NOTICE OF AWARD

PREVAILING WAGE RATE DETERMINATION	N/A
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INSURANCE QUESTIONNAIRE & REFERENCES

OFFICIAL NOTICE TO BIDDERS

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2021 Joint & Crack Cleaning & Sealing
Notice To Bidders

**CITY OF LAKE GENEVA
NOTICE TO BIDDERS
2021 JOINT & CRACK CLEANING & SEALING**

Sealed proposals will be accepted by the City of Lake Geneva in the City Clerk's office at 626 Geneva Street, Lake Geneva, Wisconsin until 10am Thursday 14 Oct., 2021 for Joint & Crack Cleaning & Sealing, as specified in these bid documents.

Proposals must be sealed and submitted on the proposal forms and returned clearly marked 'City of Lake Geneva 2021 Joint and Crack Filling' with name of proposer, date and time of opening. No undated, unsigned, late, incomplete, emailed or faxed proposals will be considered. The City is not responsible for late or misdirected mail or cartage therefore hand delivery is advised.

Bidders must submit pre-qualification packet prior to the opening of bids by contacting the City Clerk's office or visiting the City website. Bid will not be awarded until Pre-Qual is approved.

All bids shall be F.O.B. destination, prepaid and allowed to the Clerk's Office with no charges for packing or cartage.

The City reserves the right to reject any or all proposals and to accept any proposal deemed most advantageous to the City of Lake Geneva.

Bidding documents are available at City Hall or on the City website.

The City of Lake Geneva is exempt from Federal Excise Tax and State Sales Tax; therefore, proposals should be made exclusive of these taxes. A Tax Exemption Certificate and/or Tax Exemption Registry number will be furnished to the successful proposer.

Insurance Requirements are: \$1,000,000 General Liability, Worker's Compensation - Statutory Limits, \$5,000,000 Employer's Liability. See pre-qualification form on website or Clerks Office.

Successful bidder shall properly hold the City of Lake Geneva harmless from all damages occurring in any way by bidders acts or negligence, or that of his employees, agents or workers. Completed Insurance questionnaire must be submitted with your proposal.

Contractor to include any clarifications to the specification in his proposal.

Proposed price shall be all-inclusive for Joint & Crack Cleaning & Sealing with no part being 'to be done by others'.

City of Lake Geneva

Ms. Lana Kropf
City Clerk
08 Sept. 2021

MINIMUM BID SPECIFICATION

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2021 Joint & Crack Cleaning & Sealing Specifications

CITY OF LAKE GENEVA MINIMUM BID SPECIFICATION JOINT & CRACK CLEANING & SEALING

DESCRIPTION: This work consists of sawing or routing and cleaning cracks and joints in asphalt surfaces and then sealing these prepared cracks and joints with an approved sealing material. It also includes removal and replacement of loose sealant from earlier work/contracts. The work excludes the long joint between the asphalt pavement and concrete gutter.

MATERIALS: The joint sealer shall be a material meeting requirements of ASTM D 3405. An elastic type, hot-pour sealer will be required. Or approved alternate. Material will be reheated only once and in small quantities. Prolonged heating up to six (6) hours will be permissible. Backer rod used in conjunction with this sealer shall be made of cellulose, cotton, or plastic foam. The backer rod must withstand, without damage, the high temperatures inherent to these sealers. The backer rod shall be of a size that compression is required for installation in the crack so it maintains its position during the filling operation.

All sealant materials and separating and blocking medium shall be certified or tested and approved by the engineer before being incorporated into the work. The Contractor shall furnish a complete written statement of the origin, composition and manufacture of any or all material that are to be used in the work. Where installation procedures or any part thereof are required to be in accordance with recommendations of the manufactures of sealing compounds, the Contractor shall submit catalogue data and copies of recommendations prior to installation of the materials.

EQUIPMENT

- A. Routing or sawing equipment shall be mechanical and power driven, capable of cutting the joints and cracks to the required dimensions. The router must have in-line wheels and cutting head capable of following random cracks and have depth control to insure consistent and accurate routing depths. Excessive spalling of the asphalt surface will not be permitted. Crack routing equipment will be permitted on asphalt pavement, but will not be permitted on Portland Cement Concrete Pavement.
- B. Two (2) air compressors will be required during asphalt crackfilling operations. They must be of sufficient size to maintain a minimum air pressure of 120 psi. and provide moisture and oil free compressed air. One compressor shall be used on asphalt pavement with an air wand to blow out the crack and clean off the road. The second shall be used with the heat lance. Note that one compressor is not of sufficient size to run both air wand and heat lance at the same time. Any request for an exception to this requirement shall be made at the time of bid including any credit.
- C. Water cleaning equipment shall be used on Portland Cement Concrete Pavement and be capable of delivering water with a pressure of 2,000 psi. from a nozzle to the crack or joint being cleaned, to remove existing joint sealer, debris, and loose material from the crack or joint.
- D. Sand blast equipment shall be capable of removing the existing sealant, saw slurry, silt or other foreign material from the vertical face of the crack or joint to the specified depth, leaving a clean, dry, newly exposed surface.
- E. Equipment used for heating and placing the hot-pour sealant material shall be of the oil-jacketed, double-boiler type heating kettle or other thermostatically controlled equipment of a type approved by the Engineer, equipped with both agitation and re-circulation systems, capable of heating the material to 410 degrees F. and pumping the material into the prepared cracks or joints with a wand applicator.

CONSTRUCTION

- A. Class I Cracks: On asphalt streets, cracks which have an average opening of 3/4" or less shall be routed or sawed to provide a minimum sealant reservoir of 3/4" width by a nominal 3/4" depth.

Pg 5/23

- B. Class II Crack: Joints and cracks which do not require routing or sawing shall be considered Class II cracks. Construction joints on exposed concrete curb pans shall be considered Class II cracks and shall

not require backer rod or sawing. Asphalt cracks which have an average opening greater than 3/4" will not require routing or sawing, but they shall be thoroughly cleaned of all foreign material to a depth necessary to accommodate the sealer material and the backer rod to be used. Backer rod shall be placed in the crack to a depth that provides at least 3/4" clearance above the backer rod for the sealer. The backer rod shall be dry when placed.

- C. Asphalt cement concrete, Portland Cement Concrete, and foreign material resulting from crack preparation shall be cleared from the roadway by brooming, compressed air, mechanical sweeping, or other methods satisfactory to the Street Department Superintendent.
- D. Cracks shall be clean and dried prior to sealing.

The entire crack reservoir shall be filled with sealant to a level even with the roadway surface. A narrow "U" shaped squeegee may be used to aid in placement of the sealant. Sealant on the roadway surface in excess of one inch on each side of the crack edge will not be acceptable.

LIMITATIONS: Crack cleaning and sealing shall be done only when the ambient air and pavement surface temperatures are above 40 degrees F. When near this minimum, additional blow torch blasting or drying time, or both, may be necessary to assure a satisfactory bond to the crack surface.

Lanes may be opened to traffic only after the sealer has set sufficiently so it will not pick up under traffic. Powder or biodegradable paper may be applied to the sealer, but only after the sealer surface has set so as to avoid penetration of the powder or paper into the sealer.

Cracks shall be sealed within three (3) working days after routing or sawing preparation.

METHOD OF MEASUREMENT AND AWARD: This work will be measured lump sum based upon the number of streets checked off by the contractor from the list. In the event more than one contractor can perform on all streets, award shall be determined by the number of Type I and Type II lineal feet remaining to be performed for the City.

BASIS OF PAYMENT: This work will be paid lump sum in the amount of **\$35,000.00 (thirty five thousand dollars)**.

GUARANTEE OF WORK: Contractor shall guarantee that the cracks sealed shall remain sealed through the following three (3) winters. Contractor shall return to the project site each of the following three (3) summers and repair sealed cracks, which have lost their sealant bond at no additional cost. Failed sealed cracks will be identified by the Director of Public Works.

SUPPLEMENTAL SPECIFICATIONS

1. When being filled, all asphalt-cleaned cracks shall be dried by a high capacity blowtorch.
2. In all cases, cleaning shall include removal of vegetation from cracks.
3. All materials equipment, labor and traffic control shall be provided by the Contractor and included in the unit price bid.
4. At locations where crack sealant settles into the crack opening more than 1/4" below adjacent pavement, additional filling will be necessary.
5. A sample of sealant material to be used shall be submitted to the Engineering Division. Each batch of sealing compound delivered to the job site shall be accompanied by the manufacturer's certification stating that the sealant meets the requirement of the specifications.

Notice shall be given to the Street Department no less than 24 hours in advance to any crackfilling operation. The point of contact will be Mr. Neil Waswo, Superintendent of Public Works, phone (262) 248-6644. Office hours are 6:30 A.M. to 2:00 P.M., Monday through Thursday. Pg 6/23

6. Status reports identifying linear footage totals broken down by class types and location shall be provided in writing or email to the DPW Superintendent or Director of Public Works on a daily basis.

7. The locations of streets to be crackfilled are listed in priority order and attached in the back of the contract.
8. Work hour restrictions on all City streets from 6:00 A.M. to 10:00 P.M. **Work in the downtown area shall not take place after 12:00 noon on Fridays. .**
9. **No work shall be allowed in the downtown area between Memorial Day and Labor Day.**
10. The Contractor may store materials and equipment at his own risk as follows: at Street Garage, 1065 Carey Street, with admittance restricted to weekdays from **6am A.M. to 2:00 P.M. Monday through Thursday.**
11. The City requires that the asphalt pavement crackfilling is completed prior to any Portland Cement Pavement.
12. Pavement joint and crackfilling shall be started **as soon as possible after notice to proceed, and complete as much of the work as practical prior to the onset of winter. All work shall be completed no later than May 20, 2022 or as otherwise indicated on his bid.** Completion date may be a factor in bid award. Extensions will be given at the discretion of the City for weather related delays.
13. Qualifications of Contractor - The Contractor shall have been routing, cleaning and filling cracks per specifications for a minimum of 10 (ten) verifiable years.
14. Prequalification - All bidders must submit a list of five (5) previously completed crackfilling projects. Each project must have been in place for a minimum of three (3) winters.
15. On any street with a traffic signal pavement loop, the buried loops shall not be sawed or routed. It shall be cleaned with air pressure only and filled with crackfiller.
16. The Contractor shall provide "Crackfilling Notice Door Hangers" and shall be responsible for placing their name and phone number on them, and placing them on residence's doors one to three days prior to crackfilling work where applicable.
17. The Contractor shall maintain and utilize a mechanical street sweeper (minimum size: 16,000 G UW) at the work site to clean up debris and respond to dirt and dust complaints. Street sweeping debris may be disposed of in the Street Department yard, 1065 Carey Street, during normal working hours.
18. The Contractor shall be responsible for crackfilling all designated roadways. Temporary no parking signs may be placed at the approval of the DPW Superintendent. The Contractor shall be responsible for posting and removing the "No Parking" signs when necessary to crackfill streets.
19. Special consideration must be placed on any work on Main St as it is a State Connecting Highway. Any lane closures must be coordinated through the State DOT and City as it is also an oversize vehicle route. The State DOT provides an online form to apply for lane closures. It is the responsibility of the Contractor to coordinate the lane closure permit.
20. Work on South St must allow for the operation of school busses.
21. Any work on the Fire Dept lot must be coordinated with the On Duty Officer to not hinder any emergency response. A 24hr prior notice is required to the On Duty Officer.

