



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

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE
MONDAY, AUGUST 26, 2024 - 4:00 PM
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (MAIN LEVEL)

Members:

Chairperson Mary Jo Fesenmaier, Alderpersons: Shari Straube, Joel Hoiland, Peg Esposito, and Cindy Yager

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AGENDA

1. Meeting called to order by Chairperson Fesenmaier
2. Roll Call
3. Comments from the public limited to 5 minutes, limited to items on this agenda
4. Approval of the minutes from July 22, 2024 meeting
5. Work Session Minutes from August 16, 2024
6. **Staff Reports:**
 - a. Director of Public Works Report
 - b. Street Superintendent Report
 - c. Engineer Report
 - d. Parking Manager Report
7. Review of the proposed construction of the Big Foot Lift Station Forcemain Replacement Project, per Ordinance 78-8(5).
8. Discussion/ recommendation regarding 2025 Budget request (DPW).
9. Discussion/Recommendation regarding stoplights and crosswalk buttons. (Fesenmaier)
10. Discussion/Recommendation regarding crosswalk and signs on Main Street near Donian Park.

11. Discussion/ Recommendation regarding traffic control of intersections Geneva & Broad; Geneva & Center (DPW).
12. Discussion/recommendation regarding Center Street and Interchange North (Kapur).
13. Discussion/ Recommendation regarding adding stop signs to Harmony Drive at the Cadence Circle Intersection (Fesenmaier).
14. Discussion/ Recommendation regarding WisDOT repairs on Main Street and planning for HWY 50 construction update (DPW).
15. Discussion/Recommendation regarding changing the speed limit in front of Hillmoor to 25 MPH (Fesenmaier).
16. Discussion/Recommendation regarding Sidewalk Assessment/Evaluation and Sidewalk Inventory (Kapur).
17. Discussion/ Recommendation regarding alley off George Street (DPW).
18. Discussion/ Recommendation regarding Townline and Edwards Boulevard intersection safety and solutions (Fesenmaier)
19. Discussion/ Recommendation regarding native plantings in boulevards and city-owned property (Fesenmaier).
20. Discussion/ Recommendation regarding on-street bike lanes (Fesenmaier).
21. Discussion/ Recommendation regarding crosswalk on Center Street adjacent to Brunk Pavilion (Hoiland).
22. Discussion regarding the condition of east and west portions of Bloomfield Road (Mayor Karuse).
23. Discussion regarding Cobb Park (Mayor Krause).
24. Discussion regarding addition bike racks and refinishing benches in downtown (Fesenmaier).
25. Future Meeting Date: September 23, 2024

Agenda and Packet published on website: Wednesday, September 18, 2024

26. Future Agenda Items:

- ADA Recommendations and Our Safer Towns

27. Adjournment

This is a meeting of the Public Works Committee. No official Council action will be taken; however, a quorum of the Council may be present.

Members: Chairperson Mary Jo Fesenmaier, Alderpersons: Shari Straube, Joel Hoiland, Peg Esposito, and Cindy Yager

Meeting called to order: Chairperson Fesenmaier called meeting to order at 4:00 PM.

Roll Call: Present: Fesenmaier, Hoiland, Esposito and Yager Absent: Straube

Comments from the public limited to 5 minutes, limited to items on this agenda:
There were none.

Approval of the minutes: Motion by Yager to approve, second by Hoiland. Motion carried 4-0.

Staff Reports:

Director of Public Works Report:

Public Works Director Tom Earle detailed various topics of the Directors' report based on committee members' request.

Street Superintendent Report:

Street Superintendent Waswo gave a brief overview of the Superintendent's report that was included in the packet.

Engineer Report:

Noami Rauch of Kapur explained her memorandum that was included in the packet. Rauch detailed various topics based on committee members' request.

Discussion/ Recommendation regarding traffic control of intersections Geneva & Broad; Geneva & Center:

Earle discussed uprising concerns regarding temporary bump outs, specifically, restricting turning movements. Fesenmaier discussed creating a potential chart indicating problems and solutions, referring to the impact fee study that was included in the packet.

Discussion/ Recommendation regarding future crosswalk push buttons on Main Street:

Committee members and Earle discussed removal and replacement of traffic signal buttons. Waswo explained the removal of pedestrian push buttons on traffic signals would increase traffic congestion due to cycle lengths. Earle recommends a study to be conducted by a traffic engineer due to DOT compliance. Earle further discussed potential grants options.

Motion by Fesenmaier to continue to next month and directed Earle to set up a Zoom meeting with the committee as a work session. Second, by Hoiland.
Motion carried 4-0. No further discussion.

Update from WisDOT regarding Main Street repairs and planning for Hwy 50 construction:

Earle stated he was unable to retrieve an update from WisDOT.

Update regarding changing the speed limit to 25 mph in front of Hillmoor:

Committee members and Earle briefly discussed regulations on speed limit changes, such as only being allowed to lower 10 mph under the original speed limit.

Discussion/ Recommendation regarding Sidewalk Inventory:

Rauch explained her Sidewalk Evaluation Memorandum that was included in the packet. Committee members and Rauch further discussed priority levels, ADA compliances, and surface conditions.

Discussion/Recommendation regarding native plantings in boulevards and city-owned property:

Fesenmaier discussed ideas and alternatives to reducing staff time, mowing, and cost, referring to pictures that were included in the packet. It was requested for Alderman Yager to help schedule native plantings in the parks on the next Park Board agenda. Earle explained the potential disadvantages of roadway medians.

Discussion/ Recommendation regarding on-street bike lanes:

Motion by Fesenmaier to continue to next month, second by Esposito. Motion carried 4-0.

No discussion.

Discussion/ Recommendation regarding a crosswalk on Center Street adjacent to Brunk Pavilion:

Alderperson Hoiland discussed ideas regarding a potential mid-block sidewalk addition from Donian park to Flat Iron Park. Earle explained permanent sidewalk addition would result in the potential removal of parking stalls. It was requested for the parking manager to provide a lost revenue amount if parking stalls were to be removed. Motion by Hoiland to continue to next month, including a drawing, and data about parking cost. Second, by Esposito. No further discussion. Motion carried 4-0.

Discussion/ Recommendation regarding the condition of Bloomfield Road (East and West):

Motion by Fesenmaier to refer to the mayor for conversations with surrounding towns. Second, by Yager. Motion carried 4-0. No discussion.

Discussion regarding Cobb Park:

Hoiland discussed the potential trade with Town of Geneva specifically, Cobb Park and Center Street. Earle stated any transfer of park land would have to go to the Park Board per the ordinance.

Yager further discusses requesting a survey from the public on the usage of Cobb Park and questioned its remaining as a park. Earle explained per the covenant agreement from Ms. Cobb stating park must remain as a park facility otherwise will be returned to the family.

Committee members and Earle further discussed the procedure of taking on a new roadway to meet City specs. Repairing Bloomfield Road was also discussed.

Future Agenda Items

- Cost comparison on round about on 120 Edwards and Townline Road

Adjournment: Motion to adjourn by Fesenmaier at 5:49 pm. Second, by Esposito. No further discussion. Motion carried 4-0.

Public Works Committee
Special Workshop MINUTES
Friday, August 16, 2024
COUNCIL CHAMBERS, CITY HALL

Meeting was called to order by Chair Fesenmaier at 10:00 a.m.

Roll Call

Present: Chair Fesenmaier, Alders Hoiland, Esposito, Yager; Director Earle

Absent: Alder Straube

Quorum established with 4 of 5 members present.

Presentation by Rick Kline, TAPCO: Stoplights and Crosswalk Signals

Mr. Kline explained how the crosswalk signals work. The “Walk” light appears to let the pedestrian know they should proceed into the crosswalk. When “Don’t Walk” light starts flashing, this indicates that pedestrians have ample time to complete the crossing. Timing follows the standard protocol (PROWAG) adopted by WisDOT.

The stoplight signals are timed to allow traffic flow and will respond to the pedestrian button when pressed. Kline gave technical information about the timing: wire loops, radar signals, and video cameras. The signals can be set at a fixed timing, if desired. This would only add 30-60 seconds of wait time for vehicles.

The State will be addressing newer systems including the beeper/talking for hearing accommodations using Federal minimum guidelines.

Questions and Answer Session for Committee Members and Public:

Esposito questioned the accessibility and alignment of the crosswalk button for wheeled pedestrians explaining that buttons are difficult to reach. Kline explained the single pole adaptations for a short-term solution are available.

Hoiland reiterated his concerns at Main and Wells, which Kline assured him does auto-detect pedestrians, and the crossing near Donian Park. There will be consideration for adding a trombone arm at a later time for better visibility. It was noted that Mayor Krause is working with Earle on two-sided signs and finding funds to reorder new ped crossing signals for safer crossing. Yager asked about scatter crossings. Pros and cons were discussed with huge concern about the need for added staff with the technique.

Alder Ames approached the podium with concern about the left turn arrows not working. Kline had done a brief walk-through before the work session and did not see problems. It could be hardware failure (processor, camera) which would be expensive to reorder. Earle explained that the camera will trigger the left arrow signal if two or more cars are in the queue in that lane. He encourages the public to call if they experience or witness issues.

Summary of Future Action:

Fesenmaier will schedule discussion/recommendation regarding the crosswalk at Donian and suspending the crosswalk button use on the upcoming August Public Works agenda.

Director Earle will work with TAPCO to extend the pedestrian crossing time at the Edwards Boulevard and Main Street intersection.

Earle encouraged public to contact Public Works if they see the left turn around not working properly, so it can be looked into with a follow-up.

The meeting was recorded on Zoom and should be available soon on the City website, possibly on our City YouTube channel.

Motion by Yager, second by Esposito, to adjourn at 10:45 a.m. Carried.

Respectfully submitted,
Alderman Fesenmaier, Chair



City of Lake Geneva

Department of Public Works

1065 Carey St.

Lake Geneva, WI 53147

262.248.6644

To: Public Works Committee
From: Tom Earle, Director of Public Works
RE: August. 2024 Director's Report

PUBLIC WORKS OFFICE & ADMINISTRATION

- Meet with Kapur regarding Int North project
- Meet with Engineer regarding 1065 asphalt/concrete replacement. CIP
- Discuss Hwy 50 with LGUC.
- Meet with WisDOT regarding Hwy 120.
- Meet again with Engineer and ACE regarding White River crossing.
- Attend FEMA/WEM Dam Safety Seminar at Waukesha County ECC.
- DPW participated in DOT/County info exchange. Ongoing
- DPW continues to work on ADA compliance areas, Main St. area.
- Worked with Park Super on various projects including Lions Den and storage building.
- (2) 1-ton cab and chassis have been delivered, took to Monroe for upfitting equipment. Awaiting completion. Hopefully September delivery.
- Investigate speed limit changes on Hwy 50 at Curtis St.
- DPW is currently awaiting the delivery of replacement leaf wagon. 1 year.
- Review Riviera warranty items with BC. Fountain upper and lower lighting.
- Attend DRT meetings.
- Attend Staff meetings.
- Currently working on ~~13~~ 15 CIP projects
- Meet with Park Super regarding Park Board and Cemetery Board items
- Attend bid openings for CIP projects
- Assist City Engineer with multiple projects. Including 2024 Street Improvement.
- Prep for Venetian Fest
- Summer ops in full swing.
- Meet for sea wall project several times.
- Oak Hill dump area being addressed, several patches completed. Survey complete. Working on logistics, roadways are a concern with heavy trucks. Cemetery Board aware. Meet with 2 Contractors.
- DPW and the City Engineer are looking into possible solutions for intersection control in the Sheridan Springs/Center St area. Met with WalCO officials. Kapur report forthcoming.
- Assist with sealing at seepage cells, UC, postponed
- Start 2025 Budget
- Continued cleanup in the Vistas, stop work order, update from Kapur
- Meet with Alders and City Admin several times.
- Consult with City Attorney on several issues.
- Several issues at Oak Hill are being resolved, ongoing, met with park Super and Sexton, ongoing. Cemetery Board action. Continued due to new information received
- Address several ADA issues around downtown area
- Create RFP for Vets Park storage building. Bids accepted, To FLR
- Daily activities, signage, roads, salt allocation, salt application seminars, etc.



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- Ongoing Special Olympics preparation at Dunn Field
- Meet with Bloomfield DPW regarding Townline Rd. No action as of yet.
- Discuss with Police Chief several issues including Venetian Fest and DPW parking on Cook St for maintenance activities. Closing of brush dump during Venetian Fest.
- Skid Steer from ERF has arrived.
- Start specifications for replacement of Wheel loader and main blower in early 2025.
- Discuss Tier info with Lakeside IH regarding motors on new plows.
- Investigate DEF issues on several pieces of equipment. 2 heavy plows.
- New fuel pumps complete. Start specs on balcony for fuel delivery, monitoring.
- Meet with designer/engineer on salt shed addition.
- Work on City Hall carpet replacement RFP.
- Look into possible changes in Geneva St intersections at Broad and Center Streets.



DPW August Operational Report

Crews have been filling potholes weekly.

New RTV Kubota was delivered.

The new Toro wide area mower has been delivered.

Marked out Curb and gutter replacement for the 2024 St. program.

Replaced Cleaning station at the boat launch. Was hit by a car.

Working on sidewalk replacements and repairs.

We sprayed for mosquitos twice in the month of July.

Forestry crew have been trimming trees.

New fuel and gas pumps have been installed at the DPW.

DPW staff went out and tagged brush piles in the road.

Installed a 40 mph and a 25 mph ahead signs on E. Main St.

Staff have been doing needed repairs to down equipment along with scheduled services.

Staff have been doing many utilities locates now with the nice weather.

Staff are out painting crosswalks, parking stalls, stop bars and arrows.

Staff are painting yellow curbs and no parking zones.

A second round of road patches have been issued to contractors.

Crews have been maintaining storm inlets and culverts with the large amount of rain.

Crews have been spending a lot of time keeping the brush and compost bins empty.

Staff replaced missing outlet covers in parks and shelters.

Staff attended Tapco Blinker and Pedestrian webinar.

Working on hot paint project at selected intersections.

Crew replaced another traffic light that was knocked down hit and run by Aldi's.