BID PROPOSAL FORM

(blank)

**CITY OF LAKE GENEVA
PROPOSAL
2021 JOINT & CRACK CLEANING & SEALING**

Bid opening date: 14 Oct., 2021. 10:00am. Thursday

City of Lake Geneva
City Clerk, City Hall
626 Geneva Street
Lake Geneva, WI 53147
(262) 248-3673

City Clerk:

We recognize the City of Lake Geneva will expend the lump sum amount of **\$35,000.00** to clean and seal joints and cracks, in accordance with City of Lake Geneva specifications. We have reviewed the following list and attached map, taking all necessary field measurements, and have **placed an X in front of the streets that we will perform a combination of Class I and Class II joint and crack cleaning and sealing as follows:**

JOINT & CRACK CLEANING & SEALING-CLASS I & CLASS II

	<u>Street Name</u>	<u>From</u>	<u>To</u>
X	Main St.	Cook	Warren
X	Main St.	Center	Williams
X	Edgewood Hills	Entire Subdivision*	*check limits
X	S. Lake Shore Dr.	Sue Ann	Baker
X	Baker St.	Entire Route	
X	Country Club	Entire Route	
X	Cumberland Tr.	Entire Route	
X	Ann St.	Entire Route	
X	Aspinall	Entire Route	
X	Cass St.	2 Sections	
X	Cemetery Rd.	Entire Route	
X	Cook Street	Geneva	Dodge
X	Geneva St.	Cook	Madison
	High St.	Price	Conant
NR	Joshua	Entire Route	OMET
	LaSalle	Carey	Edgewood
	Linda Ln	Entire Route	
	Lookout	Linda	Miller
	Maxwell St.	Dodge	Pleasant
	Miller Ct.	Entire Route	
	E. & W Miller Ct	Entire Route	
	Minihan Rd.	Entire Route	
NR	Pond View	Entire Route	OMET
	South St.	Wells	Bonnie Brae
	1070 Carey	New Asphalt	
	Fire Dept Lot		
	Ceylon Ct.	Entire Route*	*check limits

NR- CRACK SEALING
NOT RECOMMENDED

If all streets are checked to be done for the budgeted amount, indicate the balance if any, of City funding remaining to be allocated to additional City street crack filling. \$ _____

Work started within 15 days of award.

City of Lake Geneva will pay within (30) days of completion of job.

Completion date if different than **May 20, 2022** _____

Guarantee/warranty (be specific): SEE ATTACHMENT #1

Product literature included? ☒ Yes ☐ No

Comments: SEE ATTACHMENT #2

We recognize the City will award this contract to the vendor whos proposal is deemed most advantageous to the City.

Respectfully Submitted,

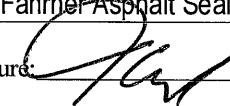
Payment Terms:

_____ % _____ days

Net 30 days

Date: 10/14/2021

Firm: Fahrner Asphalt Sealers, LLC

Signature: 

Address: 316 Raemisch Road

Waunakee, WI 53597

Phone: 608-849-6466 Fax: 608-849-6470

A 5% Bid Bond shall be required. Amount of Bond; \$ Five (5) percent of total bid amount
Included; Yes X No _____

PROPOSAL / CONTRACT

Job. No. _____

Date: **October 12, 2021**

PLOVER, WI 54467
2800 Mecca Drive
Ph.: 715.341.2868
Fax: 715.341.1054

WAUNAKEE, WI 53597
316 Raemisch Road
Ph.: 608.849.6466
Fax: 608.849.6470

KAUKAUNA, WI 54130
860 Eastline Road
Ph.: 920.759.1008
Fax: 920.759.1019

EAU CLAIRE, WI 54703
6615 U.S. Hwy 12 W
Ph.: 715.874.6070
Fax: 715.874.6717



Pavement Maintenance Contractors

EEO/AA Employer

CORPORATE OFFICE: 1.800.332.3360

FREDERIC, WI 54837
3468 115th Street
Ph.: 715.653.2535
Fax: 715.653.2553

SAGINAW, MI 48601
2224 Veterans Memorial Pkwy
Ph.: 989.752.9200
Fax: 989.752.9205

DUBUQUE, IA 52002
7680 Commerce Park
Section C
Ph.: 563.556.6231
Fax: 563.588.1240

OAKDALE, MN 55128
7500 Hudson Blvd., Ste. 305
Ph.: 651.340.6212
Fax: 651.340.6221

Contact Name: Tom Earle

Contract Price

T.B.D.

PURCHASER: CITY OF LAKE GENEVA

TELEPHONE:

ADDRESS: 626 GENEVA ST
LAKE GENEVA, WI 53147

DESCRIPTION OF PROPERTY:

Cracksealing
626 GENEVA ST
LAKE GENEVA, WI 53147

1. FAHRNER Asphalt Sealers, L.L.C. (CONTRACTOR) and PURCHASER agree that, CONTRACTOR shall furnish the labor and materials to complete certain construction in accordance with the following specifications:

Rout out cracks to a 3/4 x 3/4 ratio width versus depth. Blow out and clean cracks with compressed air and heat lance. Seal cracks with a rubberized asphalt crack sealant. This material exceeds Fed Spec ASTM D6690 Type II. Overband cracks using hand squeegee method.

Guarantee: (3) year guarantee that cracks will remain sealed.

This proposal may be withdrawn if not accepted and received by CONTRACTOR within _____ days of the date above and/or at any time before performance of the work hereunder upon CONTRACTOR'S determination that the PURCHASER is not creditworthy.

2. If proposal is accepted please sign, retain one copy and forward a copy to our office.
3. The undersigned ("PURCHASER") agrees to pay CONTRACTOR the total price of T.B.D. and/or the unit prices specified above for the labor and materials specified above which payment shall be due upon completion of each stage of work.
PURCHASER acknowledges that the specifications, conditions and price quotes specified above are satisfactory and hereby accepted.

Acceptance of this Proposal includes acceptance of all the terms and conditions on back.

CONTRACTOR:

Fahrner Asphalt Sealers, LLC: 608-280-1452
mike.jenquin@fahrnerasphalt.com

PURCHASER:

I have read and understand the terms and conditions on both sides of this contract.

Mike Jenquin

(PRINT OR TYPE NAME)

By:

(CONTRACTOR REPRESENTATIVE)

(PRINT OR TYPE NAME)

By:

(PURCHASER AUTHORIZED REPRESENTATIVE)

Date: October 12, 2021

Date of acceptance: _____



PRODUCT DATA SHEET

ROADSAVER 201

PART NO. 34201

SEPTEMBER 2016

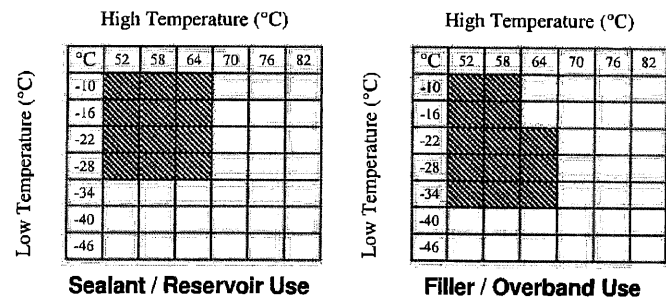
6165 W Detroit St. • Chandler AZ 85226
 +1 (602) 276-0406 • +1 (800) 528-8242 • FAX +1 (480) 961-0513
 www.crafco.com

READ BEFORE USING THIS PRODUCT

GENERAL Crafco RoadSaver 201 sealant is a hot-applied, asphalt based product used to seal and fill cracks and joints in asphalt or Portland cement concrete pavements in moderate to cold climates. RoadSaver 201 is supplied in solid form which when melted and properly applied forms a highly adhesive and flexible compound that resists cracking in the winter and resists flow at summer temperatures. RoadSaver 201 is used in highway, street and airfield pavements and is applied to pavement cracks and joints using pressure feed melter applicators or pour pots. The unique formulation of RoadSaver 201 contains a minimum of 18% recycled rubber by weight of asphaltic components, which increases application temperature viscosity. RoadSaver 201 has been a quality Crafco product for over 30 years. During this time RoadSaver 201 has become a preferred product by many users for sealing asphalt pavement cracks due to the increased viscosity and improved slump and flow resistance when applied. VOC = 0 g/l.

USAGE GUIDELINES RoadSaver 201 is applicable for Sealant / Reservoir Use and Filler / Overband Use in moderate to cold climates with low and high pavement temperatures identified in the charts. Pavement temperatures for the project location are determined at 98% reliability using FHWA LTPPBind V 3.1, and sealant or filler use is determined following Crafco Product Selection Procedures.

 Applicable Pavement Temperatures



SPECIFICATION CONFORMANCE RoadSaver 201 meets all requirements of ASTM D6690 (AASHTO M324), Type II, "Joint and Crack Sealants, Hot-Applied, for Concrete and Asphalt Pavements", (formerly ASTM D3405 and AASHTO M301). RoadSaver 201 exceeds requirements of ASTM D6690 (AASHTO 324), Type I, (formerly ASTM D1190, AASHTO M173), and Federal Specification SS-S-164.

Test

Cone Penetration
 Resilience
 Softening Point
 Bond, -20°F, 50% ext.
 Asphalt Compatibility
 Minimum Application Temperature
 Maximum Heating Temperature

ASTM D6690 (AASHTO M324)

Type II Limits

90 max.
 60% min.
 176°F (80°C) min.
 Pass 3 cycles
 Compatible
 380°F (193°C)
 400°F (204°C)

INSTALLATION The unit weight of Crafco RoadSaver 201 is 9.7 lbs. per gallon (1.16 kg/L) at 60°F (15.5°C). Prior to use, the user must read and follow Installation Instructions for Hot-Applied RoadSaver, PolyFlex, Parking Lot and Asphalt Rubber Products to verify proper product selection, heating methods, pavement preparation procedures, application geometry, usage precautions and safety procedures. These instructions are provided with each pallet of product.

PACKAGING Product is supplied in either cardboard boxes, or in meltable, boxless PLEXI-melt packaging. Both package types are labeled in accordance with OSHA, GHS, and specification requirements; are sold by net weight; are interlock stacked on 48 x 40 in. (122 x 102 cm) 4-way pallets; can be stored outside; and are covered with a weather resistant pallet cover and 2 layers of UV protected stretch wrap.

- o **BOX** packaging consists of cardboard boxes containing approximately 30 lb. (13.6 kg) of product with 75 boxes per pallet, weighing approximately 2250 lb. (1020 kg). Boxes contain a quick melting release film for easy removal and are taped closed, without any staples.
- o **PLEXI-melt** packaging consists of 30 lb. (13.6 kg) blocks of product with 70 packages per pallet, weighing 2100 lb. (952 kg). To use, the pallet wrap is removed, and individual blocks are placed in the melter. There are no cardboard boxes or other cardboard components to open, empty, handle, or dispose of. PLEXI-melt packaging quickly melts into the product without affecting specification conformance.

WARRANTY Crafco, Inc. warrants that Crafco products meet applicable ASTM, AASHTO, Federal or State specifications at time of shipment. Techniques used for the preparation of the cracks and joints prior to sealing or filling are beyond our control as are the use and application of the products; therefore, Crafco shall not be responsible for improperly applied or misused products. Remedies against Crafco, Inc., as agreed to by Crafco, are limited to replacing nonconforming product or refund (full or partial) of purchase price from Crafco, Inc. All claims for breach of this warranty must be made within three (3) months of the date of use or twelve (12) months from the date of delivery by Crafco, Inc. whichever is earlier. There shall be no other warranties expressed or implied. **For optimum performance, follow Crafco recommendations for product installation.**

Document A310™ – 2010

Conforms with The American Institute of Architects AIA Document 310

Bid Bond

CONTRACTOR:

(Name, legal status and address)

Fahrner Asphalt Sealers, L.L.C.
316 Raemisch Road
Waunakee, WI 53597

SURETY:

(Name, legal status and principal place of business)

Western Surety Company
151 North Franklin Street
Chicago, IL 60606

Mailing Address for Notices

Western Surety Company
151 North Franklin Street
Chicago, IL 60606

OWNER:

(Name, legal status and address)

City of Lake Geneva
626 Geneva Street
Lake Geneva, WI 53147

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

BOND AMOUNT: Five Percent of the Amount Bid (5%)

PROJECT:

(Name, location or address, and Project number, if any)

2021 Joint & Crack Cleaning & Sealing

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 14th day of October, 2021.