City of Lake Geneva

Department of Public Works

1065 Carey St.

Lake Geneva, WI 53147

262.248.6644

Memo to City of Lake Geneva

To: Tom Earle, Director of Public Works **Date:** August 15, 2024

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

CC: Kassandra Vina, City of Lake Geneva

Subject: Kapur Updates – August 2024 PWC

2024 Street Program

Construction has started! Concrete work is complete on Henry Street, North, Pond View, and Circle Drive. Concrete removals are almost complete on Wells and Baker with the exception on the mid-block displacement. Contractors will be back after Labor Day to continue the work in this area. Wolf Paving is starting to back fill the curb week of August 19th and will mill asphalt starting August 24th. No work will begin on the parking lot until after Labor Day. We have requested an updated schedule from the contractor; however, project is still projected to meet the substantial completion date in mid-October.

Geneva Lake Dam

A pre-construction meeting was held with the GLLC and contractor. The dam will be regulated to start drawing down the lake to the spillway or just below such that work can begin after Labor Day. Construction is expected to take 3-4 weeks with an addition 2 weeks of “cure” time. The lake level will be drawn down and keep at 5-inches below the spillway.

Lake Geneva Blvd Sidewalk

Design is completed we are coordinating with Utilities. Will likely be bid out early winter for spring construction.

South Street Crossings

Design is 80% complete. We are working on finalizing details for construction plans.





Lake Geneva Utility Commission

MUNICIPAL WATER AND WASTEWATER SERVICES

361 W Main Street
P.O. Box 187
Lake Geneva, WI 53147
262-248-2311
www.lgutilitycommission.com

Dennis Lyon – President
Josh Gajewski – Utility Director
Jeff Ecklund – Water Superintendent
Ken Bauman – Wastewater Superintendent

TO: Public Works Committee
Lake Geneva City Council
FROM: Josh Gajewski, Utility Director
SUBJECT: Request for Construction Authorization

BACKGROUND

In 2023 the Board of Utility Commissioners authorized an evaluation of a sanitary sewer force main that services a portion of the collection system that begins at the Big Foot Lift Station. The force main had experienced numerous failures over its +60 years of service and developing a plan for the replacement and potential relocation were the primary goals of the evaluation.

Late in 2023, the Board authorized the project to proceed into design and bidding, which continued through July 2024, when the project was advertised for bidding.

A bid opening for the project was held on August 19, 2024, and the Board of Commissioners authorized the awarding of the work, excluding the bid alternate, to the lowest responding bidder, PTS Contractors Inc.

CURRENT ACTION

The Utility is required through Ordinance 78-8(5) to proceed with projects that will cost more than \$250,000 to the Public Works Committee for review, and to the City Council for authorization of the proposed spending, before beginning construction on the project.

REQUESTED ACTION

1. The Utility is requesting the Public Works Committee to review the subject project, in accordance with the Ordinance.
2. Subsequent to the review by PWC, the Utility is requesting review and authorization of the Big Foot Lift Station Forcemain Replacement Project from the City Council.

Utility staff will be present at the PWC and Council meetings to address any questions that may be requested about the project.



220 East Buffalo Street
Suite 201
Milwaukee, WI 53202
608-242-6608

www.msa-ps.com

August 19, 2024

Dennis Lyon, President
Lake Geneva Utility Commission
361 W. Main Street
Lake Geneva, WI 53147

Re: Big Foot Force Main Replacement
Lake Geneva Utility Commission

Dear Mr. Lyon:

Upon review of the bids received on August 19, 2024, for the above-referenced project, it was found that they were submitted by qualified contractors. It is our recommendation that the low responsive bidder listed below be accepted and award made at your next meeting.

PTS Contractors, Inc.
4075 Eaton Road
Green Bay, WI 54311

Bid Amount \$1,152,700.00

Please execute the enclosed Notice of Award for the contract. Once the form is signed, please email a copy back to tmeyerhofer@msa-ps.com. After receiving the executed copy, we will forward one copy of the Notice of Award and the remaining contract package to the Contractor.

Sincerely,

MSA Professional Services, Inc.

A handwritten signature in black ink that reads "Terri Meyerhofer". The signature is written in a cursive style and is positioned over a light yellow rectangular background.

Terri Meyerhofer, PE
Project Manager Public Works

smm
Enc.

Big Foot Force Main Replacement (#9217442)
Owner: Lake Geneva Utility Commission
Solicitor: MSA Professional Services - Madison
08/19/2024 10:00 AM CDT

					PTS Contractors, Inc		Mid City Corporation	
Section Title	Line Item	Item Description	UofM	Quantity	Unit Price	Extension	Unit Price	Extension
GENERAL								
	1	Mobilization, Bonds & Insurance	LS	1	\$142,502.50	\$142,502.50	\$75,000.00	\$75,000.00
	2	Traffic Control	LS	1	\$23,350.00	\$23,350.00	\$75,000.00	\$75,000.00
	3	Erosion Control	LS	1	\$8,350.00	\$8,350.00	\$15,000.00	\$15,000.00
	4	Utility Line Opening (ULO)	EA	47	\$530.00	\$24,910.00	\$450.00	\$21,150.00
	5	Dewatering	LS	1	\$1.00	\$1.00	\$25,000.00	\$25,000.00
						\$199,113.50		\$211,150.00
DEMOLITION								
	6	Clearing & Grubbing	LS	1	\$6,550.00	\$6,550.00	\$5,000.00	\$5,000.00
	7	Concrete Curb & Gutter Removal	LF	30	\$27.00	\$810.00	\$10.00	\$300.00
	8	Concrete Drainage Flume Removal	LF	80	\$27.00	\$2,160.00	\$15.00	\$1,200.00
	9	Concrete Driveway Removal (Undistributed)	SF	480	\$4.00	\$1,920.00	\$4.00	\$1,920.00
	10	Asphalt Pavement Removal	SY	1825	\$1.50	\$2,737.50	\$5.00	\$9,125.00
	11	Remove Storm Pipe (12-Inch PVC)	LF	60	\$14.00	\$840.00	\$15.00	\$900.00
	12	Salvage Existing Riprap	SY	14	\$135.00	\$1,890.00	\$50.00	\$700.00
	13	Remove & Salvage Fence	LS	1	\$3,275.00	\$3,275.00	\$2,000.00	\$2,000.00
						\$20,182.50		\$21,145.00
STREETS								
	14	Concrete Curb & Gutter, 30-Inch	LF	30	\$106.00	\$3,180.00	\$100.00	\$3,000.00
	15	Concrete Drainage Flume	LF	75	\$101.00	\$7,575.00	\$100.00	\$7,500.00
	16	Concrete Driveway Apron, 6-Inch Thick (Undistributed)	SF	480	\$12.00	\$5,760.00	\$15.00	\$7,200.00
	17	Asphaltic Pavement, Type 4MT 58-28S	TON	540	\$197.00	\$106,380.00	\$135.00	\$72,900.00
	17a	Temporary Patch (Asphaltic Cold Patch or Concrete)	SY	1825	\$1.00	\$1,825.00	\$12.00	\$21,900.00
	18	Dense Graded Base	TON	1220	\$24.00	\$29,280.00	\$35.00	\$42,700.00
	19	Excavation Below Subgrade (EBS)	CY	60	\$40.00	\$2,400.00	\$50.00	\$3,000.00
	20	Breaker Run for EBS	TON	120	\$20.00	\$2,400.00	\$35.00	\$4,200.00
	21	Pavement Marking, Epoxy, 6-Inch Yellow	LF	600	\$9.00	\$5,400.00	\$10.00	\$6,000.00
	22	12-Inch PVC Storm Sewer	LF	60	\$210.00	\$12,600.00	\$120.00	\$7,200.00
						\$176,800.00		\$175,600.00
SANITARY SEWER								
	23	6-Inch DR11 HDPE Force Main	LF	3176	\$133.00	\$422,408.00	\$195.00	\$619,320.00
	24	6-Inch 45-Degree Ductile Iron Bend	EA	4	\$690.00	\$2,760.00	\$800.00	\$3,200.00
	25	6-Inch 22.5-Degree Ductile Iron Bend	EA	4	\$680.00	\$2,720.00	\$800.00	\$3,200.00
	26	6-Inch 11.25-Degree Ductile Iron Bend	EA	4	\$685.00	\$2,740.00	\$800.00	\$3,200.00
	27	8-Inch PVC Sanitary Sewer	LF	516	\$192.00	\$99,072.00	\$275.00	\$141,900.00
	28	Connect to Existing Sanitary Sewer (Big Foot Lift Station)	LS	1	\$40,850.00	\$40,850.00	\$20,000.00	\$20,000.00
	29	Connect to Existing Sanitary Sewer (M7010)	LS	1	\$5,775.00	\$5,775.00	\$10,000.00	\$10,000.00
	30	Connect to Existing Force Main (La Grange Dr)	EA	2	\$11,500.00	\$23,000.00	\$15,000.00	\$30,000.00
	31	Air Release Manhole Structure, Complete (60-Inch)	EA	2	\$21,500.00	\$43,000.00	\$25,000.00	\$50,000.00
	32	Air Release Valve Assembly, Complete (6-Inch)	EA	2	\$22,350.00	\$44,700.00	\$7,500.00	\$15,000.00
	33	Bypass Piping Assembly, Complete (6-Inch)	EA	1	\$22,350.00	\$22,350.00	\$6,500.00	\$6,500.00
	34	Bypass Manhole Structure, Complete (7-Ft Dia.)	EA	1	\$20,550.00	\$20,550.00	\$40,000.00	\$40,000.00
	35	Trench Backfill, Force Main	TF	350	\$1.00	\$350.00	\$35.00	\$12,250.00
	36	Abandon Existing Force Main	LS	1	\$5,800.00	\$5,800.00	\$10,000.00	\$10,000.00
	37	Insulation, 2-Inch Thick	SF	64	\$6.00	\$384.00	\$10.00	\$640.00
	38	Bypass Pumping	LS	1	\$9,250.00	\$9,250.00	\$25,000.00	\$25,000.00
						\$745,709.00		\$990,210.00
RESTORATION								
	39	Salvage Topsoil, Seed, Fertilize, Mulch	SY	880	\$11.00	\$9,680.00	\$15.00	\$13,200.00
	40	2025 Turf Restoration Touch-up	SY	45	\$27.00	\$1,215.00	\$100.00	\$4,500.00
						\$10,895.00		\$17,700.00
BASE BID TOTAL:						\$1,152,700.00		\$1,415,805.00
BID ALTERNATE A								
	A1	6-Inch C900 PVC Force Main (add this cost)	LF	3176	\$500.00	\$1,588,000.00	\$5.00	\$15,880.00
						\$1,588,000.00		\$15,880.00
BASE BID + BID ALT A TOTAL:						\$2,740,700.00		\$1,431,685.00









Public Facilities Needs Assessment and Impact Fee Study

Table 13 - DPW Impact Fees			
	Estimated Cost	New Growth Share	New Growth Cost
Traffic Signal at Williams and George Streets	\$ 200,000	100.0%	\$ 200,000
Traffic Signal at Broad and Geneva Streets	200,000	100.0%	200,000
Traffic Signal at Center and Geneva Streets	200,000	100.0%	200,000
DPW Facility Expansion	2,716,875	39.5%	1,072,099
Salt Shed Expansion	300,000	10.3%	30,765
Purchases of Land Adjacent to Current Facilities for Expansions	900,000	39.5%	355,147
Costs to be Charged through Impact Fees	\$ 4,516,875		\$ 2,058,010
Share of Costs	%	\$	
Residential	75.2%	\$ 1,548,200	
Nonresidential	24.8%	509,809	
Total	100.0%	\$ 2,058,010	
Residential Forecast			
New Residential Units	647		
Recommended Fee per Residence	\$ 2,393		
Subtotal Forecast Residential Fees	\$ 1,548,200		
Nonresidential Forecast			
Forecast Incremental Building Floor Area (sq ft)		Recommended Fee per 1,000 Sq Ft	
1,154,340	\$ 442		
Subtotal Forecast Nonresidential Fees	\$ 509,809		
Total Forecast Fees	\$ 2,058,010		

If Lake Geneva proceeds with these fees, it will need to fund part of the costs for the DPW facility expansion, salt shed expansion, and land acquisition from other sources.

LIBRARY FACILITIES

The library serves thousands of people inside Lake Geneva and thousands more outside the city. In fact, most registered borrowers live outside the city limits. The table below shows circulation for the library split by city versus non-city use. 2019 data was used due to the pandemic.

Table 14 - Library Use		
Circulation		
City resident circulation	72,233	51%
Non-city resident circulation	69,261	49%
Total circulation	141,494	100%



Aug 2024

Geneva St intersections

DPW was asked at the previous PWC meeting to explore ideas for the Geneva St intersections of Broad St. and Center St. The request is based upon issues of several factors: site distances while approaching stop signs from north or south, xwalk difficulties and failure to stop of vehicles.

The intersections pose many challenges as they are basically the main hubs of travel off Main St. Downtown businesses rely on these intersections for customers and delivery trucks. Coach and school buses frequent the area and parking causes concern.

During investigation it became evident that the most prevalent issue is vehicles not stopping while travelling north or south through both intersections. This not only causes potential issues for other vehicles, but more importantly pedestrians. Parked vehicles cause issues with site distances for pedestrians and vehicles. Many times larger vehicles block signs.

Several applications were investigated, one was placing stop signs in the middle of the intersections. This is impractical as the turning movements of large trucks and especially school buses prohibit this. When the City did have stop signs in both intersections, DPW was cleaning up and repairing the signs weekly.

Installation of cantilever or sign bridge stop signs in the north-south lanes seems to be a better alternative, although when DPW brought this up in the past, prior Councils did not like the idea. (fig 5) Four signs and bases would need to be installed and an estimate for each would be \$15-25k depending on hardware.

Curb geometric changes could also be made. DPW looked at several intersections of neighboring Towns, many were similar although Lake Geneva's parking areas are unique. We also have increased usage throughout the year.

Fig. 1 shows the intersection of Walworth St and 3rd in Delavan. You will notice the curb aligns in the east-west lanes and is lengthened in the north-south movements. Note the intersection does not include the turning movements seen on Geneva St. however the configuration does shorten the east-west xwalks.

Fig 2 shows the intersection of Wisc. St and 7th in Delavan. It is interesting that all 4 corners have radial detection fields in the radii of the corners. However, it only has parking on the east-west legs.