(Witness)

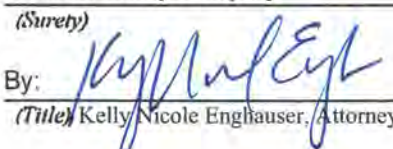

(Witness)

Fahrner Asphalt Sealers, L.L.C.
(Principal)

**"NO CORPORATE
SEAL ADOPTED"**
(Seal)

By: 
(Title) Jim Rozumalski, Vice President

Western Surety Company
(Surety)

By: 
(Title) Kelly Nicole Enghauser, Attorney-in-Fact

Surety Acknowledgment

State of Minnesota }
County of Hennepin } ss.

On this 14th day of October 2021, before me personally came Kelly Nicole Enghauser, to me known, who being by me duly sworn, did depose and say that she is the Attorney-in-Fact of Western Surety Company described in and which executed the above instrument; that she knows the seal of said corporation; that the seal affixed to said instruments is such corporate seal, that it was so affixed by order of the Board of Directors of said corporation, and that she signed her name to it by like order.




Notary Public

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Laurie Pflug, Brian D Carpenter, Nicole Langer, Jessica Hoff, Craig Olmstead, Trisha Kasper, Blake S. Bohlig, Heather R. Goedtel, Kelly Nicole Enghauser, Michelle Halter, Individually

of Bloomington, MN, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 21st day of June, 2021.



WESTERN SURETY COMPANY

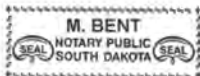
Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

On this 21st day of June, 2021, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

March 2, 2026



M. Bent, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 14th day of October, 2021.



WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.

AGREEMENT

**AGREEMENT
TABLE OF CONTENTS**

ARTICLE 1. WORK-----

ARTICLE 2. ENGINEER-----

ARTICLE 3. CONTRACT TIMES-----

ARTICLE 4. CONTRACT PRICE-----

ARTICLE 5. PAYMENT PROCEDURES-----

ARTICLE 6. CONTRACTOR'S REPRESENTATIONS-----

ARTICLE 7. CONTRACT DOCUMENTS-----

ARTICLE 8. MISCELLANEOUS-----

AGREEMENT

THIS AGREEMENT is dated as of the ____ day of _____ in the year 2021 by and between City of Lake Geneva (hereinafter called OWNER) and _____ (hereinafter called CONTRACTOR).

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1. WORK

- 1.1 CONTRACTOR shall assume all duties and responsibilities and complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

The 2021 Joint & Crack Cleaning & Sealing -Various Locations in Lake Geneva, WI, in accordance with the plans and specifications and as required.

- 1.2 The Project for which the Work under the Contract Documents may be the whole or only a part of is generally described as follows:

2021 JOINT & CRACK CLEANING & SEALING CITY OF LAKE GENEVA WALWORTH COUNTY, WISCONSIN

ARTICLE 2. ENGINEER

- 2.1 The Project has been designed by the City of Lake Geneva and its Director of Public Works or his designee who is hereinafter called OWNER and OWNER'S representative, and assumes all duties and responsibilities and have the rights and authority assigned to OWNER in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

ARTICLE 3. CONTRACT TIMES

- 3.1 The Work will be substantially completed and operational and ready for final payment in accordance with Item 12 of the Minimum Bid Specification no later than **May 20, 2022. It is the hope of the City that the Contractor may start the work as soon as possible after award and complete as much of the work as weather permits prior to winter.**
- 3.2 **Liquidated Damages.** OWNER and CONTRACTOR recognize that time is of the essence of this Agreement and that OWNER will suffer financial loss if the Work is not completed within the times specified in Paragraph 3.1 above, plus any extension thereof allowed in accordance with Paragraph 3.1 noted above. They also recognize that delays, expense and difficulties involved in proving in a legal or arbitration preceding the actual loss suffered by OWNER if the Work is not completed on time. Accordingly, instead of requiring any such proof, OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay OWNER \$500.00, for each day that expires after the time specified in

Paragraph 3.1 of Article 3 above for Substantial Completion until the Work is substantially complete.

- 3.3 Permitting CONTRACTOR or Surety to continue and finish the Work or any part of the Work after the times specified for completion, or after the date to which the times for completion may have been extended, shall in no way operate as a waiver on the part of OWNER of its rights under the Contract.

ARTICLE 4. CONTRACT PRICE

- 4.1 OWNER shall pay CONTRACTOR for the completion of the Work in accordance with the Contract Documents in current funds as shown in the Lump Sum Base Bid in the Bid Form in the amount of **Thirty-Five Thousand Dollars & No Cents (\$35,000.00) or actual lesser price.**

ARTICLE 5. PAYMENT PROCEDURES

- 5.1 CONTRACTOR shall submit Applications for Payment in accordance with the General Conditions. Applications for Payment will be processed by OWNER as provided in the General Conditions.

Progress Payments:

- 5.2 OWNER will make monthly progress payments on account of the Contract Price on the basis of CONTRACTOR'S Applications for Payment as recommended by DPW Superintendent each month during construction as provided below. All progress payments will be on the basis of the progress of Work measured by the schedule of values established in the General Conditions (and in the case of Unit Price Work based on the number of units completed).

Retainage:

- 5.2.1 After each Application for Payment has been found acceptable by DPW, OWNER will pay 90% of the estimated value less any previous payments to CONTRACTOR until the Project is 50% complete. At 50% completion, further progress payments will be made in full to CONTRACTOR and no additional amounts will be retained unless OWNER determines that the character and progress of the Work is not proceeding satisfactorily. Amounts previously retained shall not be paid to CONTRACTOR. At 50% completion or any time thereafter when the character and progress of the Work is not satisfactory, additional amounts may be retained but in no event shall the total retainage be more than 10% of the value of the Work completed.
- 5.2.2 Upon Substantial Completion of the Work, the amount retained may be reduced. When the Work has been Substantially Completed except for Work which cannot be completed because of weather conditions, lack of materials or other reasons which, in the judgment of OWNER are valid reasons for non-completion, OWNER may make additional payments, retaining at all times an amount sufficient to cover the estimated cost of the work still to be completed or corrected.

- 5.3 Upon final completion and acceptance of the Work in accordance with the General Conditions, Owner shall pay the remainder of the Contract Price as recommended by DPW as provided in said General Conditions.

ARTICLE 6. CONTRACTOR'S REPRESENTATIONS

- 6.1 CONTRACTOR has examined and carefully studied the Contract Documents (including the Addenda) and the other related data identified in the Bidding Documents including "technical data."
- 6.2 CONTRACTOR has visited the site and become familiar with and is satisfied as to the general, local, and site conditions that may affect cost, progress, performance and furnishing of the Work.
- 6.3 CONTRACTOR is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, performance, and furnishing of the Work.
- 6.4 CONTRACTOR has obtained and carefully studied (or assumes responsibility for having done so) all such examinations, investigations, explorations, tests, studies, and data concerning conditions (surface, subsurface, and Underground Facilities) at or contiguous to the site or otherwise which may affect cost, progress, performance or furnishing of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by CONTRACTOR and safety precautions and programs incident thereto. CONTRACTOR does not consider that any additional examinations, investigations, explorations, tests, studies, or data are necessary for the performance and furnishing of the Work at the Contract Price, within the Contract Times and in accordance with the other terms and conditions of the Contract Documents.
- 6.5 CONTRACTOR is aware of the general nature of work to be performed by OWNER and others at the site that relates to the Work as indicated in the Contract Documents.
- 6.6 CONTRACTOR has correlated the information known to CONTRACTOR, information and observations obtained from visits to the site, reports, and drawings identified in the Contract Documents and all additional examinations, investigations, explorations, tests, studies and data with the Contract Documents.
- 6.7 CONTRACTOR has given DPW written notice of all conflicts, errors, ambiguities or discrepancies that CONTRACTOR had discovered in the Contract Documents and the written resolution thereof by DPW is acceptable to CONTRACTOR, and the Contract Documents are generally sufficient to indicated and convey understanding of all terms and conditions for performance and furnishing of the Work.
- 6.8 CONTRACTOR hereby covenants and agrees to pay all claims for labor performed and materials furnished, used or consumed in performing under this Agreement including, without limitations because of enumeration, fuel, lumber, building materials, machinery, vehicles, tractors, equipment, fixtures, apparatus, tools, appliances, supplies, electric energy, gasoline, motor oil, lubricating oil, greases, state imposed taxes, premiums for workers compensation insurance, and contributions for unemployment insurance.

- 6.9 CONTRACTOR agrees, to the extent practicable, to maintain a list of all subcontractors and suppliers performing labor or furnishing material under this Agreement.

ARTICLE 7. CONTRACT DOCUMENTS

The Contract Documents, which comprise the entire Agreement between OWNER and CONTRACTOR concerning the Work consist of the following:

- 7.1 This Agreement.
- 7.2 Exhibits to this Agreement. (Copy of entire Bid Form, etc.)
- 7.3 Performance, Payment and other Bonds (Not Applicable).
- 7.4 Notice of Award.
- 7.5 Notice to Proceed. (Issued separately)
- 7.6 General Conditions.
- 7.7 Specifications. (Also Known as Minimum Bid Specifications).
- 7.8 Wage Rate Requirements (Not Applicable).
- 7.9 Other Appendix items consisting of the plans and pages listed.
- 7.10 Drawings (Crackfilling Map).
- 7.11 Local Forms.
- 7.12 The following which may be delivered or issued after the Effective Date of the Agreement and are not attached hereto: All written Amendments and other documents amending, modifying or supplementing the Contract Documents pursuant to the General Conditions.

The documents listed in Article 7 above are attached to this Agreement (except as expressly noted otherwise above.)

There are no Contract Documents other than those listed above in this Article 7. The Contract Documents may only be amended, modified or supplemented as provided in the General Conditions.

ARTICLE 8. INSURANCE

- 8.1 The Contractor hereby agrees to assume and bear all risk of damage to, failure of the work under this contract, and all risks of any accident to any person or to the property of any person, from whatsoever cause

arising due to operations under this contract, until the work herein provided for shall have been fully completed and accepted by the City.

8.2 The Contractor shall provide and pay for Public Liability, Property Damage and Workmen's Compensation Insurance with the following minimum limits of liability approved by the Utility Commission:

8.2.1 Workmen's Compensation and Employer's Liability.

Liability limits shall not be less than:

- | | | |
|-----|------------------------|---------------------------|
| (1) | Workmen's Compensation | Statutory |
| (2) | Employer's Liability | \$100,000 Each Occurrence |

8.2.2 Comprehensive Motor Vehicle Liability

Liability limits shall not be less than:

- | | | |
|-----|-----------------|--|
| (1) | Bodily Injury | \$ 500,000 Per Person
\$1,000,000 Each Occurrence |
| (2) | Property Damage | \$ 250,000 Each Occurrence |

8.2.3 Comprehensive General Liability

Liability limits shall be not less than:

- | | | |
|-----|--|---|
| (1) | Personal Injury | \$1,000,000 Aggregate |
| (2) | Bodily Injury | \$ 500,000 Each Occurrence
\$5,000,000 Aggregate |
| (3) | Property Damage | \$ 250,000 Each Occurrence |
| (4) | Completed Operations and Products Liability coverage for life of the Contract and maintain coverage for one (1) year after final acceptance by the Utility Commission. | |
| (5) | Named insured for this policy shall be: CITY OF LAKE GENEVA. | |

8.2.4 Owner's Protective Liability (Independent Contractors Insurance)

Liability limits shall not be less than:

- | | | |
|-----|-----------------|--|
| (1) | Bodily Injury | \$ 500,000 Each Occurrence |
| (2) | Property Damage | \$ 250,000 Each Occurrence
\$ 250,000 Aggregate |

8.2.5 Umbrella Excess Liability

(1) The liability limits shall not be less than:

\$1,000,000 Each Occurrence

Pg 18/23

8.3 The City shall be free and clear of any liabilities, including attorney's fees, and all other encumbrances resulting from all project-related claims.

ARTICLE 9. MISCELLANEOUS

- 9.1 All references to the General Conditions in any Contract Document shall be interpreted to include reference to any corresponding Supplementary Conditions, whether stated or unstated in such reference.
- 9.2 Terms used in this Agreement which are defined in the General Conditions will have the meanings indicated in the General Conditions.
- 9.3 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.
- 9.4 OWNER and CONTRACTOR each binds itself, its partners, successors, assigns and legal representatives to the other party hereto, its partners, successors, assigns and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

IN WITNESS WHEREOF, OWNER and CONTRACTOR have signed this Agreement. One counterpart each has been delivered to OWNER/ENGINEER and CONTRACTOR. All portions of the Contract Documents have been signed, initialed or identified by OWNER and CONTRACTOR.

This Agreement will be effective on _____, 2021, (which is the effective Date of the Agreement).

Attest:

(CONTRACTOR)

(Signature)

printed name

:

Address of Contractor/proposer

(If CONTRACTOR is a corporation, attach
evidence of authority to sign.)

Contractor phone *and email* _____

CONTRACTOR'S License No. _____ (If required by state or municipal law)

Attest: Ms Lana Kropf
City Clerk

Ms Charlene Klein
Mayor

(signature)

(signature)

Address for giving notices:
626 Geneva Street

Lake Geneva, WI 53147

In accordance with the requirements of Wis. Statute 62.15(12), I hereby certify that sufficient funds are available to pay the liability that will accrue hereunder.

City of Lake Geneva Comptroller, Ms Karen Hall

NOTICE OF AWARD

(blank)

CITY OF LAKE GENEVA

2021 Joint & Crack Cleaning & Sealing – Various Locations

NOTICE OF AWARD

Date _____

TO: _____

ADDRESS: _____

Contract: **City of Lake Geneva 2021 Joint & Crack Cleaning & Sealing**
(Insert Name of Contract as it appears in the Bidding Documents.)

Project: To do Joint & Crack Cleaning & Sealing at Various Locations, Lake Geneva, WI

You are notified that your Bid dated _____ for the above Contract has been considered. You have been awarded a Contract for

2021 Joint & Crack Cleaning & Sealing -Various Locations, in Lake Geneva, WI 53147

(Indicate total Work, alternates or sections or Work awarded.)

The Contract Price of your Contract is

Thirty-Five Thousand Dollars & No Cents
\$35,000.00

Or actual price of \$ _____

1. Name:

Contact:

Address:

Phone:

2. Name:

Contact:

Address:

Phone:

3. Name:

Contact:

Address:

Phone:

4. Name:

Contact:

Address:

Phone:

CONTRACT DOCUMENT



PROJECT: 2022 JOINT & CRACK CLEANING & SEALING

**OWNER: CITY OF LAKE GENEVA DPW
1065 CAREY STREET
LAKE GENEVA, WISCONSIN 53147 (262)248-6644**

**Contacts; Tom Earle, DPW
tearle@cityoflakegeneva.com**

**Neil Waswo, Superintendent.
nwaswo@cityoflakegeneva.com**

**Bid Opening: 04 Jan., 2022 10:00am.
City Hall, 626 Geneva Street
Lake Geneva, WI. 2nd floor meeting room**

**CITY OF LAKE GENEVA
TABLE OF CONTENTS
2022 JOINT & CRACK CLEANING & SEALING**

TABLE OF CONTENTS

DESCRIPTION

NOTICE TO BIDDERS

MINIMUM BID SPECIFICATION

10

BID BOND	N/A
-----------------	------------

AGREEMENT

PERFORMANCE BOND	N/A
-------------------------	------------

PAYMENT BOND	N/A
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NOTICE OF AWARD

PREVAILING WAGE RATE DETERMINATION	N/A
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INSURANCE QUESTIONNAIRE & REFERENCES

OFFICIAL NOTICE TO BIDDERS

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**CITY OF LAKE GENEVA
NOTICE TO BIDDERS
2022 JOINT & CRACK CLEANING & SEALING**

Sealed proposals will be accepted by the City of Lake Geneva in the City Clerk's office at 626 Geneva Street, Lake Geneva, Wisconsin until 10am Tuesday, 04 Jan., 2022 for Joint & Crack Cleaning & Sealing, as specified in these bid documents.

Proposals must be sealed and submitted on the proposal forms and returned clearly marked 'City of Lake Geneva 2022 Joint and Crack Filling' with name of proposer, date and time of opening. No undated, unsigned, late, incomplete, emailed or faxed proposals will be considered. The City is not responsible for late or misdirected mail or cartage therefore hand delivery is advised.

Bidders must submit pre-qualification packet prior to the opening of bids by contacting the City Clerk's office or visiting the City website. Bid will not be awarded until Pre-Qual is approved.

All bids shall be F.O.B. destination, prepaid and allowed to the Clerk's Office with no charges for packing or cartage.

The City reserves the right to reject any or all proposals and to accept any proposal deemed most advantageous to the City of Lake Geneva.

Bidding documents are available at City Hall or on the City website.

The City of Lake Geneva is exempt from Federal Excise Tax and State Sales Tax; therefore, proposals should be made exclusive of these taxes. A Tax Exemption Certificate and/or Tax Exemption Registry number will be furnished to the successful proposer.

Insurance Requirements are: \$1,000,000 General Liability, Worker's Compensation - Statutory Limits, \$5,000,000 Employer's Liability. See pre-qualification form on website or Clerks Office.

Successful bidder shall properly hold the City of Lake Geneva harmless from all damages occurring in any way by bidders acts or negligence, or that of his employees, agents or workers. Completed Insurance questionnaire must be submitted with your proposal.

Contractor to include any clarifications to the specification in his proposal.

Proposed price shall be all-inclusive for Joint & Crack Cleaning & Sealing with no part being 'to be done by others'.

City of Lake Geneva

Ms. Lana Kropf
City Clerk
10 Nov., 2021

MINIMUM BID SPECIFICATION

(blank)

2022 Joint & Crack Cleaning & Sealing Specifications

CITY OF LAKE GENEVA MINIMUM BID SPECIFICATION JOINT & CRACK CLEANING & SEALING

DESCRIPTION: This work consists of sawing or routing and cleaning cracks and joints in asphalt surfaces and then sealing these prepared cracks and joints with an approved sealing material. It also includes removal and replacement of loose sealant from earlier work/contracts. The work excludes the long joint between the asphalt pavement and concrete gutter.

MATERIALS: The joint sealer shall be a material meeting requirements of ASTM D 3405. An elastic type, hot-pour sealer will be required. Or approved alternate. Material will be reheated only once and in small quantities. Prolonged heating up to six (6) hours will be permissible. Backer rod used in conjunction with this sealer shall be made of cellulose, cotton, or plastic foam. The backer rod must withstand, without damage, the high temperatures inherent to these sealers. The backer rod shall be of a size that compression is required for installation in the crack so it maintains its position during the filling operation.

All sealant materials and separating and blocking medium shall be certified or tested and approved by the engineer before being incorporated into the work. The Contractor shall furnish a complete written statement of the origin, composition and manufacture of any or all material that are to be used in the work. Where installation procedures or any part thereof are required to be in accordance with recommendations of the manufactures of sealing compounds, the Contractor shall submit catalogue data and copies of recommendations prior to installation of the materials.

EQUIPMENT

- A. Routing or sawing equipment shall be mechanical and power driven, capable of cutting the joints and cracks to the required dimensions. The router must have in-line wheels and cutting head capable of following random cracks and have depth control to insure consistent and accurate routing depths. Excessive spalling of the asphalt surface will not be permitted. Crack routing equipment will be permitted on asphalt pavement, but will not be permitted on Portland Cement Concrete Pavement.
- B. Two (2) air compressors will be required during asphalt crackfilling operations. They must be of sufficient size to maintain a minimum air pressure of 120 psi. and provide moisture and oil free compressed air. One compressor shall be used on asphalt pavement with an air wand to blow out the crack and clean off the road. The second shall be used with the heat lance. Note that one compressor is not of sufficient size to run both air wand and heat lance at the same time. Any request for an exception to this requirement shall be made at the time of bid including any credit.
- C. Water cleaning equipment shall be used on Portland Cement Concrete Pavement and be capable of delivering water with a pressure of 2,000 psi. from a nozzle to the crack or joint being cleaned, to remove existing joint sealer, debris, and loose material from the crack or joint.
- D. Sand blast equipment shall be capable of removing the existing sealant, saw slurry, silt or other foreign material from the vertical face of the crack or joint to the specified depth, leaving a clean, dry, newly exposed surface.
- E. Equipment used for heating and placing the hot-pour sealant material shall be of the oil-jacketed, double-boiler type heating kettle or other thermostatically controlled equipment of a type approved by the Engineer, equipped with both agitation and re-circulation systems, capable of heating the material to 410 degrees F. and pumping the material into the prepared cracks or joints with a wand applicator.

CONSTRUCTION

- A. Class I Cracks: On asphalt streets, cracks which have an average opening of 3/4" or less shall be routed or sawed to provide a minimum sealant reservoir of 3/4" width by a nominal 3/4" depth.

- B. Class II Crack: Joints and cracks which do not require routing or sawing shall be considered Class II cracks. Construction joints on exposed concrete curb pans shall be considered Class II cracks and shall not require backer rod or sawing. Asphalt cracks which have an average opening greater than 3/4" will not require routing or sawing, but they shall be thoroughly cleaned of all foreign material to a depth necessary to accommodate the sealer material and the backer rod to be used. Backer rod shall be placed in the crack to a depth that provides at least 3/4" clearance above the backer rod for the sealer. The backer rod shall be dry when placed.
- C. Asphalt cement concrete, Portland Cement Concrete, and foreign material resulting from crack preparation shall be cleared from the roadway by brooming, compressed air, mechanical sweeping, or other methods satisfactory to the Street Department Superintendent.
- D. Cracks shall be clean and dried prior to sealing.

The entire crack reservoir shall be filled with sealant to a level even with the roadway surface. A narrow "U" shaped squeegee may be used to aid in placement of the sealant. Sealant on the roadway surface in excess of one inch on each side of the crack edge will not be acceptable.

LIMITATIONS: Crack cleaning and sealing shall be done only when the ambient air and pavement surface temperatures are above 40 degrees F. When near this minimum, additional blow torch blasting or drying time, or both, may be necessary to assure a satisfactory bond to the crack surface.