Fig. 3 shows the intersection of Walworth St and Washington St in Elkhorn. This installation is particularly interesting as the bump outs are basically 'bulbs' that point to each other toward the center of the intersection. This intersection has parking on all 4 corners, however, the south lane is parallel. It also does not have the geometric turning movements as Geneva St. has.



City of Lake Geneva

Department of Public Works

1065 Carey St.

Lake Geneva, WI 53147

262.248.6644

Fig. 4 shows the intersection of Main St. and Fremont Rd. in Whitewater. This is a busy intersection close to the UW campus. The turn movements are similar, however, the closest parking is on the east leg almost 85' away.

Fig. 2 and 4 show the off colored xwalks which have shown promise in safer xwalks. This can be done several ways, colored concrete or simply painting hash marks through the walkway. Hashmarks are high maintenance and usually need to be painted several times per year. They are, however, relatively easy and the City can do this in-house if time allows.

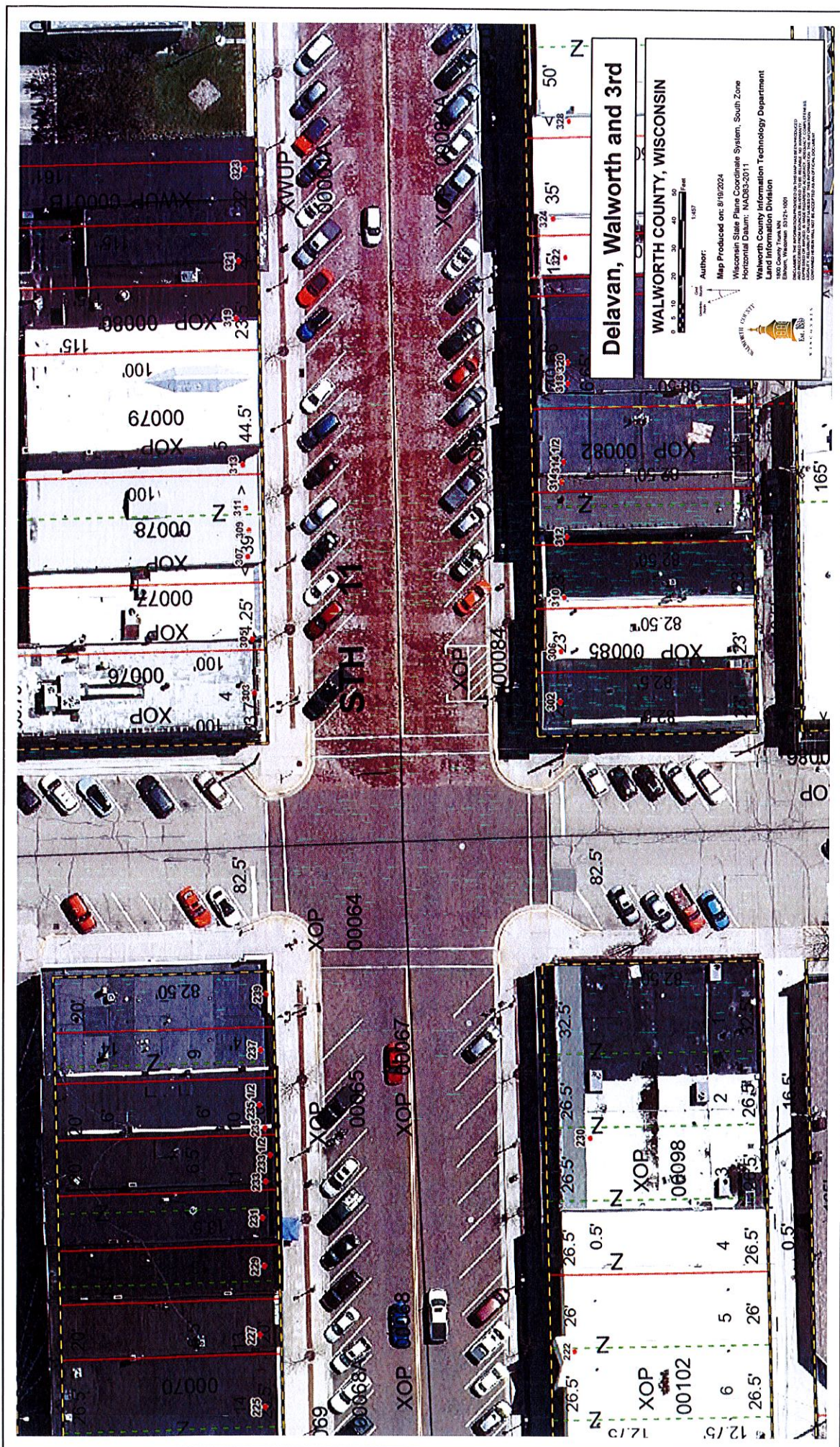
Changes in the intersections curbs can be made either permanently or with temporary rubber curb. The rubber curb requires pounding steel stakes into the road surface, they also can interfere with storm water. A positive is they can be removed in winter months as they would cause issues with snow/ice and corner property owners would have increased snow removal as they are required to clear the xwalks to the travelled portion of the roadway. Fig 6 shows a typical rubber temporary curb system. Typical costs are apx \$125-175 per 3' section not including install.

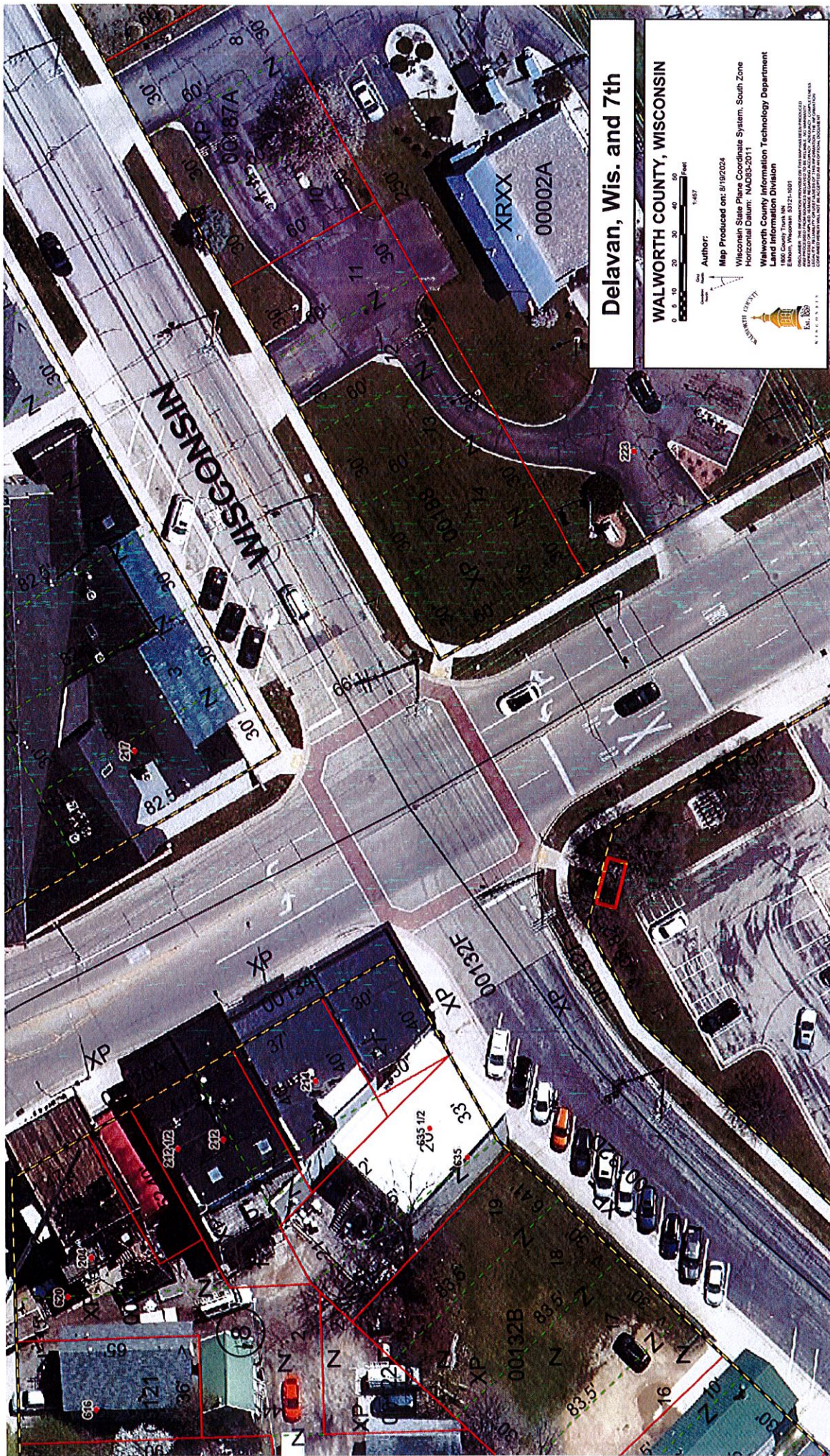
Concern focuses on turning movements of the intersections, especially the intersection of Geneva St and Broad St. as it is in close proximity to the school and bus movements will undoubtedly be impacted by any geometric changes. These impacts would need to be evaluated by a Traffic Engineer to ensure proper adherence to traffic engineering principles.

After exploration of these scenarios, installation of cantilever signs as referenced above may be worth further investigation as a faster remedy.

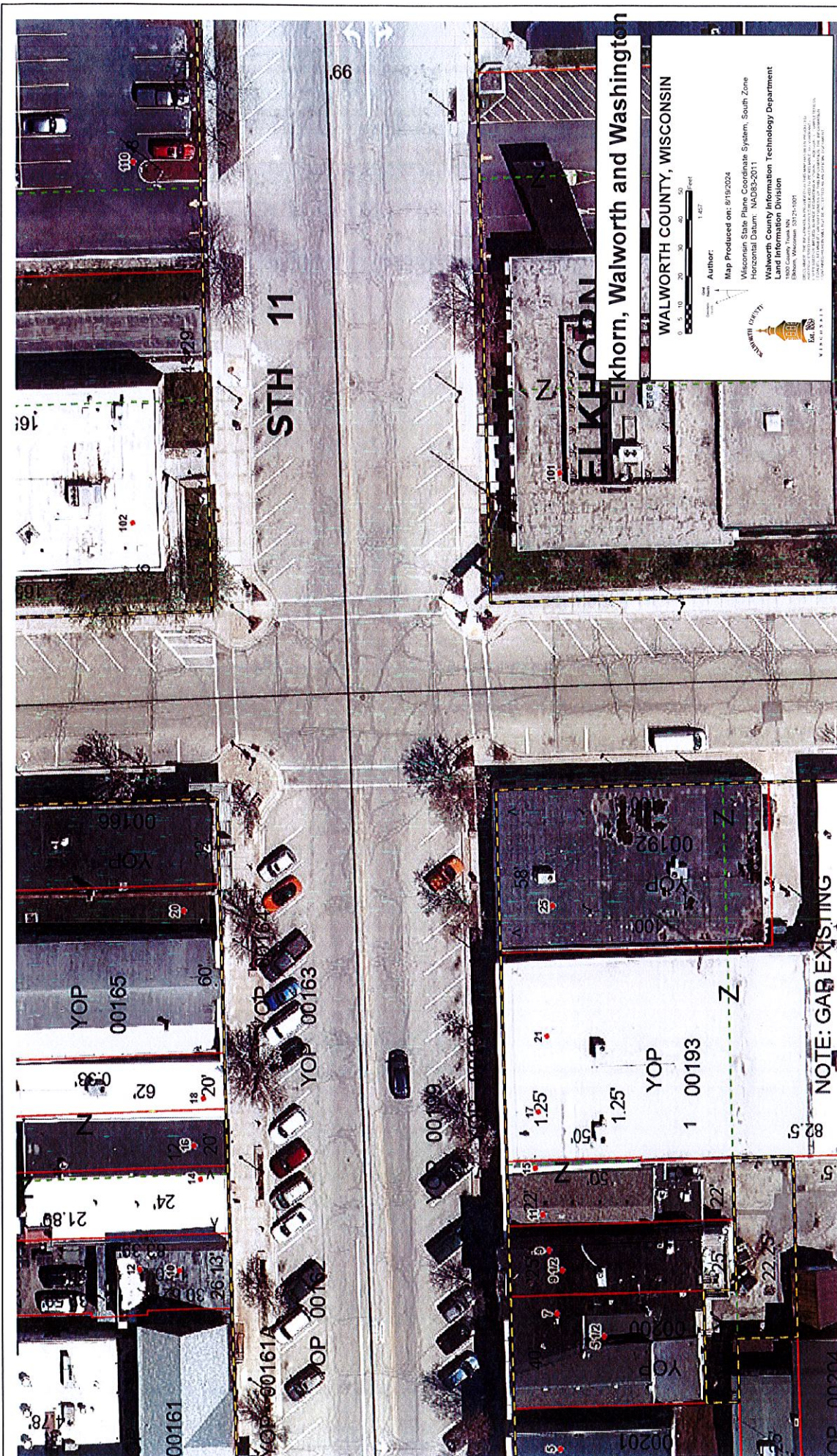
We are looking for direction on further actions.

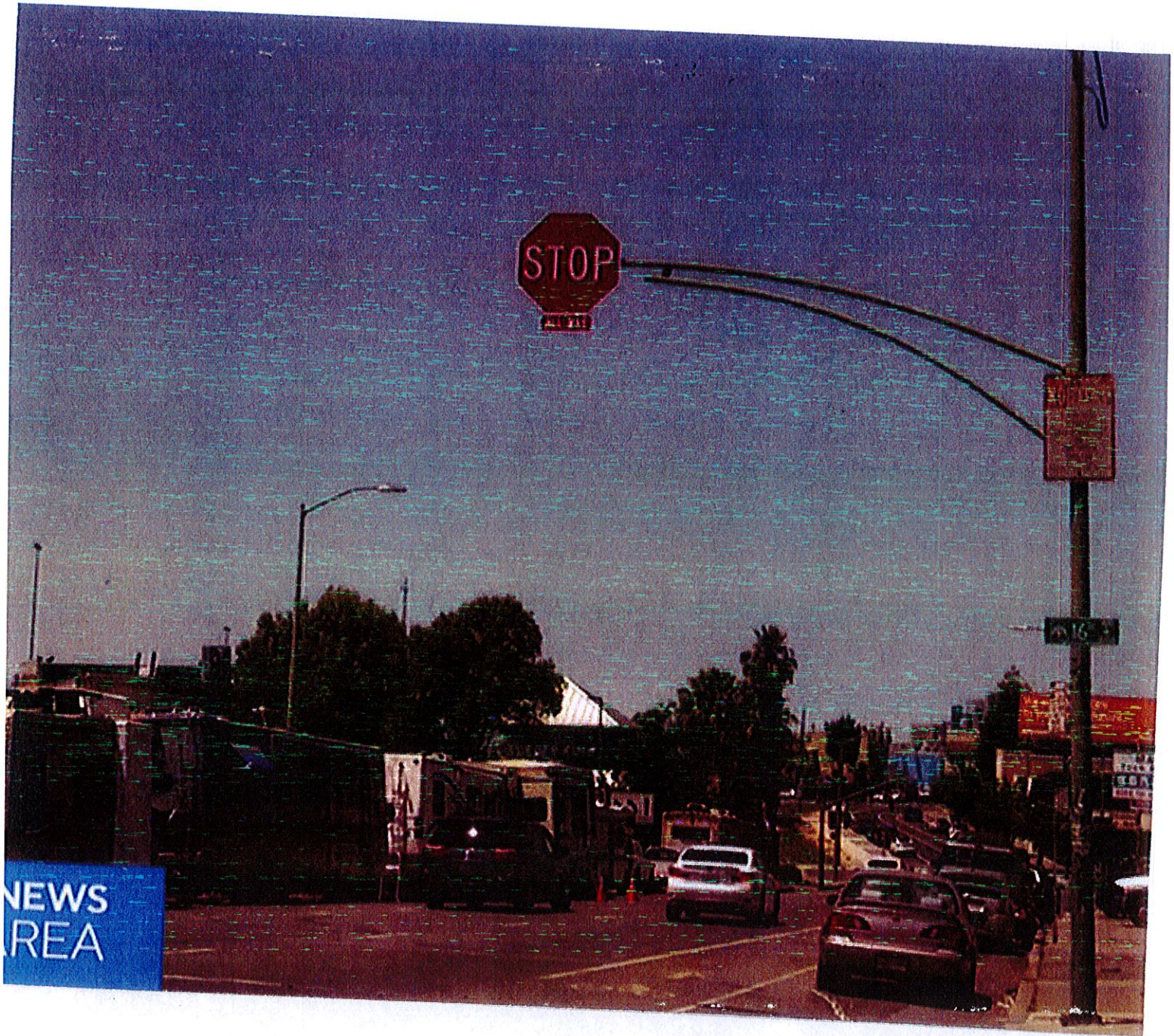
Tom Earle, DPW





2







Memorandum

To: Public Works Committee Date: July 11, 2024

From: Naomi Rauch, P.E.
Neal Styka, P.E.

CC: Tom Earle, Director

Subject: Center Street and Interchange North Cost Estimates

As requested by the Public Works Committee, we have completed cost estimates for proposed Alternatives 1 and 3 to improve pedestrian access at Interchange N and Center Street.

Alternate #1 \$132,000

- Keep existing intersection geometry and add cross walk on the east side of intersection across Interchange North/Sheridan Springs to maximize the sight distance for cars traveling east.
- Includes a rectangular rapid flashing beacon and crosswalk signage on both legs of Interchange North.
- It is recommended a 5-ft sidewalk be designed and constructed along the north side of Interchange North from Center Street to the existing sidewalk limits at the signalized intersection at Sheridan Springs Road.
- Curb ramp on the North side would be in the Town of Geneva

Alternate #3 \$353,000

- Shift eastbound lanes north to widen the terrace on the west and east legs.
- This option provides an approximately 6' terrace between the curb and sidewalk. This helps with snow storage/plowing issue that the residents in the southwest corner currently have.
- On the east side of the intersection the number of lanes exiting the intersection are reduced to one since there is only one through lane entering the intersection even in the existing condition. This has the benefit of shortening pedestrian crossing distance, making pedestrians less exposed and giving them a shorter time in the roadway thus improving safety. It also will serve as a traffic calming feature and would promote vehicle safety as no lane changes through the intersection would occur.
- Includes a rectangular rapid flashing beacon and crosswalk signage on both legs of Interchange North.
- It is recommended a 5-ft sidewalk be designed and constructed along the north side of Interchange North from Center Street to the existing sidewalk limits at the signalized intersection at Sheridan Springs Road.
- Curb ramp on the North side would be in the Town of Geneva



ALTERNATIVE 3 - CURB EXTENSION AND SIDEWALK				Engineer's Estimate	
Item No.	Item Description	Unit	Estimated Qty.	Bid Unit Price	Price
204.0110	Removing Asphaltic Surface	SY	400	\$ 15.00	\$6,000.00
204.0150	Removing Curb & Gutter	LF	650	\$ 14.00	\$9,100.00
204.0215	Removing Catch Basin	EACH	3	\$ 750.00	\$2,250.00
205.0100	Excavation Common and EBS	CY	598	\$ 20.00	\$11,960.00
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	674	\$ 35.00	\$23,590.00
460.5223	HMA Pavement Type 3 LT	TON	14	\$ 100.00	\$1,400.00
460.5224	HMA Pavement Type 4 LT	TON	10	\$ 90.00	\$900.00
601.0411	Concrete Curb & Gutter	LF	800	\$ 32.00	\$25,600.00
602.0405	Concrete Sidewalk 4-Inch	SF	3326	\$ 12.00	\$39,912.00
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	54	\$ 50.00	\$2,700.00
611.1004	Catchbasins	EACH	3	\$ 3,500.00	\$10,500.00
611.8110	Adjusting Manhole Covers	EACH	3	\$ 2,500.00	\$7,500.00
619.1000	Mobilization	EACH	1	\$ 30,000.00	\$30,000.00
628.7020	Inlet Protection Type D	EACH	3	\$ 150.00	\$450.00
646.5005	Pavement Marking Arrows	EACH	4	\$ 175.00	\$700.00
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	194	\$ 12.00	\$2,328.00
646.2020	Pavement Marking Centerline - 6-inch	LF	5336	\$ 3.30	\$17,608.80
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$ 750.00	\$750.00
SPV.0105.01	Traffic Control	LS	1	\$ 28,000.00	\$28,000.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	548	\$ 25.00	\$13,700.00
	RRFB - Flashing Beacon	EACH	1	\$ 12,000.00	\$12,000.00
	Signing	LS	1	\$ 5,000.00	\$5,000.00
SUBTOTAL				\$251,948.80	
CONSTRUCTION CONTINGENCY (20%)				\$50,389.76	
ENGINEERING AND CONSTRUCTION MANAGEMENT (20%)				\$50,389.76	
ALTERNATIVE 3 - CURB EXTENSION AND SIDEWALK TOTAL				\$352,728.32	

ALTERNATIVE 1 - CROSSWALK AND SIDEWALK				Engineer's Estimate	
Item No.	Item Description	Unit	Estimated Qty.	Bid Unit Price	Price
601.0411	Concrete Curb & Gutter	LF	150	\$ 40.00	\$6,000.00
602.0405	Concrete Sidewalk 4-Inch	SF	3326	\$ 12.00	\$39,912.00
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	54	\$ 50.00	\$2,700.00
619.1000	Mobilization	EACH	1	\$ 12,000.00	\$12,000.00
628.7020	Inlet Protection Type D	EACH	3	\$ 150.00	\$450.00
646.5005	Pavement Marking Arrows	EACH	4	\$ 175.00	\$700.00
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	194	\$ 12.00	\$2,328.00
SPV.0105.01	Traffic Control	LS	1	\$ 8,000.00	\$8,000.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140).	SY	148	\$ 35.00	\$5,187.78
	RRFB - Flashing Beacon	EACH	1	\$ 12,000.00	\$12,000.00
	Signing	LS	1	\$ 5,000.00	\$5,000.00
SUBTOTAL					\$94,277.78
CONSTRUCTION CONTINGENCY (20%)					\$18,855.56
ENGINEERING AND CONSTRUCTION MANAGEMENT (20%)					\$18,855.56
ALTERNATIVE 1 - CROSSWALK AND SIDEWALK TOTAL					\$131,988.89

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1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:
**INTERCHANGE
NORTH & CENTER
STREET
INTERSECTION**

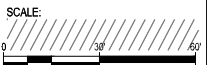
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**CITY OF LAKE
GENEVA,
WALWORTH
COUNTY**

CLIENT:

RELEASE:
EXHIBIT

REVISIONS:

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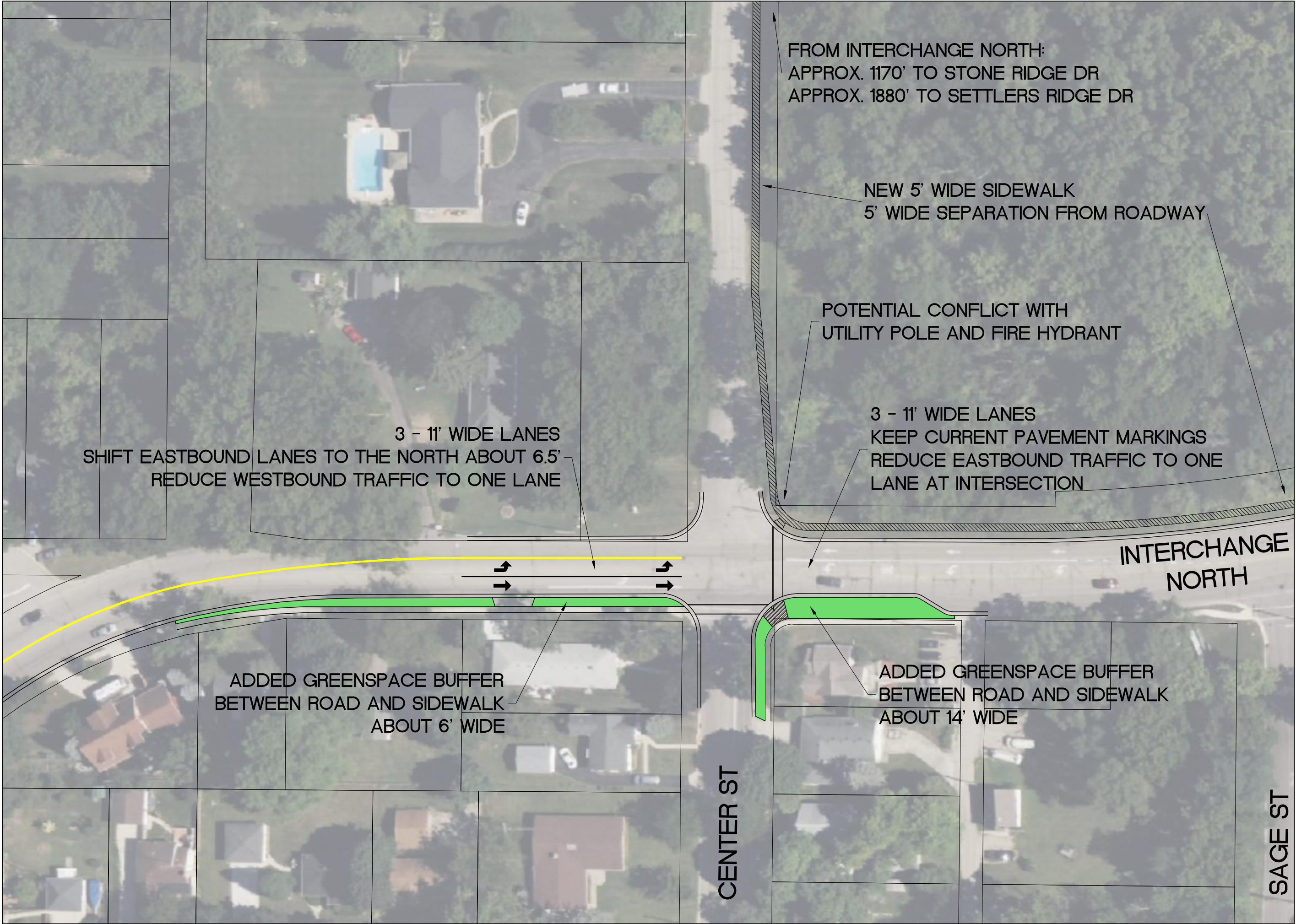
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SHEET:
ALTERNATE 1

PROJECT MANAGER:
PROJECT NUMBER:
DATE: 3/11/2024

SHEET NUMBER:
ALT 1

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1224 S. Pine Street
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53105

kapurinc.com

PROJECT:

INTERCHANGE
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CLIENT:



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EXHIBIT

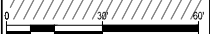
REVISIONS:

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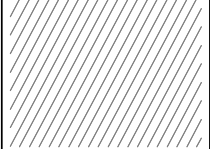


SCALE:



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SHEET:

ALTERNATE 3

PROJECT MANAGER:

PROJECT NUMBER:

DATE: 2/12/2024

SHEET NUMBER:

ALT 3

PART 2. SIGNS

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

- Section 2B.01 Application of Regulatory Signs
- Section 2B.02 Design of Regulatory Signs
- Section 2B.03 Size of Regulatory Signs
- Section 2B.04 Right-of-Way at Intersections
- Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)
- Section 2B.06 STOP Sign Applications
- Section 2B.07 Multi-Way Stop Applications
- Section 2B.08 YIELD Sign (R1-2)
- Section 2B.09 YIELD Sign Applications
- Section 2B.10 STOP Sign or YIELD Sign Placement
- Section 2B.11 Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-5 Series)
- Section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a)
- Section 2B.13 Speed Limit Sign (R2-1)
- Section 2B.14 Truck Speed Limit Plaque (R2-2P)
- Section 2B.15 Night Speed Limit Plaque (R2-3P)
- Section 2B.16 Minimum Speed Limit Plaque (R2-4P)
- Section 2B.17 Higher Fines Signs and Plaque (R2-6P, R2-10, and R2-11)
- Section 2B.18 Movement Prohibition Signs (R3-1 through R3-4, R3-18, and R3-27)
- Section 2B.19 Intersection Lane Control Signs (R3-5 through R3-8)
- Section 2B.20 Mandatory Movement Lane Control Signs (R3-5, R3-5a, R3-7, and R3-20)
- Section 2B.21 Optional Movement Lane Control Sign (R3-6)
- Section 2B.22 Advance Intersection Lane Control Signs (R3-8 Series)
- Section 2B.23 RIGHT (LEFT) LANE MUST EXIT Sign (R3-33)
- Section 2B.24 Two-Way Left Turn Only Signs (R3-9a, R3-9b)
- Section 2B.25 BEGIN and END Plaques (R3-9cP, R3-9dP)
- Section 2B.26 Reversible Lane Control Signs (R3-9e through R3-9i)
- Section 2B.27 Jughandle Signs (R3-23, R3-24, R3-25, and R3-26 Series)
- Section 2B.28 DO NOT PASS Sign (R4-1)
- Section 2B.29 PASS WITH CARE Sign (R4-2)
- Section 2B.30 KEEP RIGHT EXCEPT TO PASS Sign (R4-16) and SLOWER TRAFFIC KEEP RIGHT Sign (R4-3)
- Section 2B.31 TRUCKS USE RIGHT LANE Sign (R4-5)
- Section 2B.32 Keep Right and Keep Left Signs (R4-7, R4-8)
- Section 2B.33 STAY IN LANE Sign (R4-9)
- Section 2B.34 RUNAWAY VEHICLES ONLY Sign (R4-10)
- Section 2B.35 Slow Vehicle Turn-Out Signs (R4-12, R4-13, and R4-14)
- Section 2B.36 DO NOT DRIVE ON SHOULDER Sign (R4-17) and DO NOT PASS ON SHOULDER Sign (R4-18)
- Section 2B.37 DO NOT ENTER Sign (R5-1)
- Section 2B.38 WRONG WAY Sign (R5-1a)
- Section 2B.39 Selective Exclusion Signs
- Section 2B.40 ONE WAY Signs (R6-1, R6-2)
- Section 2B.41 Wrong-Way Traffic Control at Interchange Ramps
- Section 2B.42 Divided Highway Crossing Signs (R6-3, R6-3a)
- Section 2B.43 Roundabout Directional Arrow Signs (R6-4, R6-4a, and R6-4b)
- Section 2B.44 Roundabout Circulation Plaque (R6-5P)
- Section 2B.45 Examples of Roundabout Signing
- Section 2B.46 Parking, Standing, and Stopping Signs (R7 and R8 Series)
- Section 2B.47 Design of Parking, Standing, and Stopping Signs
- Section 2B.48 Placement of Parking, Stopping, and Standing Signs
- Section 2B.49 Emergency Restriction Signs (R8-4, R8-7, R8-8)
- Section 2B.50 WALK ON LEFT FACING TRAFFIC and No Hitchhiking Signs (R9-1, R9-4, R9-4a)

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

Section 2B.01 Application of Regulatory Signs

Standard:

- 1 Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.
- 2 Regulatory signs shall be installed at or near where the regulations apply. The signs shall clearly indicate the requirements imposed by the regulations and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.
- 3 Regulatory signs shall be retroreflective or illuminated (see Section 2A.07) to show the same shape and similar color by both day and night, unless specifically stated otherwise in the text discussion in this Manual for a particular sign or group of signs.
- 4 The requirements for sign illumination shall not be considered to be satisfied by street or highway lighting.

Support:

- 5 Section 1A.09 contains information regarding the assistance that is available to jurisdictions that do not have engineers on their staffs who are trained and/or experienced in traffic control devices.

Section 2B.02 Design of Regulatory Signs

Standard:

- 1 Regulatory signs shall be rectangular unless specifically designated otherwise. Regulatory signs shall be designed in accordance with the sizes, shapes, colors, and legends contained in the “Standard Highway Signs and Markings” book (see Section 1A.11).

Option:

- 2 Regulatory word message signs other than those classified and specified in this Manual and the “Standard Highways Signs and Markings” book (see Section 1A.11) may be developed to aid the enforcement of other laws or regulations.
- 3 Except for symbols on regulatory signs, minor modifications may be made to the design provided that the essential appearance characteristics are met.

Support:

- 4 The use of educational plaques to supplement symbol signs is described in Section 2A.12.

Guidance:

- 5 *Changeable message signs displaying a regulatory message incorporating a prohibitory message that includes a red circle and slash on a static sign should display a red symbol that approximates the same red circle and slash as closely as possible.*

Section 2B.03 Size of Regulatory Signs

Standard:

- 1 Except as provided in Section 2A.11, the sizes for regulatory signs shall be as shown in Table 2B-1.

Support:

- 2 Section 2A.11 contains information regarding the applicability of the various columns in Table 2B-1.

Standard:

- 3 Except as provided in Paragraphs 4 and 5, the minimum sizes for regulatory signs facing traffic on multi-lane conventional roads shall be as shown in the Multi-Lane column of Table 2B-1.

Option:

- 4 Where the posted speed limit is 35 mph or less on a multi-lane highway or street, other than for a STOP sign, the minimum size shown in the Single Lane column in Table 2B-1 may be used.

See Section 2A.11 for sizes of regulatory signs.

Low speed roadways are defined as having a speed limit of 30 MPH or less, where minimum size (size code 1) may be used.

- 5 Where a regulatory sign, other than a STOP sign, is placed on the left-hand side of a multi-lane roadway in addition to the installation of the same regulatory sign on the right-hand side of the roadway, the size shown in the Single

- 9 *The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.*

Option:

Regulatory signs facing traffic on entrance and exit ramps at service interchange ramps may be conventional road size.

Section 2B.04 Right-of-Way at Intersections

Support:

- 1 State or local laws written in accordance with the “Uniform Vehicle Code” (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

- 2 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*

- A. *Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. *Number and angle of approaches;*
- C. *Approach speeds;*
- D. *Sight distance available on each approach; and*
- E. *Reported crash experience.*

- 3 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

- A. *An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. *A street entering a designated through highway or street; and/or*
- C. *An unsignalized intersection in a signalized area.*

- 4 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

- A. *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

- 5 *YIELD or STOP signs should not be used for speed control.*

Support:

- 6 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

- 7 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

- 8 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Option:

The use of the R1-1 and R1-2 for right turn bypass may be by engineering judgment in lieu of engineering study.

Support:

- 9 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:
- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
 - B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
 - C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

- 10 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**
- A. If the signal indication for an approach is a flashing red at all times;
 - B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or
 - C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.
- 11 **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**
- 12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**
- 13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**

Option:

Portable or part-time (folding) STOP signs may be used at signalized approaches where, upon restoration of power, and after start-up/initialization, the traffic signal returns to stop-and-go operation.

Support:

Wisconsin State Statute 346.46(1) mandates that a motorist stop before entering the intersection at a STOP sign, except when directed to proceed by a traffic control signal. The traffic signal operation supersedes the operation of the portable or part-time (folding) STOP sign. Therefore, if the portable or part-time (folding) STOP sign message is still displayed when the traffic signal becomes fully operational (stop-and-go operation), the statute permits drivers to proceed through the intersection, if so directed by a traffic signal.

Option:

- 14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

- 15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

- 1 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**
- 2 **The STOP sign shall be an octagon with a white legend and border on a red background.**
- 3 **Secondary legends shall not be used on STOP sign faces.**
- 4 **At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.**
- 5 **The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.**

Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.

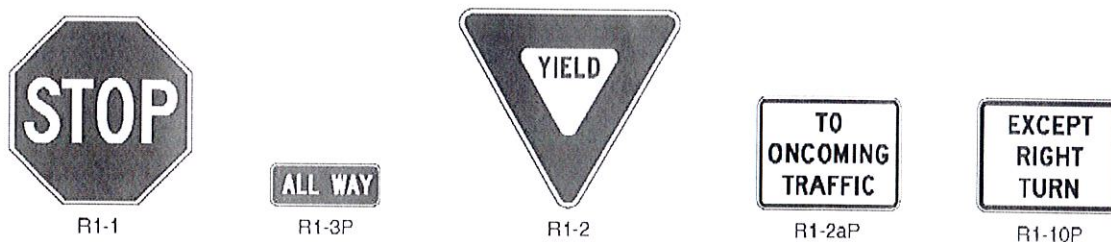
Support:

The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

Figure 2B-1. STOP and YIELD Signs and Plaques



Option:

The use of the plaques (W4-4P, W4-4aP, W4-4bP) is optional per Section 2C.59 based on engineering judgment.

Option:

An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

The design and application of Stop Beacons are described in Section 4L.05.

Standard:

Portable or part-time (folding) stop signs shall not be a permanent installation, unless at a signalized approach for usage during a power outage.

The unit of government who has jurisdiction of the roadway approaching the STOP sign shall maintain the visibility of the Stop sign all the way to the face of the stop sign. See Section 2C.36 on visibility distances.

The unit of government who has jurisdiction of the through roadway shall be responsible for the installation and maintenance of the Stop sign placed on roadways at the approach to the through roadway. See Section 2C.36 on visibility distances.

Section 2B.06 STOP Sign Applications

Guidance:

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).

The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.



- 9 The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.

Option:

Regulatory signs facing traffic on entrance and exit ramps at service interchange ramps may be conventional road size.

Section 2B.04 Right-of-Way at Intersections

Support:

- 1 State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

- 2 Engineering judgment should be used to establish intersection control. The following factors should be considered:
- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
 - B. Number and angle of approaches;
 - C. Approach speeds;
 - D. Sight distance available on each approach; and
 - E. Reported crash experience.
- 3 YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:
- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
 - B. A street entering a designated through highway or street; and/or
 - C. An unsignalized intersection in a signalized area.
- 4 In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:
- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
 - B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
 - C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

- 5 YIELD or STOP signs should not be used for speed control.

Support:

- 6 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

- 7 Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.
- 8 A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

Option:

The use of the R1-1 and R1-2 for right turn bypass may be by engineering judgment in lieu of engineering study.

Support:

- 9 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:
- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
 - B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
 - C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

- 10 Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:
- A. If the signal indication for an approach is a flashing red at all times;
 - B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or
 - C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.
- 11 Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.
- 12 Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.
- 13 A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.

Option:

Portable or part-time (folding) STOP signs may be used at signalized approaches where, upon restoration of power, and after start-up/initialization, the traffic signal returns to stop-and-go operation.

Support:

Wisconsin State Statute 346.46(1) mandates that a motorist stop before entering the intersection at a STOP sign, except when directed to proceed by a traffic control signal. The traffic signal operation supersedes the operation of the portable or part-time (folding) STOP sign. Therefore, if the portable or part-time (folding) STOP sign message is still displayed when the traffic signal becomes fully operational (stop-and-go operation), the statute permits drivers to proceed through the intersection, if so directed by a traffic signal.

Option:

- 14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

- 15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

- 1 When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.
- 2 The STOP sign shall be an octagon with a white legend and border on a red background.
- 3 Secondary legends shall not be used on STOP sign faces.
- 4 At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.
- 5 The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.

- 6 Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.

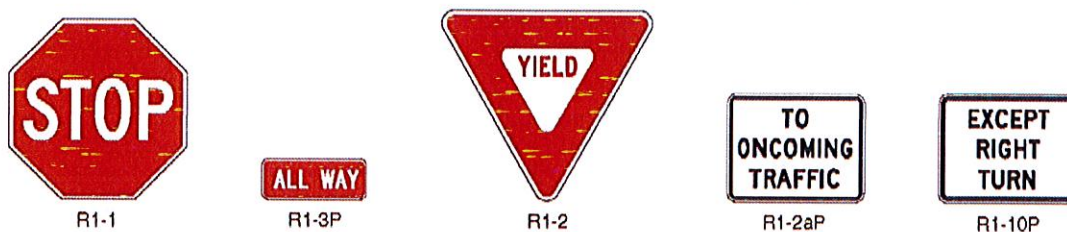
Support:

- 7 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

- 8 *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

Figure 2B-1. STOP and YIELD Signs and Plaques



Option:

The use of the plaques (W4-4P, W4-4aP, W4-4bP) is optional per Section 2C.59 based on engineering judgment.

Option:

- 9 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

- 10 The design and application of Stop Beacons are described in Section 4L.05.

Standard:

Portable or part-time (folding) stop signs shall not be a permanent installation, unless at a signalized approach for usage during a power outage.

The unit of government who has jurisdiction of the roadway approaching the STOP sign shall maintain the visibility of the Stop sign all the way to the face of the stop sign. See Section 2C.36 on visibility distances.

The unit of government who has jurisdiction of the through roadway shall be responsible for the installation and maintenance of the Stop sign placed on roadways at the approach to the through roadway. See Section 2C.36 on visibility distances.

Section 2B.06 STOP Sign Applications

Guidance:

- 1 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 2 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 3 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

The decision to install multi-way stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.