Lanes may be opened to traffic only after the sealer has set sufficiently so it will not pick up under traffic. Powder or biodegradable paper may be applied to the sealer, but only after the sealer surface has set so as to avoid penetration of the powder or paper into the sealer.

Cracks shall be sealed within three (3) working days after routing or sawing preparation.

METHOD OF MEASUREMENT AND AWARD: This work will be measured lump sum based upon the number of streets checked off by the contractor from the list. In the event more than one contractor can perform on all streets, award shall be determined by the number of Type I and Type II lineal feet remaining to be performed for the City.

BASIS OF PAYMENT: This work will be paid lump sum in the amount of **\$35,000.00 (thirty five thousand dollars)**.

GUARANTEE OF WORK: Contractor shall guarantee that the cracks sealed shall remain sealed through the following three (3) winters. Contractor shall return to the project site each of the following three (3) summers and repair sealed cracks, which have lost their sealant bond at no additional cost. Failed sealed cracks will be identified by the Director of Public Works.

SUPPLEMENTAL SPECIFICATIONS

1. When being filled, all asphalt-cleaned cracks shall be dried by a high capacity blowtorch.
2. In all cases, cleaning shall include removal of vegetation from cracks.
3. All materials equipment, labor and traffic control shall be provided by the Contractor and included in the unit price bid.
4. At locations where crack sealant settles into the crack opening more than 1/4" below adjacent pavement, additional filling will be necessary.
5. A sample of sealant material to be used shall be submitted to the Engineering Division. Each batch of sealing compound delivered to the job site shall be accompanied by the manufacturer's certification stating that the sealant meets the requirement of the specifications.

Notice shall be given to the Street Department no less than 24 hours in advance to any crackfilling operation. The point of contact will be Mr. Neil Waswo, Superintendent of Public Works, phone (262) 248-6644. Office hours are 6:30 A.M. to 2:00 P.M., Monday through Thursday.

6. Status reports identifying linear footage totals broken down by class types and location shall be provided in writing or email to the DPW Superintendent or Director of Public Works on a daily basis.
7. The locations of streets to be crackfilled are listed in priority order and attached in the back of the contract.
8. Work hour restrictions on all City streets from **6:00 A.M. to 10:00 P.M. Work in the downtown area shall not take place after 12:00 noon on Fridays. .**
9. **No work shall be allowed in the downtown area between Memorial Day and Labor Day.**
10. The Contractor may store materials and equipment at his own risk as follows: at Street Garage, 1065 Carey Street, with admittance restricted to weekdays from **6am A.M. to 2:00 P.M. Monday through Thursday.**
11. The City requires that the asphalt pavement crackfilling is completed prior to any Portland Cement Pavement.
12. Pavement joint and crackfilling shall be started **as soon as possible after notice to proceed, and complete as much of the work as practical prior to the Wednesday before Memorial Day. All work shall be completed no later than 25 May, 2022 or as otherwise indicated on his bid.** Completion date may be a factor in bid award. Extensions will be given at the discretion of the City for weather related delays.
13. Qualifications of Contractor - The Contractor shall have been routing, cleaning and filling cracks per specifications for a minimum of 10 (ten) verifiable years.
14. Prequalification - All bidders must submit a list of five (5) previously completed crackfilling projects. Each project must have been in place for a minimum of three (3) winters.
15. On any street with a traffic signal pavement loop, the buried loops shall not be sawed or routed. It shall be cleaned with air pressure only and filled with crackfiller.
16. The Contractor shall provide "Crackfilling Notice Door Hangers" and shall be responsible for placing their name and phone number on them, and placing them on residence's doors one to three days prior to crackfilling work where applicable.
17. The Contractor shall maintain and utilize a mechanical street sweeper (minimum size: 16,000 GUW) at the work site to clean up debris and respond to dirt and dust complaints. Street sweeping debris may be disposed of in the Street Department yard, 1065 Carey Street, during normal working hours.
18. The Contractor shall be responsible for crackfilling all designated roadways. Temporary no parking signs may be placed at the approval of the DPW Superintendent. The Contractor shall be responsible for posting and removing the "No Parking" signs when necessary to crackfill streets.
19. Special consideration must be placed on any work on Main St as it is a State Connecting Highway. Any lane closures must be coordinated through the State DOT and City as it is also an oversize vehicle route. The State DOT provides an online form to apply for lane closures. It is the responsibility of the Contractor to coordinate the lane closure permit.
20. Work on South St must allow for the operation of school busses.
21. Any work on the Fire Dept lot must be coordinated with the On Duty Officer to not hinder any emergency response. A 24hr prior notice is required to the On Duty Officer.

BID PROPOSAL FORM

(blank)

2021 Joint & Crack Cleaning & Sealing
Proposal

**CITY OF LAKE GENEVA
PROPOSAL
2022 JOINT & CRACK CLEANING & SEALING**

Bid opening date: 04 Jan., 2022. **10:00am. Lake Geneva City Hall**

City of Lake Geneva
City Clerk, City Hall
626 Geneva Street
Lake Geneva, WI 53147
(262) 248-3673

City Clerk:

We recognize the City of Lake Geneva will expend the lump sum amount of **\$35,000.00** to clean and seal joints and cracks, in accordance with City of Lake Geneva specifications. We have reviewed the following list and attached map, taking all necessary field measurements, and have **placed an X in front of the streets that we will perform a combination of Class I and Class II joint and crack cleaning and sealing as follows:**

JOINT & CRACK CLEANING & SEALING-CLASS I & CLASS II

	<u>Street Name</u>	<u>From</u>	<u>To</u>
_____	Fire Dept Lot	All asphalt areas	
_____	LaSalle	Carey	Edgewood
_____	LaSalle Ct	Entire route	
_____	Linda Ln	Entire Route	
_____	Lookout	Linda	Miller
_____	Maxwell St.	Dodge	Pleasant
_____	Miller Ct.	Entire Route	
_____	E. & W Miller Ct	Entire Route	
_____	Minihan Rd.	Entire Route	
_____	South St.	Wells	Bonnie Brae
_____	1070 Carey	New Asphalt	
_____	Ceylon Ct.	Entire Route*	*check limits
_____	Carey St	LaSalle north to termini.	

It is the intent that the checked list follows in priority order, but the size of some of the listed streets may necessitate skipping a street near the bottom of the list in favor of a lesser cost street.

If all streets are checked to be done for the budgeted amount, indicate the balance if any, of City funding remaining to be allocated to additional City street crack filling.

\$_____

Work started within 15 days of award.

City of Lake Geneva will pay within (30) days of completion of job.

Completion date if different than **25 May, 2022**_____

Guarantee/warranty (be specific):_____

Product literature included? ☐ Yes ☐ No

Comments:_____

We recognize the City will award this contract to the vendor whose proposal is deemed most advantageous to the City.

Respectfully Submitted,

Payment Terms:

_____ % _____ days

Net _____ days

Date:_____

Firm:_____

Signature:_____

Address:_____

Phone:_____ Fax:_____

A 5% Bid Bond shall be required. Amount of Bond; \$_____

Included; Yes _____ No _____

AGREEMENT

**AGREEMENT
TABLE OF CONTENTS**

ARTICLE 1. WORK-----

ARTICLE 2. ENGINEER-----

ARTICLE 3. CONTRACT TIMES-----

ARTICLE 4. CONTRACT PRICE-----

ARTICLE 5. PAYMENT PROCEDURES-----

ARTICLE 6. CONTRACTOR’S REPRESENTATIONS-----

ARTICLE 7. CONTRACT DOCUMENTS-----

ARTICLE 8. MISCELLANEOUS-----

AGREEMENT

THIS AGREEMENT is dated as of the ____ day of _____ in the year 2021 by and between City of Lake Geneva (hereinafter called OWNER) and _____ (hereinafter called CONTRACTOR).

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1. WORK

- 1.1 CONTRACTOR shall assume all duties and responsibilities and complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

The 2021 Joint & Crack Cleaning & Sealing -Various Locations in Lake Geneva, WI, in accordance with the plans and specifications and as required.

- 1.2 The Project for which the Work under the Contract Documents may be the whole or only a part of is generally described as follows:

2022 JOINT & CRACK CLEANING & SEALING CITY OF LAKE GENEVA WALWORTH COUNTY, WISCONSIN

ARTICLE 2. ENGINEER

- 2.1 The Project has been designed by the City of Lake Geneva and its Director of Public Works or his designee who is hereinafter called OWNER and OWNER'S representative, and assumes all duties and responsibilities and have the rights and authority assigned to OWNER in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

ARTICLE 3. CONTRACT TIMES

- 3.1 The Work will be substantially completed and operational and ready for final payment in accordance with Item 12 of the Minimum Bid Specification no later than **May 25, 2022. It is the hope of the City that the Contractor may start the work as soon as possible after award and complete as much of the work as weather permits prior to winter.**
- 3.2 **Liquidated Damages.** OWNER and CONTRACTOR recognize that time is of the essence of this Agreement and that OWNER will suffer financial loss if the Work is not completed within the times specified in Paragraph 3.1 above, plus any extension thereof allowed in accordance with Paragraph 3.1 noted above. They also recognize that delays, expense and difficulties involved in proving in a legal or arbitration preceding the actual loss suffered by OWNER if the Work is not completed on time. Accordingly, instead of requiring any such proof, OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay OWNER \$500.00, for each day that expires after the time specified in

Paragraph 3.1 of Article 3 above for Substantial Completion until the Work is substantially complete.

- 3.3 Permitting CONTRACTOR or Surety to continue and finish the Work or any part of the Work after the times specified for completion, or after the date to which the times for completion may have been extended, shall in no way operate as a waiver on the part of OWNER of its rights under the Contract.

ARTICLE 4. CONTRACT PRICE

- 4.1 OWNER shall pay CONTRACTOR for the completion of the Work in accordance with the Contract Documents in current funds as shown in the Lump Sum Base Bid in the Bid Form in the amount of **Thirty-Five Thousand Dollars & No Cents (\$35,000.00) or actual lesser price.**

ARTICLE 5. PAYMENT PROCEDURES

- 5.1 CONTRACTOR shall submit Applications for Payment in accordance with the General Conditions. Applications for Payment will be processed by OWNER as provided in the General Conditions.

Progress Payments:

- 5.2 OWNER will make monthly progress payments on account of the Contract Price on the basis of CONTRACTOR'S Applications for Payment as recommended by DPW Superintendent each month during construction as provided below. All progress payments will be on the basis of the progress of Work measured by the schedule of values established in the General Conditions (and in the case of Unit Price Work based on the number of units completed).

Retainage:

- 5.2.1 After each Application for Payment has been found acceptable by DPW, OWNER will pay 90% of the estimated value less any previous payments to CONTRACTOR until the Project is 50% complete. At 50% completion, further progress payments will be made in full to CONTRACTOR and no additional amounts will be retained unless OWNER determines that the character and progress of the Work is not proceeding satisfactorily. Amounts previously retained shall not be paid to CONTRACTOR. At 50% completion or any time thereafter when the character and progress of the Work is not satisfactory, additional amounts may be retained but in no event shall the total retainage be more than 10% of the value of the Work completed.
- 5.2.2 Upon Substantial Completion of the Work, the amount retained may be reduced. When the Work has been Substantially Completed except for Work which cannot be completed because of weather conditions, lack of materials or other reasons which, in the judgment of OWNER are valid reasons for non-completion, OWNER may make additional payments, retaining at all times an amount sufficient to cover the estimated cost of the work still to be completed or corrected.

- 5.3 Upon final completion and acceptance of the Work in accordance with the General Conditions, Owner shall pay the remainder of the Contract Price as recommended by DPW as provided in said General Conditions.

ARTICLE 6. CONTRACTOR'S REPRESENTATIONS

- 6.1 CONTRACTOR has examined and carefully studied the Contract Documents (including the Addenda) and the other related data identified in the Bidding Documents including "technical data."
- 6.2 CONTRACTOR has visited the site and become familiar with and is satisfied as to the general, local, and site conditions that may affect cost, progress, performance and furnishing of the Work.
- 6.3 CONTRACTOR is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, performance, and furnishing of the Work.
- 6.4 CONTRACTOR has obtained and carefully studied (or assumes responsibility for having done so) all such examinations, investigations, explorations, tests, studies, and data concerning conditions (surface, subsurface, and Underground Facilities) at or contiguous to the site or otherwise which may affect cost, progress, performance or furnishing of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by CONTRACTOR and safety precautions and programs incident thereto. CONTRACTOR does not consider that any additional examinations, investigations, explorations, tests, studies, or data are necessary for the performance and furnishing of the Work at the Contract Price, within the Contract Times and in accordance with the other terms and conditions of the Contract Documents.
- 6.5 CONTRACTOR is aware of the general nature of work to be performed by OWNER and others at the site that relates to the Work as indicated in the Contract Documents.
- 6.6 CONTRACTOR has correlated the information known to CONTRACTOR, information and observations obtained from visits to the site, reports, and drawings identified in the Contract Documents and all additional examinations, investigations, explorations, tests, studies and data with the Contract Documents.
- 6.7 CONTRACTOR has given DPW written notice of all conflicts, errors, ambiguities or discrepancies that CONTRACTOR had discovered in the Contract Documents and the written resolution thereof by DPW is acceptable to CONTRACTOR, and the Contract Documents are generally sufficient to indicated and convey understanding of all terms and conditions for performance and furnishing of the Work.
- 6.8 CONTRACTOR hereby covenants and agrees to pay all claims for labor performed and materials furnished, used or consumed in performing under this Agreement including, without limitations because of enumeration, fuel, lumber, building materials, machinery, vehicles, tractors, equipment, fixtures, apparatus, tools, appliances, supplies, electric energy, gasoline, motor oil,

lubricating oil, greases, state imposed taxes, premiums for workers compensation insurance, and contributions for unemployment insurance.

- 6.9 CONTRACTOR agrees, to the extent practicable, to maintain a list of all subcontractors and suppliers performing labor or furnishing material under this Agreement.

ARTICLE 7. CONTRACT DOCUMENTS

The Contract Documents, which comprise the entire Agreement between OWNER and CONTRACTOR concerning the Work consist of the following:

- 7.1 This Agreement.
- 7.2 Exhibits to this Agreement. (Copy of entire Bid Form, etc.)
- 7.3 Performance, Payment and other Bonds (Not Applicable).
- 7.4 Notice of Award.
- 7.5 Notice to Proceed. (Issued separately)
- 7.6 General Conditions.
- 7.7 Specifications. (Also Known as Minimum Bid Specifications).
- 7.8 Wage Rate Requirements (Not Applicable).
- 7.9 Other Appendix items consisting of the plans and pages listed.
- 7.10 Drawings (Crackfilling Map).
- 7.11 Local Forms.
- 7.12 The following which may be delivered or issued after the Effective Date of the Agreement and are not attached hereto: All written Amendments and other documents amending, modifying or supplementing the Contract Documents pursuant to the General Conditions.

The documents listed in Article 7 above are attached to this Agreement (except as expressly noted otherwise above.)

There are no Contract Documents other than those listed above in this Article 7. The Contract Documents may only be amended, modified or supplemented as provided in the General Conditions.

ARTICLE 8. INSURANCE

8.1 The Contractor hereby agrees to assume and bear all risk of damage to, failure of the work under this contract, and all risks of any accident to any person or to the property of any person, from whatsoever cause arising due to operations under this contract, until the work herein provided for shall have been fully completed and accepted by the City.

8.2 The Contractor shall provide and pay for Public Liability, Property Damage and Workmen's Compensation Insurance with the following minimum limits of liability approved by the Utility Commission:

8.2.1 Workmen's Compensation and Employer's Liability.

Liability limits shall not be less than:

- | | | |
|-----|------------------------|---------------------------|
| (1) | Workmen's Compensation | Statutory |
| (2) | Employer's Liability | \$100,000 Each Occurrence |

8.2.2 Comprehensive Motor Vehicle Liability

Liability limits shall not be less than:

- | | | |
|-----|-----------------|--|
| (1) | Bodily Injury | \$ 500,000 Per Person
\$1,000,000 Each Occurrence |
| (2) | Property Damage | \$ 250,000 Each Occurrence |

8.2.3 Comprehensive General Liability

Liability limits shall be not less than:

- | | | |
|-----|--|---|
| (1) | Personal Injury | \$1,000,000 Aggregate |
| (2) | Bodily Injury | \$ 500,000 Each Occurrence
\$5,000,000 Aggregate |
| (3) | Property Damage | \$ 250,000 Each Occurrence |
| (4) | Completed Operations and Products Liability coverage for life of the Contract and maintain coverage for one (1) year after final acceptance by the Utility Commission. | |
| (5) | Named insured for this policy shall be: CITY OF LAKE GENEVA. | |

8.2.4 Owner's Protective Liability (Independent Contractors Insurance)

Liability limits shall not be less than:

- | | | |
|-----|-----------------|--|
| (1) | Bodily Injury | \$ 500,000 Each Occurrence |
| (2) | Property Damage | \$ 250,000 Each Occurrence
\$ 250,000 Aggregate |

8.2.5 Umbrella Excess Liability

(1) The liability limits shall not be less than:

\$1,000,000 Each Occurrence

8.3 The City shall be free and clear of any liabilities, including attorney's fees, and all other encumbrances resulting from all project-related claims.

ARTICLE 9. MISCELLANEOUS

- 9.1 All references to the General Conditions in any Contract Document shall be interpreted to include reference to any corresponding Supplementary Conditions, whether stated or unstated in such reference.
- 9.2 Terms used in this Agreement which are defined in the General Conditions will have the meanings indicated in the General Conditions.
- 9.3 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.
- 9.4 OWNER and CONTRACTOR each binds itself, its partners, successors, assigns and legal representatives to the other party hereto, its partners, successors, assigns and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

IN WITNESS WHEREOF, OWNER and CONTRACTOR have signed this Agreement. One counterpart each has been delivered to OWNER/ENGINEER and CONTRACTOR. All portions of the Contract Documents have been signed, initialed or identified by OWNER and CONTRACTOR.

This Agreement will be effective on _____, 2021, (which is the effective Date of the Agreement).

Attest:

(CONTRACTOR)

(Signature)

printed name

:

Address of Contractor/proposer

(If CONTRACTOR is a corporation, attach
evidence of authority to sign.)

Contractor phone *and email* _____

CONTRACTOR'S License No. _____ (If required by state or municipal law)

Attest: Ms Lana Kropf
City Clerk

Ms Charlene Klein
Mayor

(signature)

(signature)

Address for giving notices:
626 Geneva Street

Lake Geneva, WI 53147

In accordance with the requirements of Wis. Statute 62.15(12), I hereby certify that sufficient funds are available to pay the liability that will accrue hereunder.

City of Lake Geneva Comptroller, Ms Karen Hall

NOTICE OF AWARD

(blank)

CITY OF LAKE GENEVA

2022 Joint & Crack Cleaning & Sealing – Various Locations

NOTICE OF AWARD

Date_____

TO:_____

ADDRESS:_____

Contract: **City of Lake Geneva 2022 Joint & Crack Cleaning & Sealing**
(Insert Name of Contract as it appears in the Bidding Documents.)

Project: To do Joint & Crack Cleaning & Sealing at Various Locations, Lake Geneva, WI

You are notified that your Bid dated _____ for the above Contract has been considered. You have been awarded a Contract for

2022 Joint & Crack Cleaning & Sealing -Various Locations, in Lake Geneva, WI 53147

(Indicate total Work, alternates or sections or Work awarded.)

The Contract Price of your Contract is

Thirty-Five Thousand Dollars & No Cents
\$35,000.00

Or actual price of \$_____

REFERENCES

1. **Name:**

 Contact:

 Address:

 Phone:

2. **Name:**

 Contact:

 Address:

 Phone:

3. **Name:**

 Contact:

 Address:

 Phone:

4. **Name:**

 Contact:

 Address:

 Phone:

DPW Roof Bids
November 10, 2021

Midwest Roofing

2021-01 \$49,800.00 Bond: \$2,490.00

2021-02 \$99,320.00 Bond: \$4,966.00

Addendum #1 Acknowledged

Humphrey's Construction

2021-01 \$59,900.00 Bond: \$3,132.00

2021-02 \$119,950.00 Bond: \$5,915.00

Addendum #1 Acknowledged

Contingency for Insulation:

Midwest Roofing

2021-01 \$9.00/sq yd or \$3.00 sq ft

2021-02 \$9.00/sq yd or \$3.00 sq ft

Humphrey Construction

2021-01 \$100.00/sq yd

2021-02 \$96.00/sq yd

Request for Proposals, Main Shop Roof Project, 2021-01

City of Lake Geneva Public Works

1065 Carey St, Lake Geneva WI 53147

Sec. 1. General

- a. Building use; DPW
- b. Any and all required State Approved Plans shall be the responsibility of the proposer. (None required.)
- c. Local permits if required including but not limited to, building, plumbing, electrical, etc. shall be the responsibility of the proposer and approved as 'no-fee' by the City.
- d. All State and local code compliance shall be followed including but not limited to; energy (IECC), electrical, plumbing, building, snow and wind loads, etc.
- e. All roof systems that are part of this contract shall have a minimum 10 year parts and labor warranty starting from the day of final payment in addition to manufacturer's warranty.
- f. The City is exempt from Federal Excise Tax and State Sales tax therefor proposals shall be made exclusive of these taxes. Proper tax exempt certifications shall be made available to the successful proposer.
- g. The City shall reserve the right to reject any and/or all proposals and to accept the proposal deemed most advantageous to the City.

Sec. 2. Excavation, foundation, heating, electrical,

N/A

Sec. 3. Roof, venting, ceiling, walls, man doors.

- 1. Roof. Existing roof panels to be removed and replaced including light panels with;
 - a. 26 ga Fabral Mighty Rib steel panel or approved alternate. Trusses are 5' o/c. Lifetime film integrity warranty, 35 year fade and chalk warranty. G-90 galvanizing. White.
 - b. All roof protrusions shall be appropriately flashed and sealed. All non-used protrusions shall be removed upon consulting with Superintendent. Tube heat exhaust to be re-routed out walls if possible.



Sec. 6. Payments

1. 15% down prior to start.
2. Monthly draws approved by City.
3. Minimum 5% retainage until final approval.

Sec. 7. Agreement

1. The proposer shall hereby agree to provide to the City all of the items in the request for proposals including the advertisement for same.

2. Bid bond included. 5% required \$ 3132.00
3. Total contract price in numbers \$ 59,900.00
4. (Blank) Fifty nine thousand nine hundred
5. Submitted by, Company, Humphreys Contracting LLC
6. Representative (print name) Chris Humphreys
7. Position in company owner Email Chris.Humphreys@gmail.com
- Signature: [Signature] Date 11/10/2021

8. Acceptance by the City of Lake Geneva.

a. City Clerk Ms. Lana Kropf.

Signature: _____ Date ____/____/2021

b. Mayor. Ms Charlene Klein.