Support:

The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

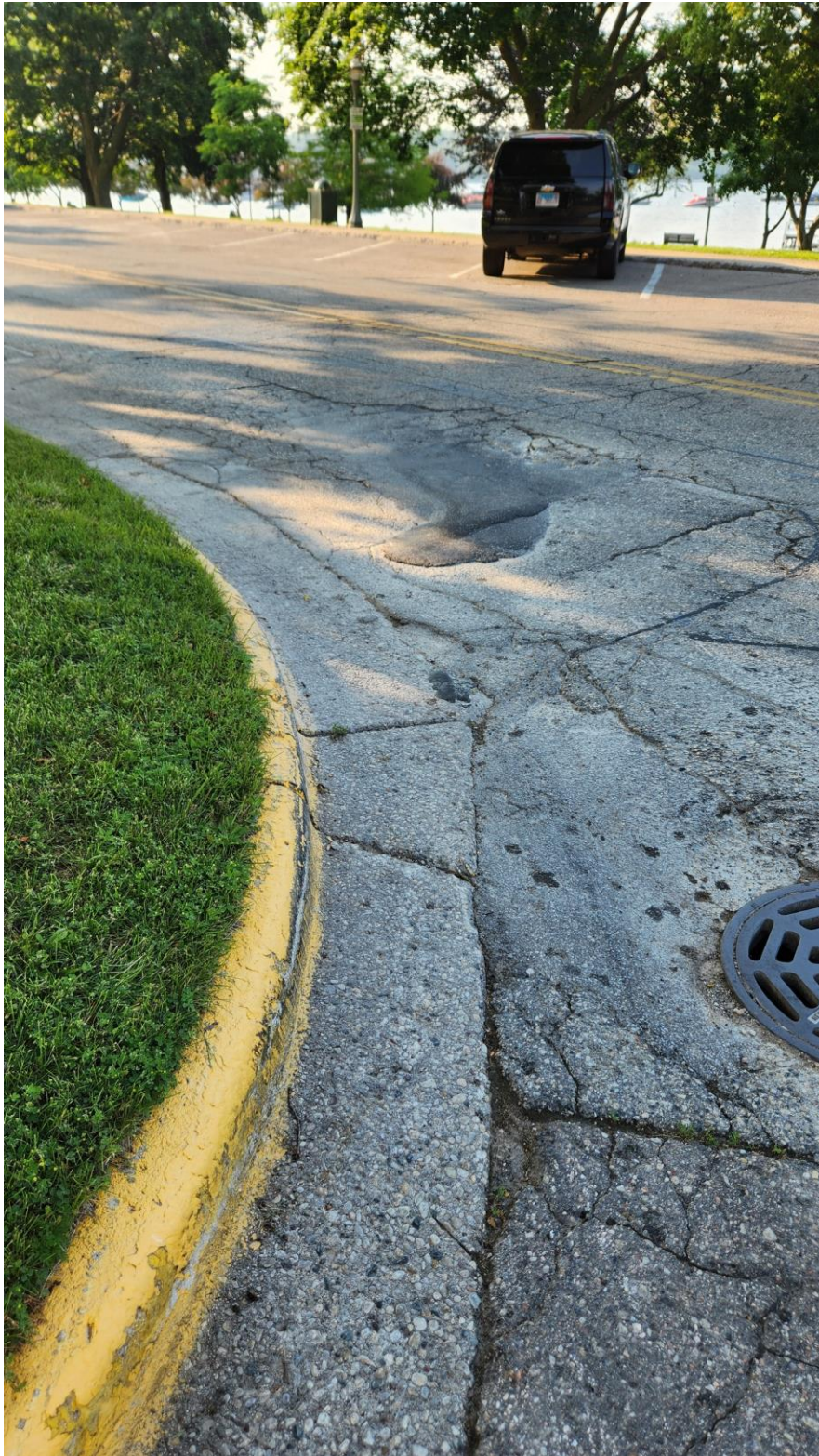
Section 2B.09 YIELD Sign Applications

Option:

YIELD signs may be installed:

- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
- B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.





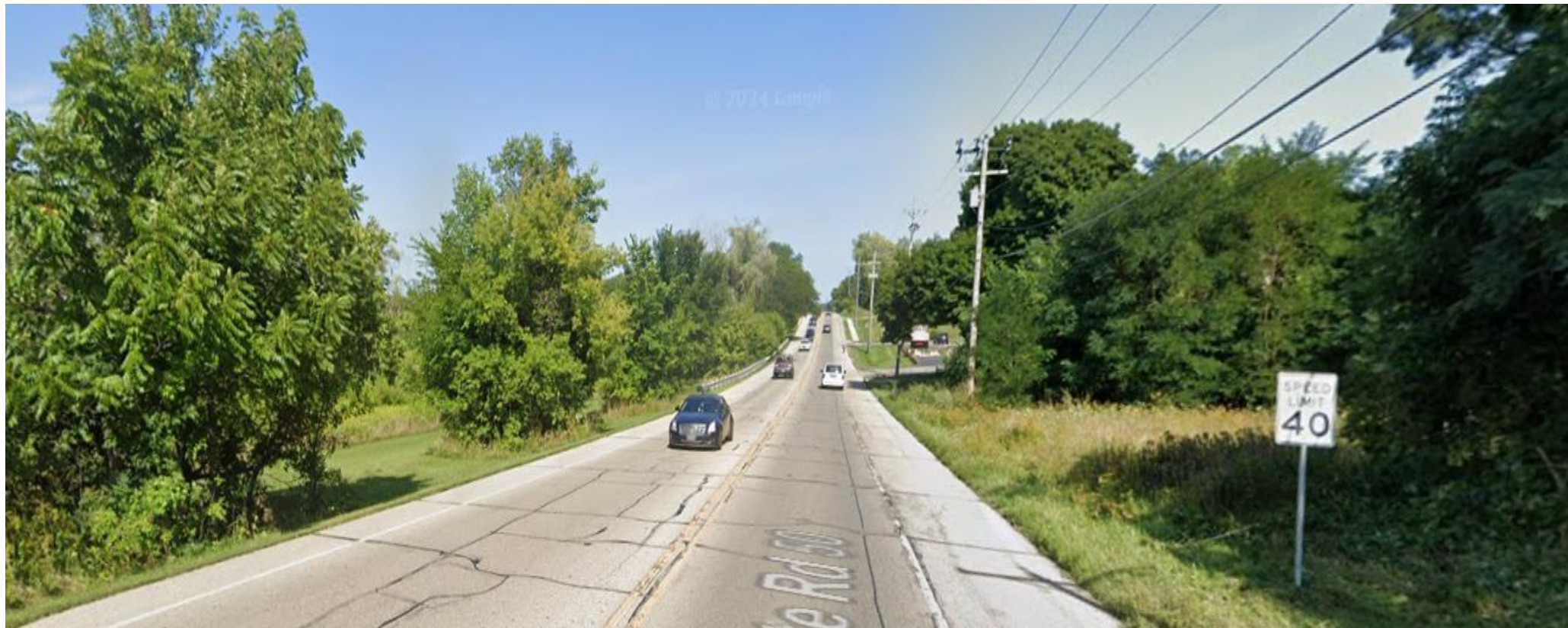








SPEED LIMIT CHANGE INFRONT OF HILLMOOR







City of Lake Geneva

Department of Public Works

1065 Carey St.

Lake Geneva, WI 53147

262.248.6644

August 2024 PWC

STH 50 Main St. Speed Limit

DPW is investigating the feasibility of lowering the speed limit on Main St. (STH 50) between Lockwood Blvd and Curtis St.

Due to the fact that the roadway is a Connecting Highway, the City has jurisdiction to set the limit based on Engineering principles. However, the WisDOT has authority on setting all speed limits in the State by Statute. (346.57) The Statute clearly states "(b) All speed limit changes *shall be based on a traffic engineering study, including modifications allowed under State Statute.*"

This was discussed with the City Attorney who agreed that a traffic study by a qualified Traffic Engineer is required to lower the limit. There are certain scenarios where WisDOT opinion or approval is not needed, but the study must be performed. See Pg 2 of WisDOT Transportation Bulletin #21, Setting Speed Limits on Local Roads. The City Attorney also agreed that if the Statutes are followed and the Engineering Study warrants a reduction, WisDOT approval is not necessary unless the request is below 25mph. However, there is some question on whether the limit was already lowered on that stretch in the past. DPW will investigate if that is relevant to the proposal. If that is proved, WisDOT approval would be mandatory and based on the current speed limit of 40mph, it seems needed WisDOT approval is likely.

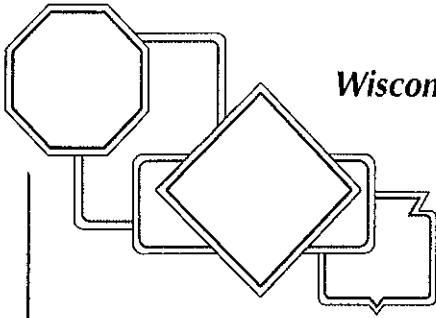
The attached map (7) shows the existing 25mph area in green, the proposed 25mph area in yellow and the west bound transition from 40mph to 25 in blue where a 25 mph ahead sign will be placed just west of Peller Rd.

Awaiting direction on this topic.

Respectfully,
Tom Earle DPW



7



Setting Speed Limits on Local Roads

Speed limits are an important tool for promoting safety on streets and highways. Limits tell drivers what is the reasonable speed for a road section. They also help traffic enforcement by setting standards for what is an unsafe speed.

The state sets speed limits for all roads. However, municipalities can change speed limits for roads under their authority, following guidelines in the *Wisconsin Statutes*. Selecting the appropriate speed limit can be a challenge because people often disagree. Residents frequently seek lower speeds, especially after a serious crash. Drivers tend to choose speeds that seem reasonable for the physical environment and that satisfy their personal needs, like saving time or seeking enjoyment.

Local officials have a key role in setting limits. They must balance the competing concerns and opinions of drivers, residents and law enforcement agencies with statutory requirements and traffic safety.

This booklet is designed to help. It includes background information and research recommendations, summarizes statutory limits, describes the process for changing limits, and discusses signs, enforcement, advisory speeds, and other speed issues on local roads. This edition reflects updates from the 2009 *Wisconsin Statewide Speed Management Guidelines*.

Background

Speed-related vehicle accidents in Wisconsin from 2004 to 2008 accounted for 38% of all fatalities, 30% of all injuries and 27% of all crashes.

High speeds contribute to the severity of crashes. For example, 85% of pedestrians struck by vehicles traveling 40 mph are likely to be killed while only 5% are likely to be killed when the speed is 20 mph.

Common sense says that regulating speed is a good way to make streets and highways safer. As a result, citizens may demand lower speeds, especially if there has been a severe crash or a frightening “near miss.”



However, driving behavior is not so easy to manage. A 1997 federal speed study shows that simply lowering speed limits has little effect on actual speeds, usually reducing speeds by only one-to-two miles per hour. The difference in speeds between vehicles traveling on the same road—a common cause of crashes—usually increases when speed limits are unreasonably low, making roadways less safe. Drivers generally choose their speed based on what they think is safe and reasonable for the conditions present. An unreasonable posted speed gets little consideration from drivers.

An alternative for managing vehicle speeds is called “traffic calming.” This emphasizes physical changes to local streets—such as making them appear narrower or more restricted, adding speed bumps or traffic circles—so drivers consistently and voluntarily choose lower speeds that are both safe and comfortable.

Philosophy

Prevailing speed—the one most drivers choose—is a major consideration in setting speed limits. Engineers recommend setting limits at the 85th percentile speed, where 85% of freely flowing traffic travels at or below

that speed under ideal road conditions. The 85th percentile method is considered the best way to represent what is "reasonable" and "proper" as perceived by the motorists. When 85% of drivers voluntarily comply with speed limits, it is possible and reasonable to enforce these limits.

A recent study on Wisconsin roads compared crashes on roads with reasonable speed limits, or those accepted by the majority of drivers, with roads displaying posted speed limits considered unreasonable or irrational. The study showed that roads with reasonable speed limits had four times fewer crashes than roads with unreasonable speed limits. Other studies indicate the lowest risk of being in a crash occurs when a motorist travels at or near the 85th percentile speed. They also show that the 15% of motorists who exceed this limit cause many of the roadway crashes. These motorists are the most effective targets for enforcement.

Research in this area emphasizes considering the road's design speed in setting speed limits. Design speed is the highest safe speed for which the road was designed. It takes into account road type, road geometry and adjacent land use. Studies show that accident rates go down when speed limits are no less than 10 mph of the design speed. When the speed difference is

greater, motorists choose a wider variety of speeds. This variance in speed between vehicles, more than the speed itself, results in higher crash rates.

However, pedestrians, bicyclists and other road users may find the prevailing speed and design speed hazardous. Modern roads often are over-designed, particularly in residential areas where they emphasize the accommodation of functions like emergency vehicles or street parking. The resulting wide and unobstructed roads can encourage drivers to travel too fast for the safety of other road users. Simply setting lower speed limits is unlikely to produce the desired results, especially without effective enforcement. In these cases, authorities may wish to consider using some traffic calming techniques.

Speeds should be consistent, safe, reasonable and enforceable. When 85% of drivers voluntarily comply with speed limits, it is possible and reasonable to enforce the limits with the 15% who drive too fast. Unreasonably low limits can promote disrespect for and disregard of other reasonable posted limits. They also promote a false sense of security among residents and pedestrians who may expect that posting lower limits will change driver behavior. Unreasonably high limits create unnecessary risks.

Speed limits and authority to change

Fixed Limits – Statute 346.57(4) ^(a)	Local Government Authority ^(b) – Statute 349.11(3) and (7) ^(c)
65 mph Freeway/Expressway	WisDOT only
55 mph State Trunk Highways (STHs)	WisDOT only
55 mph County Trunk Highways (CTHs), town roads	Lower speed limit by 10 mph or less
45 mph Rustic roads	Lower speed limit by 15 mph or less
35 mph Town road (1,000 ft min) with buildings on either side spaced an average of less than 150 ft apart	Lower speed limit by 10 mph or less
25 mph Inside corporate limits of city or village (other than outlying district)	Raise speed limit to 55 mph or less / Lower the speed limit by 10 mph or less
35 mph Outlying district ^(d) within city or village limits	Raise speed limit to 55 mph or less / Lower the speed limit by 10 mph or less
35 mph Semi-urban district ^(d) outside corporate limits of a city or village	Raise speed limit to 55 mph or less / Lower the speed limit by 10 mph or less
15 mph School zone, when conditions are met	Raise speed limit to that of the roadway / Lower speed limit by 10 mph or less
15 mph School crossing, when conditions are met	Raise speed limit to that of adjacent street / Lower speed limit by 10 mph or less
15 mph Pedestrian safety zone with public transit vehicle stopped	No changes permitted
15 mph Alley	Lower by 10 mph or less
15 mph Street or town road adjacent to a public park	Lower by 10 mph or less
Construction or maintenance zones, as appropriate ^(e)	State and local agencies have authority to establish

Notes:

(a) Source: Updated 2007-2008 Wisconsin Statutes Database

(b) All speed limit changes *shall* be based on a traffic engineering study, including modifications allowed under State Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.

(c) Per Statute 346.57(1)(ar) "outlying district" is an area contiguous to any highway within the corporate limits of a city or village where, on each side of the highway within 1,000 feet, buildings are spaced on average more than 200 feet apart.

(d) Per Statute 346.57(1)(b) "semiurban district" is an area contiguous to any State or County highway where, on either or both sides of the highway within 1,000 feet, buildings are spaced on average less than 200 feet apart.