Signature: _____ Date ____/____/2021

9. Witnesseth that whereas the City, under provision of Sec.62.29 wis stats, and by virtue of authority vested in the said City Council has awarded the contractor the work.

10. The City confirms that adequate funds are available and dedicated for this project.

a. City of Lake Geneva Comptroller Ms. Karen Hall.

Signature: _____ Date ____/____/2021

*Roof/ceiling insulation removal/replace in kind per sq/yd as approved by the DPW Superintendent.

\$ 100.00 sq/yd R&R



Request for Proposals, Main Shop Roof Project, 2021-02

City of Lake Geneva Public Works

1065 Carey St, Lake Geneva WI 53147

Sec. 1. General

- a. Building use; DPW
- b. Any and all required State Approved Plans shall be the responsibility of the proposer. (None required.)
- c. Local permits if required including but not limited to, building, plumbing, electrical, etc. shall be the responsibility of the proposer and approved as 'no-fee' by the City.
- d. All State and local code compliance shall be followed including but not limited to; energy (IECC), electrical, plumbing, building, snow and wind loads, etc.
- e. All roof systems that are part of this contract shall have a minimum 10 year parts and labor warranty starting from the day of final payment in addition to manufacturer's warranty.
- f. The City is exempt from Federal Excise Tax and State Sales tax therefor proposals shall be made exclusive of these taxes. Proper tax exempt certifications shall be made available to the successful proposer.
- g. The City shall reserve the right to reject any and/or all proposals and to accept the proposal deemed most advantageous to the City.

Sec. 2. Excavation, foundation, heating, electrical,

N/A

Sec. 3. Roof, venting, ceiling, walls, man doors.

- 1. Roof. Existing roof panels to be removed and replaced including light panels with;
 - a. 26 ga Fabral Mighty Rib steel panel or approved alternate. Trusses are 5' o/c. Lifetime film integrity warranty, 35 year fade and chalk warranty. G-90 galvanizing. White.
 - b. All roof protrusions shall be appropriately flashed and sealed. All non-used protrusions shall be removed upon consulting with Superintendent. Tube heat exhaust to be re-routed out walls if possible.

Sec. 6. Payments

1. 15% down prior to start.
2. Monthly draws approved by City.
3. Minimum 5% retainage until final approval.

Sec. 7. Agreement

1. The proposer shall hereby agree to provide to the City all of the items in the request for proposals including the advertisement for same.

2. Bid bond included. 5% required \$ 5915.00
3. Total contract price in numbers \$ 119,950.00
One hundred thousand nine hundred ninety
4. (Blank)
5. Submitted by, Company, Humphreys Contracting LLC
6. Representative (print name) Chris Humphreys
7. Position in company owner Email chris@hgc.com
- Signature: [Signature] Date 11/10/2021

8. Acceptance by the City of Lake Geneva.

a. City Clerk Ms. Lana Kropf.

Signature: _____ Date ____/____/2021

b. Mayor. Ms Charlene Klein.

Signature: _____ Date ____/____/2021

9. Witnesseth that whereas the City, under provision of Sec.62.29 wis stats, and by virtue of authority vested in the said City Council has awarded the contractor the work.

10. The City confirms that adequate funds are available and dedicated for this project.

a. City of Lake Geneva Comptroller Ms. Karen Hall.

Signature: _____ Date ____/____/2021

*Roof/ceiling insulation removal/replace in kind per sq/yd as approved by the DPW Superintendent.

\$ 96.00 sq/yd R&R



Request for Proposals, Main Shop Roof Project, 2021-01

City of Lake Geneva Public Works

1055 Carey St, Lake Geneva WI 53147

Sec. 1. General

- a. Building use; DPW
- b. Any and all required State Approved Plans shall be the responsibility of the proposer.(None required.)
- c. Local permits if required including but not limited to, building, plumbing, electrical, etc. shall be the responsibility of the proposer and approved as 'no-fee' by the City.
- d. All State and local code compliance shall be followed including but not limited to; energy (IECC), electrical, plumbing, building, snow and wind loads, etc.
- e. All roof systems that are part of this contract shall have a minimum 10 year parts and labor warranty starting from the day of final payment in addition to manufacturer's warranty.
- f. The City is exempt from Federal Excise Tax and State Sales tax therefor proposals shall be made exclusive of these taxes. Proper tax exempt certifications shall be made available to the successful proposer.
- g. The City shall reserve the right to reject any and/or all proposals and to accept the proposal deemed most advantageous to the City.

Sec. 2. Excavation, foundation, heating, electrical,

N/A

Sec. 3. Roof, venting, ceiling, walls.

1. Roof. Existing roof panels to be removed and replaced including light panels with;
 - a. 26 ga Fabral Mighty Rib steel panel or approved alternate. Trusses are 5' o/c. Lifetime film integrity warranty, 35 year fade and chalk warranty. G-90 galvanizing . White.
 - b. All roof protrusions shall be appropriately flashed and sealed. All non-used protrusions shall be removed upon consulting with Superintendent. Tube heat exhaust to be re-routed out walls if possible.

- c. Roof shall be installed per industry standard in a workman like manner.
- d. Fasteners shall match color of roof.
- e. All soffit/fascia to be repaired/replaced as needed in kind per Superintendent.
- f. *Roof/ceiling insulation found to be unusable shall be removed and replaced upon approval of Superintendent.
- g. Gutters to be reinstalled.
- h. Peak vent to be appropriately flashed and sealed.

Sec. 4. Remarks

The successful proposer must be pre-qualified by the City by obtaining and submitting an approved Pre-Qualification packet including Insurance information from the City Clerk. The City may accept proposals without pre-qualification, but the contract shall not be awarded until pre-qualification is approved.

- 1. All RFP holders shall submit an email address for anyone wishing to be copied on all questions/answers asked by holders regarding the RFP. Questions shall be accepted by the DPW Director at tearle@cityoflakegeneva.com up to five (5) days prior to due date and all answers shall be sent to all email addresses provided a minimum of three (3) days prior to due date.
- 2. This RFP shall be considered all-inclusive with no aspects being considered as to be 'done by others' unless specifically stated in RFP.
- 3. Substantial completion shall be within six (6) months of acceptance by the City with extensions being approved as needed at the sole discretion of the City.
- 4. The Advertisement for this RFP shall be part of this contract/proposal.

Sec. 5. Insurance and Liabilities

- 1. The successful proposer shall have Liability Insurance as outlined in Sec 4 with the pre-qualification packet obtained from the City clerk. Bidder must provide indemnity and acceptable insurance in amounts approved by the City."

Sec. 6. Payments

1. 15% down prior to start.
2. Monthly draws approved by City.
3. Minimum 5% retainage until final approval.

Sec. 7. Agreement

1. The proposer shall hereby agree to provide to the City all of the items in the request for proposals including the advertisement for same.

2. Bid bond included. 5% required \$ 2,490⁰⁰
3. Total contract price in numbers \$ 49,800⁰⁰

4. (Blank)

5. Submitted by, Company, Midwest Roofing & Construction LLC.

6. Representative (print name) Doug Fowler

7. Position in company Estimator / Manager Email doug@midwestroofingpros.com

Signature:  Date 11 / 09 / 2021

8. Acceptance by the City of Lake Geneva.

a. City Clerk Ms. Lana Kropf.

Signature: _____ Date ____/____/2021

b. Mayor. Ms Charlene Klein.

Signature: _____ Date ____/____/2021

9. Witnesseth that whereas the City, under provision of Sec.62.29 wis stats, and by virtue of authority vested in the said City Council has awarded the contractor the work.

10. The City confirms that adequate funds are available and dedicated for this project.

a. City of Lake Geneva Comptroller Ms. Karen Hall.

Signature: _____ Date ____/____/2021

*Roof/ceiling insulation removal/replace in kind per sq/yd as approved by the DPW Superintendent.

\$ 9² sq yd or 3² sf sq/yd R&R



POWER OF ATTORNEY

RLI Insurance Company Contractors Bonding and Insurance Company

9025 N. Lindbergh Dr. Peoria, IL 61615
Phone: 800-645-2402

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That RLI Insurance Company and/or Contractors Bonding and Insurance Company, each an Illinois corporation, (separately and together, the "Company") do hereby make, constitute and appoint:

Mark Santas, Julie L. Crouch, Ashlee Sarver, Mathew Santas, Jennifer Saelens, jointly or severally

in the City of Beloit, State of Wisconsin its true and lawful Agent(s) and Attorney(s) in Fact, with full power and authority hereby conferred, to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds and undertakings in an amount not to exceed Twenty Five Million Dollars (\$25,000,000.00) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon the Company as if such bond had been executed and acknowledged by the regularly elected officers of the Company.

RLI Insurance Company and/or Contractors Bonding and Insurance Company, as applicable, have each further certified that the following is a true and exact copy of a Resolution adopted by the Board of Directors of each such corporation, and is now in force, to-wit:

"All bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile."

IN WITNESS WHEREOF, the RLI Insurance Company and/or Contractors Bonding and Insurance Company, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 10th day of February, 2021.



RLI Insurance Company
Contractors Bonding and Insurance Company

By:

Barton W. Davis

Vice President

State of Illinois
County of Peoria

} SS

CERTIFICATE

On this 10th day of February, 2021, before me, a Notary Public, personally appeared Barton W. Davis, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the RLI Insurance Company and/or Contractors Bonding and Insurance Company and acknowledged said instrument to be the voluntary act and deed of said corporation.

I, the undersigned officer of RLI Insurance Company and/or Contractors Bonding and Insurance Company, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the RLI Insurance Company and/or Contractors Bonding and Insurance Company this 8th day of November, 2021.

By:

Catherine D. Glover

Catherine D. Glover

Notary Public



RLI Insurance Company
Contractors Bonding and Insurance Company

By:

Jeffrey D. Pick

Corporate Secretary

Bid Bond

CONTRACTOR:

(Name, legal status and address)

Midwest Roofing & Construction
LLC, 4949 County Road YZ
Dodgeville, WI 53533

SURETY:

(Name, legal status and principal place of business)

RLI Insurance Company
9025 N. Lindbergh Dr. Peoria, IL 61615
P.O. Box 3967 Peoria, IL 61612

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

OWNER:

(Name, legal status and address)

City of Lake Geneva
1055 Carey Street
Lake Geneva, WI 53147

BOND AMOUNT:

5%

PROJECT:

(Name, location or address, and Project number, if any)

City of Lake Geneva 2021 DPW Roofing Project 2021-(1) and (2)

Project Number, if any:

2021-(1) and (2)

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this

8th

day of

November

2021

Midwest Roofing & Construction LLC

Jimmy L. Crouch
(Witness)

(Principal)

owner
(Title)

Melsey Kuehl
(Witness)

RLI Insurance Company

(Surety)

Julie L. Crouch
(Title) Julie L. Crouch

Attorney in Fact



By arrangement with the American Institute of Architects, the National Association of Surety Bond Producers (NASBP) (www.nasbp.org) makes this form document available to its members, affiliates, and associates in Microsoft Word format for use in the regular course of surety business. NASBP vouches that the original text of this document conforms exactly to the text in AIA Document A310-2010, Bid Bond. Subsequent modifications may be made to the original text of this document by users, so careful review of its wording and consultation with an attorney are encouraged before its completion, execution or acceptance.