(e) Guidance on establishing speed limits in work zones is available in http://dotnet/dtd_bho/extranet/manuals/tgm/13/13-05-06.pdf.

Modified from original published in WisDOT Traffic Guidelines Manual, Chapter 13-5-1, Figure 1, June 2009.



Authority

Power to set speed limits rests with the state. Chapter 346.57 *Speed Restrictions* of the *Wisconsin Statutes* requires drivers to use a speed that is "reasonable and prudent," to exercise "due care," [346.57(2)] and to reduce speed under a variety of conditions such as "going around a curve...passing school children, highway construction or maintenance workers...and when special hazard exists..." [346.57(3)].

The *Statutes* give fixed limits for more than a dozen situations depending on the road type, jurisdiction and land use [346.57 (4) (a-k)]. See Table on page 2.

Local or state officials have authority to change these limits within the limitations in Chapter 349.11, as summarized in the Table. They must conduct an engineering and traffic investigation to determine a reasonable and safe speed limit. The limit must then be legally adopted by the local authority and appropriate signs erected. When properly changed, such limits do not create additional liability. In addition, changes beyond those specified in the statutes are possible in consultation with and approval by the Wisconsin Department of Transportation (WisDOT).

All limits, whether set by statute or local authority, are only effective and enforceable when official signs have been erected to give drivers adequate warning.

Speeds also may be temporarily reduced in work zones where highways are being constructed, reconstructed, maintained or repaired [Ch.349.11(10)]. These changes must be properly posted and are not restricted by the other limitations in Chapter 349.11. A Transportation Information Center publication, *Work Zone Safety: Guidelines for Construction, Maintenance and Utility Operations*, describes correct work zone signing and set up.

The local agency that maintains the roadway has jurisdiction for determining the speed limit. In most cases the responsibility is clear. If a roadway segment has joint jurisdiction, such as a road that borders two cities, then both agencies must agree on the speed limit. Obviously, the speed must be the same in both directions. In cases where the county or state maintains a road within the corporate limits of a city or village, the county or state is responsible for setting the speed limit. Coordination with local officials and law enforcement agencies is essential to set effective speed limits.

Required studies

Local authorities are required by the statutes to conduct engineering and traffic speed studies to modify all speed limits on local roads including those shown in the Table on the previous page. Engineering studies should include the following:

- 1) Measure and determine the 85th percentile speed, 50th percentile speed, design speed and pace speed.
- 2) Evaluate crash data for the past three to five years.
- 3) Document roadside development including land use, driveway locations, and school locations.
- 4) Document roadway geometrics including lane widths, shoulder width, sight distance limitations at hills, curves and intersections, plus parking, pedestrian and bicycle activity.
- 5) Determine the functional classification of the roadway and the practical function of the road within the state and local system.
- 6) Document the current speed limit and level of enforcement.

A well-done traffic and engineering speed study requires a comprehensive effort by a trained professional. Look for additional details in the 2009 *Wisconsin Statewide Speed Management Guidelines* report. Contact local law enforcement, County Traffic Safety Commissions, the WisDOT and consultants for assistance in conducting speed studies.

Doing a speed study is time consuming but it is a necessary step for local agencies to legally modify speed limits. The effort also has the advantage of creating consistency in how **enforceable** speed limits are set across the state and increasing safety.

Speed zone recommendations

Local road authorities can initiate action to modify a speed limit and create a new speed zone on a local road. Citizens or other agencies also can request a change. Requests should be in writing and submitted to the local authority. The local agency should prepare a written response to the request describing their action and recommendations.

Speed study recommendations for modifying a speed zone should accomplish the following:

- Reduce the speed differential of vehicles
- Be reasonable so a majority of motorists will comply
- Reflect traffic engineering guidelines

When making speed zone changes, **do not** base the decision on these reasons:

- Noise complaints
- Accommodate specialty vehicles
- Correct spot safety problems
- Future concerns that have not yet occurred

Recommendations from a speed study generally fall within 5 mph of the 85th percentile speed. Factors that can alter this guideline include road function, access density, road geometry, parking, and pedestrian and bicycle activity. Using these secondary factors to



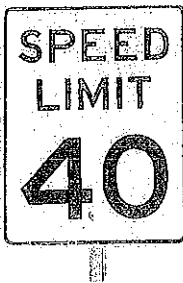
determine a recommended speed may require more law enforcement and result in increased crashes. Consider changing the road's physical environment to lower speeds where possible.

Speed zones should be at least 0.3 miles in length. Limit the number of speed limit changes along a route. Generally, it is advisable to change speed zones outside incorporated limits in 10 mph increments.

Submit speed limit changes that require WisDOT approval to a WisDOT Regional office. Changes outside the limitations outlined in Chapter 349.11 require department approval. Local governments take on liability when they make changes outside the outlined limitations without this approval.

Post speed limit changes as soon as possible using flags or other means to call attention to the change. Monitor speed limit changes once they are made to identify any problems or need for further investigation.

Proper signage

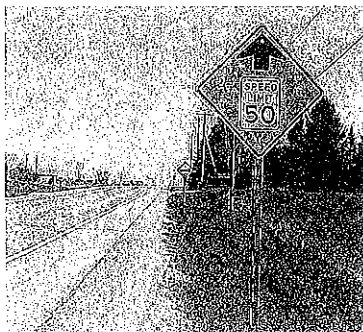


A speed limit is not in effect until the area has been properly signed. Conversely, signs must not be installed until the limit has been approved and officially authorized. The *Manual on Uniform Traffic Control Devices (MUTCD)* governs signs. Two types may be used: one for passenger cars and another for special limits for trucks and buses.

No more than three speed limits should be displayed on any one speed limit sign or assembly. Signs with special limits for trucks or other vehicles should include the word TRUCKS or a similar appropriate message. Display this below the standard message or on a separate plate that refers to SPEED or MPH.

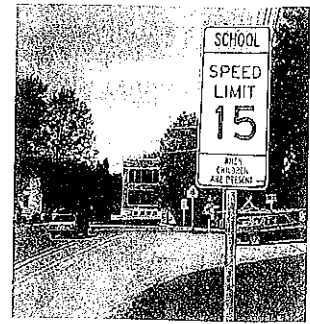
The standard speed limit sign must be 24 by 30 inches. Locate signs at:

- Each point where the speed limit changes
- Beyond major intersections
- Other locations where it is necessary to remind motorists of the limit



REDUCED SPEED AHEAD SIGNS also may be used to give advance warning of a lower speed zone. This sign should be used in rural areas to alert motorists when they need extra time to slow to the posted limit.

Always follow it with a speed limit sign at the beginning of the new zone. Near schools, use the appropriate SPEED LIMIT sign after a school zone rather than the END OF SCHOOL ZONE sign.



Enforcement

Enforcement is critical. Without it, speed limits are not effective. When enforcement is increased considerably, violations and crashes have been reduced.

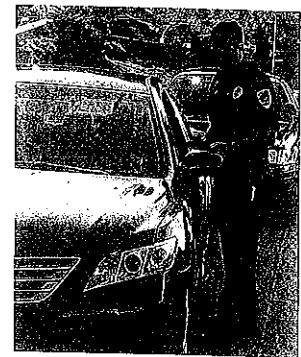
Local officials should actively involve enforcement personnel in setting speed limits to ensure they are reasonably enforceable. Always inform enforcement agencies when changes are adopted.

Enforcement requires wide public support. A first step is to ensure that the public perceives the speed limits as reasonable and fair because the voluntary cooperation of most drivers is essential. A second step is vigorous public information and education that stresses the safety benefits of enforcement. Make this a cooperative effort between highway and enforcement officials. Any information campaign should target specific aspects of the speeding problem such as young drivers, nighttime, school zones, work zones, or specific roads where potential traffic and pedestrian conflicts are high.

Within law enforcement agencies, traffic enforcement does not compete well with criminal and drug enforcement. That means local highway officials must actively seek adequate agency enforcement. These efforts are most effective when the safety benefits are clear and there is strong support from local elected officials.

Aggressive, targeted enforcement, combined with education, effectively produces better public compliance with traffic laws. The Federal Highway Administration recommends targeting enforcement programs to locations with a high incidence of crashes where speed was a contributing factor and to areas with high traffic volume.

Long-term, low-intensity speed enforcement can produce meaningful results. Studies indicate some amount of the enforcement effort (15% is recommended) be directed to random locations and times. Stationary, marked patrol vehicles are most effective in creating longer-term enforcement benefits.



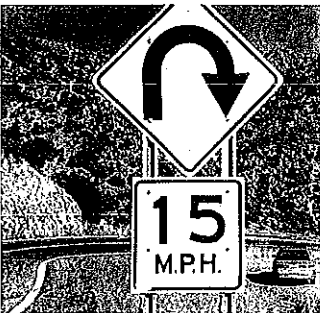
Minimum speed limits and slow moving vehicles

Except on Interstate highways, there is no specific minimum speed on Wisconsin highways. However, statutes prohibit driving a motor vehicle "at a speed so slow as to impede the normal and reasonable movement of traffic, except when necessary for safe operation or to comply with the law." [Section 346.59 Wis. Stats.]

Vehicles that normally travel slower than 25 mph must display slow moving vehicle emblems. [Section 347.245 Wis. Stats.] In addition, the operator of a vehicle moving so slowly it impedes traffic must yield the roadway to overtaking vehicles, if practicable, when the operator of an overtaking vehicle gives an audible warning. [Section 346.59(2) Wis. Stats.]

Advisory speed signs

Advisory speed signs are used to tell drivers that a lower speed may be necessary at curves, turns, intersections and other localized conditions. These signs add emphasis and specific information to other warning signs, and recommend a comfortable and safe speed to drive in these locations. Do not confuse advisory speeds with enforceable speed limits. Advisory speeds do not imply the maximum operating speed at which skid and rollover occurs.

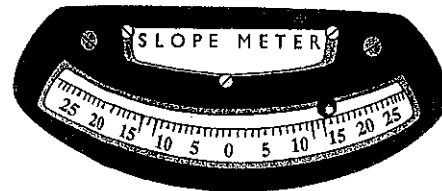


two-lane highways in the study, posted advisory speeds at most curves were well below prevailing traffic speed, and below speeds established using recommended devices and criteria.

The advisory speed must be determined by an accepted traffic engineering procedure but no ordinance is required. Maintenance or sign supervisors can erect the signs. They must be in accordance with guidelines in the *MUTCD*, 2C-35.

As with other traffic signs, advisory speeds should be consistent and reasonable to promote driver respect and compliance. This is not always the case. Research published by the national Transportation Research Board (TRB) found that on the

Advisory speeds are set based on average curve speeds for different angles of deflection. One device widely used for establishing advisory speeds on curves is the ball bank indicator. Relatively inexpensive, this curved level is mounted in an engineer's car. The engineer makes successive trial runs through a curve, taking care to drive parallel to the centerline of the curve, increasing speed by 5 mph each time. The indicator shows the angle of deflection in degrees.



The TRB study reports that the generally accepted criteria, based on tests conducted in the 1930s, produce unrealistically low speeds with modern cars and should be revised upwards. The authors say ball bank readings of 12 degrees above 40 mph, 16 degrees between 30 and 40, and 20 degrees below 30 would better reflect average curve speeds.

Ball bank readings tend to fluctuate rather widely during a trial run and can be affected by loose-surfaced roads and vehicle suspension systems. As a result, setting a recommended speed depends to a significant extent on the judgment and experience of the person making the tests. The recommended speed should feel comfortable for the average driver and be lower than the maximum safe speed. It should also be sensible in comparison with prevailing speeds.

Summary

Establishing and enforcing reasonable and safe speed limits is the responsibility of local officials. This often includes balancing conflicting issues of safety, traffic movement, and community concerns.

Coordination with local law enforcement is vital to effective speed control. Most speed zones should encourage voluntary compliance by using reasonable speed limits. Traffic calming techniques that involve physical and perceptual changes also can help. Consulting enforcement officials when determining effective limits is important and they can help work with the community in difficult areas.

The traffic engineering staff of WisDOT also is a good resource. Since they participate on county Traffic Safety Commissions, this is an easy way to contact them for assistance.

Several sample speed limit ordinances are shown on page 6.



"Badger County" traffic ordinance

SPEED LIMITS. (1) The provision of sections 346.57 & 346.59 of the Wisconsin Statutes, relating to the maximum and minimum speed of vehicles, are hereby adopted as part of this section as is fully set forth herein, except as specified by section 2 of this ordinance, pursuant to section 349.11(3)(c) of the Wisconsin Statutes. (2) No vehicle shall exceed noted speed limits on the following county trunk highways:

- (a) County Trunk Highway "A"
 - (1) **Unincorporated Village of Estesville, Town of Terry.** Thirty-five miles per hour from its junction with STH 78, in Estesville, southwesterly 0.35 miles.
 - (2) **City of Covington, Town of York.** Thirty-five miles per hour from its intersection with CTH "N" (Veterans Drive), easterly to a point 0.15 miles east of its intersection with Race Track Road.
- (b) County Trunk Highway "AB"
 - (1) **Town of Finis.** Thirty miles per hour from the bridge over the Yahara River located on a line common to sections 13 and 14, Town of Finis, southwesterly to USH 51.
 - (2) **Chestnut Road, City of Centerton.** Thirty miles per hour from the intersection of USH 51, easterly to Droster Road.

Sample municipal ordinance

Section 3. **SPEED LIMITS.** [Towns, Cities, and Villages] The _____ [Council or Village Board] hereby determines that the statutory speed limits on the following streets or portions thereof are unreasonable, unsafe and imprudent and modifies such speed limits as follows:

- (1) **SPEED LIMITS INCREASED.** Speed limits are increased as follows upon the following designated streets or portions thereof:
 - (a) Outlying Districts
45 miles per hour on _____ Avenue between _____ Street and the _____ [City or Village] limits;
- (2) **SPEED LIMITS DECREASED.** With the approval of the Wisconsin Department of Transportation, the speed limits are decreased as hereinafter set forth upon the following highways or portions thereof:
 - (a) Semi-Urban Districts
25 miles per hour on _____ Road between County Trunk _____ and the _____ [City or Village] Limits;
30 miles per hour on _____ Road between County Trunk _____ and the limits

Sample amendment to a speed ordinance

AMENDING CHAPTER 1 OF THE BADGER COUNTY CODE OF ORDINANCES SPEED LIMIT CHANGES

The County Board of Supervisors of the County of Badger does ordain as follows:

ARTICLE 1. Unless otherwise expressly stated herein, all references to section and chapter numbers are to those of the Badger County Code of Ordinances.