Request for Proposals, Main Shop Roof Project, 2021-02

City of Lake Geneva Public Works

1065 Carey St, Lake Geneva WI 53147

Sec. 1. General

- a. Building use; DPW
- b. Any and all required State Approved Plans shall be the responsibility of the proposer. (None required.)
- c. Local permits if required including but not limited to, building, plumbing, electrical, etc. shall be the responsibility of the proposer and approved as 'no-fee' by the City.
- d. All State and local code compliance shall be followed including but not limited to; energy (IECC), electrical, plumbing, building, snow and wind loads, etc.
- e. All roof systems that are part of this contract shall have a minimum 10 year parts and labor warranty starting from the day of final payment in addition to manufacturer's warranty.
- f. The City is exempt from Federal Excise Tax and State Sales tax therefor proposals shall be made exclusive of these taxes. Proper tax exempt certifications shall be made available to the successful proposer.
- g. The City shall reserve the right to reject any and/or all proposals and to accept the proposal deemed most advantageous to the City.

Sec. 2. Excavation, foundation, heating, electrical,

N/A

Sec. 3. Roof, venting, ceiling, walls, man doors.

- 1. Roof. Existing roof panels to be removed and replaced including light panels with;
 - a. 26 ga Fabral Mighty Rib steel panel or approved alternate. Trusses are 5' o/c. Lifetime film integrity warranty, 35 year fade and chalk warranty. G-90 galvanizing. White.
 - b. All roof protrusions shall be appropriately flashed and sealed. All non-used protrusions shall be removed upon consulting with Superintendent. Tube heat exhaust to be re-routed out walls if possible.

Sec. 6. Payments

1. 15% down prior to start.
2. Monthly draws approved by City.
3. Minimum 5% retainage until final approval.

Sec. 7. Agreement

1. The proposer shall hereby agree to provide to the City all of the items in the request for proposals including the advertisement for same.

2. Bid bond included. 5% required \$ 4,966⁰¹
3. Total contract price in numbers \$ 99,320⁰¹

4. (Blank)

5. Submitted by, Company, Midwest Roofing & Construction LLC.

6. Representative (print name) Doug Fowler

7. Position in company Estimator / Manager Email doug@midwestroofingpros.com

Signature: [Signature]

Date 11 / 9 /2021

8. Acceptance by the City of Lake Geneva.

- a. City Clerk Ms. Lana Kropf.

Signature: _____ Date ____/____/2021

- b. Mayor. Ms Charlene Klein.

Signature: _____ Date ____/____/2021

9. Witnesseth that whereas the City, under provision of Sec.62.29 wis stats, and by virtue of authority vested in the said City Council has awarded the contractor the work.

10. The City confirms that adequate funds are available and dedicated for this project.

- a. City of Lake Geneva Comptroller Ms. Karen Hall.

Signature: _____ Date ____/____/2021

*Roof/ceiling insulation removal/replace in kind per sq/yd as approved by the DPW Superintendent.

\$ 9⁰⁰ sq yd. OR 3¹² sf sq/yd R&R



ADDENDUM #1

City of Lake Geneva Project 2021-02

1065 Carey St Roofing Project

1. All overlaps on sheets shall have mastic strips applied.
2. Foam end closures shall be replaced.
3. Gutters and downspouts may be eliminated if Superintendent approves prior to acceptance.

Addendum Pg 1/1

Acknowledged

Day L

11/09/21

POWER OF ATTORNEY

RLI Insurance Company Contractors Bonding and Insurance Company

9025 N. Lindbergh Dr. Peoria, IL 61615
Phone: 800-645-2402

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That RLI Insurance Company and/or Contractors Bonding and Insurance Company, each an Illinois corporation, (separately and together, the "Company") do hereby make, constitute and appoint:

Mark Santas, Julie L. Crouch, Ashlee Sarver, Mathew Santas, Jennifer Saelens, jointly or severally

in the City of Beloit, State of Wisconsin its true and lawful Agent(s) and Attorney(s) in Fact, with full power and authority hereby conferred, to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds and undertakings in an amount not to exceed Twenty Five Million Dollars (\$25,000,000.00) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon the Company as if such bond had been executed and acknowledged by the regularly elected officers of the Company.

RLI Insurance Company and/or Contractors Bonding and Insurance Company, as applicable, have each further certified that the following is a true and exact copy of a Resolution adopted by the Board of Directors of each such corporation, and is now in force, to-wit:

"All bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile."

IN WITNESS WHEREOF, the RLI Insurance Company and/or Contractors Bonding and Insurance Company, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 10th day of February, 2021.



RLI Insurance Company
Contractors Bonding and Insurance Company

By:

Barton W. Davis

Vice President

State of Illinois
County of Peoria

} SS

On this 10th day of February, 2021, before me, a Notary Public, personally appeared Barton W. Davis, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the RLI Insurance Company and/or Contractors Bonding and Insurance Company and acknowledged said instrument to be the voluntary act and deed of said corporation.

By:

Catherine D. Glover

Catherine D. Glover

Notary Public



CERTIFICATE

I, the undersigned officer of RLI Insurance Company and/or Contractors Bonding and Insurance Company, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the RLI Insurance Company and/or Contractors Bonding and Insurance Company this 8th day of November, 2021.

RLI Insurance Company
Contractors Bonding and Insurance Company

By:

Jeffrey D. Pick

Corporate Secretary

Bid Bond

CONTRACTOR:

(Name, legal status and address)

Midwest Roofing & Construction
LLC, 4949 County Road YZ
Dodgeville, WI 53533

SURETY:

(Name, legal status and principal place of business)

RLI Insurance Company
9025 N. Lindbergh Dr. Peoria, IL 61615
P.O. Box 3967 Peoria, IL 61612

OWNER:

(Name, legal status and address)

City of Lake Geneva
1055 Carey Street
Lake Geneva, WI 53147

BOND AMOUNT:

5%

PROJECT:

(Name, location or address, and Project number, if any)

City of Lake Geneva 2021 DPW Roofing Project 2021-(1) and (2)

Project Number, if any:
2021-(1) and (2)

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.
Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this

8th

day of

November

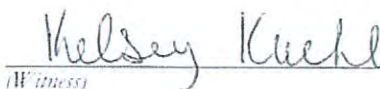
2021

Midwest Roofing & Construction LLC

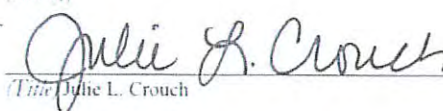

(Witness)

(Principal)

owner
(Title)


(Witness)

RLI Insurance Company
(Surety)


(Title) Julie L. Crouch

Attorney in Fact



By arrangement with the American Institute of Architects, the National Association of Surety Bond Producers (NASBP) (www.nasbp.org) makes this form document available to its members, affiliates, and associates in Microsoft Word format for use in the regular course of surety business. NASBP vouches that the original text of this document conforms exactly to the text in AIA Document A310-2010, Bid Bond. Subsequent modifications may be made to the original text of this document by users, so careful review of its wording and consultation with an attorney are encouraged before its completion, execution or acceptance.

DPW Roof projects

2021-01. 2021-02

<u>Original bids.</u>	<u>2021-01</u>	<u>2021-02</u>
------------------------------	-----------------------	-----------------------

Humphreys Contracting	52375.00	91650.00
		Total. 144025.00

Midwest.	40480.00	100020.00
		Total 140500.00

New re-bid

Humphreys Contracting	59900.00	119950.00
		Total 179850.00

Midwest.	49800.00	99320.00
Total		149120.00

DPW recommends acceptance of Midwest proposals.

2021 CITY OF LAKE GENEVA PROGRAMS

Department of Public Works
1065 Carey St
(262) 248-6644

INFORMATION ALSO ON OUR WEBSITE:

www.cityoflakegeneva.com

SPRING & FALL WEEKLY PICKUP (April-May; October- November)

Brush (up to 6" dia and 6' in length), leaves, garden waste and weeds may be placed separately on the terrace edge from **March 29th – until 6am May 28th and from Oct 4th – until 6am Nov. 24th.** Crews will start at 6am on the end date and go through each ward once. Anything placed curbside after the crews pass will not be picked up. **PUT YOUR DEBRIS CURBSIDE BEFORE 6am ON THE END DATE!!!!**

**Grass clippings will never
be picked up!**
See below.

There is NO curbside pickup of ANY kind during the summer. Any material placed curbside outside of the above dates shall be subject to removal fees and fines according to City ordinance.

There is a **monitored** area for **City of Lake Geneva residents only** to dispose of brush (up to 6" dia and 6' in length), leaves, garden waste, and grass clippings at the Street Department 1065 Carey Street, 24-hours/day, 7-days/week. Bags must be emptied and taken away or thrown in garbage cans provided. **NO CONSTRUCTION DEBRIS.** NOTE LOCATION CHANGE, See map on website. **SITE WILL BE CLOSED DURING VENETIAN FEST WEEK!!!!!!!!!!!!**

BRUSH COLLECTION RULES

In order to facilitate pickup by the crews, the following rules apply:

All brush shall be placed *separately* on terrace - trunk/butt-end toward the curb in a neat stack, unblocked by parked cars. It shall be no more than 6' in length and 6" in diameter. Leaves and garden waste may be placed together. Any piles contaminated with foreign objects, animal waste, grass, root balls, sod, rocks or dirt will not be picked up. **If you hire a contractor to clear your property, the contractor shall be responsible for removal of all/any material generated. This includes trees and leaves.**

There will be a charge for any brush piles that require longer than 5 minutes to collect or that require the use of special equipment.

City trees are **not** to be trimmed by the property owner - the City will trim as required. Call 248-6644 for assistance.

GRASS AND WEED MOWING

Per Municipal Code, grass and weed mowing is the responsibility of the property owner. Failure to comply shall result in the City, or their hire, mowing the property and property owner shall be responsible for any costs. Unpaid invoices shall be placed on the property tax bill as a special charge.

SIDEWALK/DRIVEWAY SNOW REMOVAL

Per Municipal Code, sidewalk snow removal is the responsibility of the property owner, and shall be done within 24 hours of a snowfall. (12 hours downtown) Failure to comply shall result in the City, or their hire, to complete sidewalk snow removal for the public safety and welfare. The property owner shall be billed twice the cost of labor & materials for this service (a minimum of \$80.00) and shall be subject to daily fines of \$30.00 to \$50.00. Persons who are physically disabled/restricted that cannot afford to clear their public walk may contact City Hall (248-3673) for possible volunteer assistance through Civic Organizations.

NOTE:

It is unlawful to plow or throw snow from private driveways and parking lots onto public streets and ways. This includes pushing snow across a street.

WINTER PARKING RESTRICTIONS

Effective from **11/15/20 to 3/31/21**, vehicles shall not park between the hours of 2:00 A.M. – 6:00 A.M. on any City street. However, during snow events, vehicles shall not park on the street until the snow has been plowed to the curb line. In addition, vehicles shall not park downtown from 3:00 A.M. – 6:00 A.M. at ANY time during the year. There is also no parking on snow removal routes during removal operations according to City ord. 74-210 (e) (a,b,c). These routes shall be temporarily posted **and include downtown areas.** Vehicles parked in violation of these regulations shall be ticketed and/or towed away at owner's expense.

HYDRANT FLUSHING

Hydrant flushing is done in the spring and fall or as operationally necessary. Watch for notices in the Regional News and on the City & Utility websites. For more information go to the Utility's website:

www.lgutilitycommission.com

GARBAGE COLLECTION RULES

The 2021 collection schedule is available at City Hall or on Johns Disposal's website:

www.johnsdisposal.com

Garbage and recyclables must be placed in the containers provided, and should be out by **5:00 A.M** on your collection day, and be taken back in by that evening. (Especially in winter) Bulky collection is the second pick-up of the month and items may be placed "loose" at the curbside. Contact Johns with questions. (262)473-4700