ARTICLE 2. Section (2)(b)(2) is created to read as follows:

- 1) Chestnut Road, City of Centerton. Twenty-five miles per hour from its intersection with USH 51 to its intersection with Winona Drive.

Sample speed limit ordinances Local boards of elected officials must adopt speed limits in ordinance form. Here are sample ordinances for county and municipal governments. Local ordinances also may include details on forfeitures and law enforcement authority. The ordinance should be reviewed by the agency's attorney.

References

Wisconsin Statewide Speed Management Guidelines, WisDOT, June 2009

Speed Management Safety, FHWA resource website at <http://safety.fhwa.dot.gov/speedmgmt/>

Evaluation of Criteria for Setting Advisory Speed on Curves, Mashrur A. Chowdhury, Davey L. Warren, Howard Bissell, & Sunil Taori, Transportation Research Board Paper No. 980133, January 11-15, 1998, 21 pp.

Factors Affecting Speed Variance and Its Influence on Accidents, Nicholas J. Garber & Ravi Gadiraju, Transportation Research Record 1213, Transportation Research Board, 1998, 10 pp.

A Policy on Geometric Design of Highways and Streets, AASHTO, 2004, pp 66-72.

Spot Speed Studies, Ch.3 of Manual of Transportation Engineering Studies, Institute of Transportation Engineers, H. Douglas Robertson, Ed., 2000, pp 33-51.

Revised 12/2009 © Wisconsin Transportation Information Center (TIC). Wisconsin Transportation Bulletin is a series of fact sheets with information for local town, municipal and county officials on street and highway design, construction, maintenance, and management. WTB fact sheets are produced and distributed by the Wisconsin Transportation Information Center LTAP, a project of the University of Wisconsin-Madison, Department of Engineering Professional Development, funded by the Federal Highway Administration and the Wisconsin Department of Transportation. UW-Madison provides equal opportunities in employment and programming, including Title IX requirements.



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Memo to City of Lake Geneva

To: Tom Earle, Director of Public Works

Date: August 15, 2024

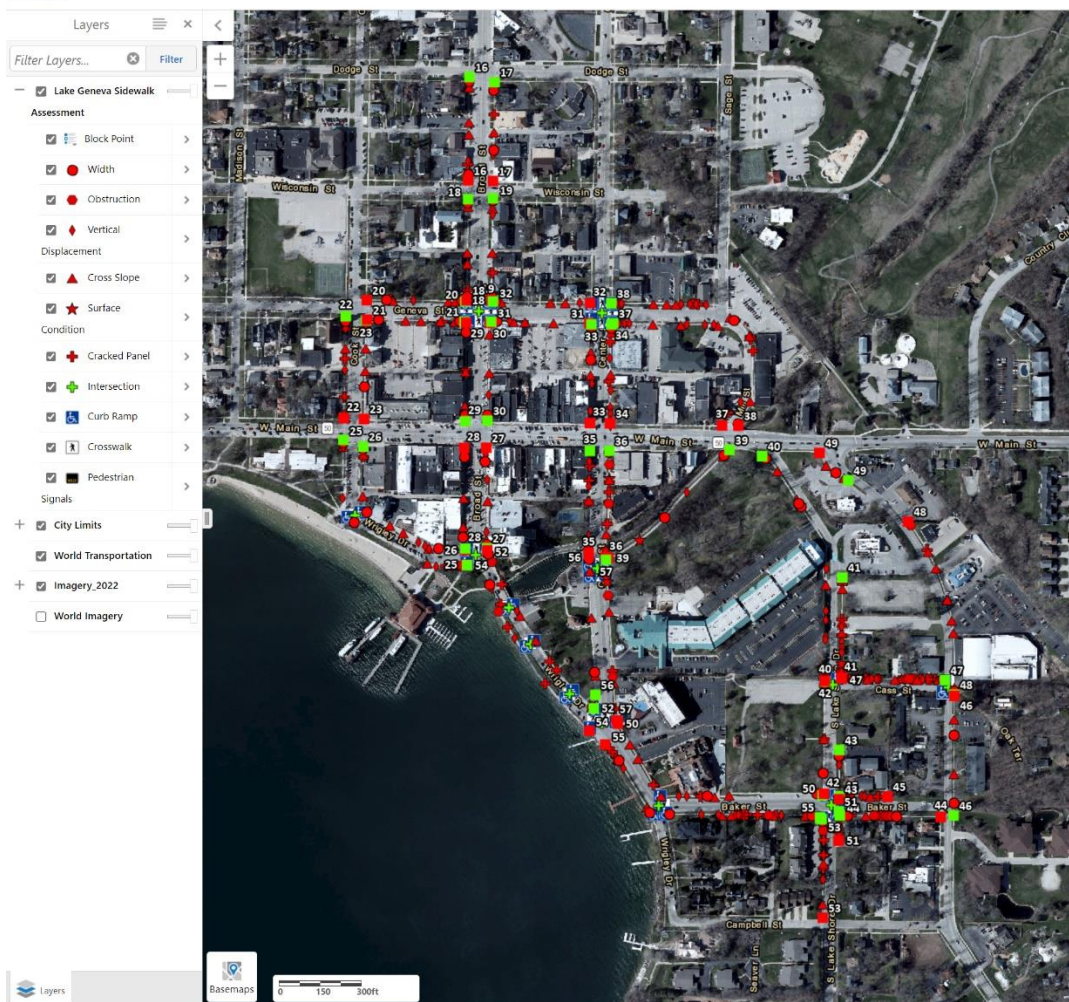
From: Naomi Rauch, P.E.
262-758-6032

CC: Kassandra Vina, City of Lake Geneva

Subject: Sidewalk Evaluation

All data has been gathered for the first phase. Data is being reviewed and a composite score will be calculated for each block and intersection. See data gathered below:

Sidewalk Assessment
Lake Geneva





**Update on Intersection of Townline Rd and Edwards Blvd.
WisDOT Project 3180-07-71**

August 2024

The WisDOT is in the process of Engineering for the STH 120/Edwards Blvd resurfacing project. The project extends from Main St, STH 50 to the Townline Rd intersection.

In Sept 2023 PWC approved the project to include repair of a section of our bike path adjacent to Wal Mart for apx. \$10,000. In October 2023 PWC approved the addition of a 6" curb along the Taco Bell section to alleviate vehicles from crossing the median illegally for apx. \$25,000. These items will be added to the project at the City's expense according to the State of WI/City of Lake Geneva Funding Agreement. (SMFA).

PWC also directed Staff to pursue an SISP (Signals and ITS Stand Alone projects) Grant for the installation of a traffic signal on the Townline Rd intersection, this is a 90%-10% split. WisDOT has allowed the installation but will not participate in funding as it does not enhance traffic flow on the State Highway, it would benefit the City crossroad only. The grant is competitive and not guaranteed, therefore if the grant is not awarded, the City would be able to either fund the signal by itself or other means or abandon the signal altogether.

The signal engineering would include improvements to the intersection involving traffic, pedestrian and ADA requirements.

Currently the City is awaiting further information from WisDOT regarding the project.

The current SMFA is attached. The revised SMFA with the addition of the items referenced above and the traffic signal is also included and being reviewed by the Mayor and will most likely be on an upcoming FLR Agenda.

Respectfully submitted;

Tom Earle, DPW



**STATE/MUNICIPAL FINANCIAL
AGREEMENT FOR A STATE- LET
HIGHWAY PROJECT**

Date: October 30, 2022
I.D.: 3180-07-01/71
Road Name: **EDWARDS BLVD (STH 120)**
Title: C LAKE GENEVA, EDWARDS BLVD
Limits: TOWNLINE RD TO STH 50
County: Walworth
Roadway Length: 0.78 miles

The signatory **City of Lake Geneva**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Improvement of connecting highway

Proposed Improvement - Nature of work: As determined by project scoping.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: A nominal amount is included to cover items in paragraph 4 (to be adjusted in the final plan). Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, decorative elements

TABLE 1: SUMMARY OF COSTS

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	% *
Preliminary Engineering: Plan Development	\$ 201,300	\$ 150,975	75%	\$ 50,325	25%
Real Estate Acquisition: Acquisition		\$ -	100%	\$ -	0%
Compensable Utilities	\$ -	\$ -	0%	\$ -	100%
Construction: Participating	\$ 2,426,000	\$ 2,426,000	100%	\$ -	0%
Non-Participating	\$ 5,000	\$ -	0%	\$ 5,000	100%
Total Cost Distribution	\$ 2,632,300	\$ 2,576,975		\$ 55,325	

1 Estimates include construction engineering

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages [2] – [3]); is made by the undersigned under proper authority to make such request for the designated Municipality, upon signature by the State, and delivery to the Municipality. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

Signed for and in behalf of the City of Lake Geneva (please sign in blue ink)	
Name (print) <u>David Nord</u>	Title <u>City Administrator</u>
Signature <u>David Nord</u>	Date <u>November 14, 2022</u>
Signed for and in behalf of the State (please sign in blue ink)	
Name <u>Tony Barth</u>	Title <u>WisDOT SE Region Planning Chief</u>
Signature <u>Tony J Barth</u>	Date <u>11/14/2022</u>

TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.
2. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
 - (a) Design engineering and state review services.
 - (b) Real Estate necessitated for the improvement.
 - (c) Compensable utility adjustment and railroad force work necessitated for the project.
 - (d) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
 - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
 - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
 - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
 - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
 - (i) Replacement of existing driveways, in kind, necessitated by the project.
 - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
3. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following items:

- (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
 - (c) Roadway and bridge width in excess of standards.
 - (d) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
 - (e) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
 - (f) Parking lane costs.
 - (g) Coordinate, clean up, and fund any hazardous materials encountered during construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
 - (h) Damages to abutting property due to change in street or sidewalk widths, grades, or drainage.
 - (i) Conditioning, if required, and maintenance of detour routes.
 - (j) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
4. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
 5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
 6. The work will be administered by the State and may include items not eligible for federal/state participation.
 7. The Municipality shall assume general responsibility for all public information and public relations for the project and to make a fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the projects.
 8. Basis for local participation:
 - (a) Funding for preliminary engineering for a connecting highway 75% State 25% Municipal based on the Department's policy for connecting highways.
 - (b) Funding for real estate required for standard roadway construction, 100% State
 - (c) Funding for construction of standard roadway items – 100% State.
 - (d) Funding for non-participating items 100% Municipality.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right-of-way, or participate in construction of a project that merits local involvement.



1st Revision
**STATE/MUNICIPAL FINANCIAL
 AGREEMENT FOR A STATE- LET
 HIGHWAY PROJECT**

This agreement supersedes the agreement signed by the Municipality on 11/14/2022 and signed by the State on 11/14/2022

Revised Date: July 29, 2024
 Date: October 30, 2022
 I.D.:3180-07-01/21/71
 Road Name: **EDWARDS BLVD (STH 120)**
 Title: C LAKE GENEVA, EDWARDS LBVD
 Limits: TOWNLINE RD TO STH 50
 County: WALWORTH
 Roadway Length: 0.78 MILES

The signatory **City of Lake Geneva**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Improvement of a connecting highway.

Proposed Improvement - Nature of work: As determined by project scoping.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: A nominal amount is included to cover items in paragraph 4 (to be adjusted in the final plan). Items to be 100% locally funded could include, but may not be limited to, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, decorative elements, New Signal at Edwards and Townline Rd and removal and replacement of; (Median Barrier at Taco Bell/Starbucks Entrance) and (Bike path south of Walmart Entrance).

TABLE 1: SUMMARY OF COSTS

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	% *
Preliminary Engineering: Plan Development	\$ 355,000	\$ 266,250	75%	\$ 88,750	25%
Real Estate Acquisition: Acquisition	\$ 45,000	\$ 45,000	100%	\$ -	0%
Compensable Utilities	\$ -	\$ -	0%	\$ -	100%
Construction: Participating	\$ 2,700,000	\$ 2,700,000	100%	\$ -	0%
Non-Participating	\$ 445,000	\$ -	0%	\$ 445,000	100%
Total Cost Distribution	\$ 3,545,000	\$ 3,011,250		\$ 533,750	

1 Estimates include construction engineering

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages [2] – [3]); is made by the undersigned under proper authority to make such request for the designated Municipality, upon signature by the State, and delivery to the Municipality. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal

Financial Agreement.

Signatures certify the content has not been altered by the municipality. Signed for and in behalf of the City of Lake Geneva (please sign in blue ink)	
Name (print)	Title
Signature	Date
Signed for and in behalf of the State (please sign in blue ink)	
Name Tony Barth	Title WisDOT SE Region Planning Chief
Signature	Date

TERMS AND CONDITIONS:

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.
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 - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
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 - (f) Parking lane costs.
 - (g) Coordinate, clean up, and fund any hazardous materials encountered during construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
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SPEED
LIMIT
30



Donian Park to Flat Iron Park Sidewalk





Lake Geneva Business Improvement District
Board of Directors Meeting
Wednesday, August 7, 2024 | 9:00 AM
Harbor Shores of Lake Geneva

AGENDA

1. Call to Order
2. Roll Call
3. Approval of Minutes from last meeting
4. Comments from the public as allowed by Wis. Stats. § 19.84 (2), limited to items on this agenda except for public hearing items. Comments will be limited to 3 minutes.
5. City News and Mayor Krause Update
6. Appearance of VISIT Lake Geneva
7. Treasurer Report
 - a. Balance Sheet
 - b. Budget vs Actuals
 - c. Pay Bills
8. Executive Director's Report
 - a. Lemonade Crawl Update
 - b. Maxwell Street Days Update
 - d. Oktoberfest Update
 - e. Beautification Update
9. Comments from the Board of Directors
10. New Business
11. Adjourn

This is a meeting of the Lake Geneva Downtown Business District Board of Directors.
No City Council action will be taken; however, a quorum of the Council may be present.