



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, SEPTEMBER 23, 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 August 26, 2024
5. **Staff Reports:**
 - a. Director of Public Works Report
 - b. Street Superintendent Report
 - c. Engineer Report
 - d. Parking Manager Report
6. Discussion/Recommendation regarding 2024 Streets Payment Request for Alternative #1 (Kapur/DPW)
7. Discussion/Recommendation regarding 2023 Streets Payment Request for Alternative #4 (Kapur)
8. Discussion/Recommendation regarding brush pickup once a month during summer (Straube)
9. Discussion/Recommendation regarding parking on North Street. (Yager)
10. Discussion/ Recommendation regarding 2025 Budget request (DPW)

11. Discussion/ Recommendation regarding Oak Terrace entrance. (Kapur)
12. Update regarding change of speed in front of Hillmoor to 25 Mph (Fesenmaier)
13. Update regarding alley off George Street (DPW)
14. Update regarding Townline and Edwards Boulevard intersection safety and solutions (Fesenmaier)
15. Update regarding native plantings in boulevards and city-owned property (Fesenmaier)
16. Discussion/Recommendation regarding on-street bike lanes (Fesenmaier)
17. Discussion/ Recommendation regarding crosswalk on Center Street adjacent to Brunk Pavilion (Hoiland).
18. Update regarding the condition of east and west portions of Bloomfield Road (Mayor Krause)
19. Update regarding the addition of bike racks and refinishing benches downtown (Fesenmaier)
20. Update regarding crosswalk and signs on Main Street near Donian Park (Fesenmaier)
21. Update regarding traffic control of intersections Geneva & Broad; Geneva & Center (DPW)
22. Update regarding Center Street and Interchange North (Kapur)
23. Update regarding stoplights and crosswalk buttons. (Fesenmaier)
24. Update regarding WisDot repairs on Main Street and planning for HWY 50 construction (DPW)
25. Update regarding adding stop sign to Harmony Drive at the Cadence Circle Intersection (Fesenmaier)
26. Discussion/Recommendation regarding snowplowing (Ames)
27. Discussion regarding ADA Recommendations and Our Safer Towns
28. Future Meeting Date: Monday, October 28, 2024

Agenda and Packet published on the website: Wednesday, October 23, 2024

29. Future Agenda Items

30. Adjournment

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

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE MINUTES
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

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

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

Comments from the public limited to 5 minutes, limited to items on this agenda

1. Linda Ahnet, 303 Oak Terrace voiced concerns regarding certain repairs in the 2024 street program.
2. Alfredo Luevano, 311 Oak Terrace voiced concerns regarding certain repairs in the 2024 street program.
3. Mike Smith, 367 Oak Terrace voiced concerns regarding certain repairs in the 2024 street program.
4. Mary Mueller, 348 Oak Terrace voiced concerns regarding certain repairs in the 2024 street program.
5. Paul Olsen, 367 Oak Terrace voiced concerns regarding certain repairs in the 2024 street program.
6. Mike Crager 367 Oak Terrace voiced concerns regarding certain repairs in the 2024 street program.
7. Sherri Ames 603 Center Street, spoke on item 15, stating the speed limit in front of Hillmoor should be changed. Ames also spoke on item 21, stating this should be thought about due to removal of parking spots and could be more dangerous.

Approval of the minutes from July 22, 2024 meeting
Motion by Hoiland to approve, second by Esposito.
Motion carried 4-0 on a voice vote. No further discussion.

Work Session Minutes from August 16, 2024
Motion by Yager to approve, second by Esposito.
Motion carried 4-0 on a voice vote. No further discussion.

Staff Reports:

Director of Public Works Report
Public Works Director Tom Earle was absent.
Superintendent Neil Waswo gave an overview of Earle's report that was included in the packet.

Street Superintendent Report
Waswo gave a brief overview of the Superintendent's report that was included in the packet.
Waswo further explained various topics on committee members request.

Engineer Report
Noami Rauch of Kapur gave a brief overview of her memorandum that was included in the packet.
Rauch further explained regulations on residents and commercial driveway entrances.
Committee members and Rauch discussed the responsibility of contractors to notify residents if they are not going to have access to their property.

Parking Manager Report
No Parking Manager report available.

Review of the proposed construction of the Big Foot Lift Station Forcemain Replacement Project, per Ordinance 78-8(5).

Josh Gajewski, Utility Director, gave an overview of the Big Foot Lift Station Forcemain Replacement project. Gajewski stated the project is anticipated to start December 15, 2024. PTS Contractors was the awarded contractor for Bid Amount \$1,152,700.00

Fesenmaier referred the public to the last Utility Commission meeting for more bid information regarding the project.

Motion by Hoiland to approve Big Foot Lift Station Forcemain replacement per ordinance 78-8(5), second by Yager.

Motion carried 4-0 on a voice vote.

No further discussion.

Discussion/ recommendation regarding 2025 Budget request (DPW).

Nothing to report expected in Septemeber.

Discussion/Recommendation regarding stoplights and crosswalk buttons. (Fesenmaier)

Committee members and Waswo discussed pricing to deactivate pedestrian push buttons and reprogram traffic signals to activate walk signals.

Waswo explained the price to upgrade software and install cameras in order to remove pedestrian push buttons is estimated to be \$22,000 per intersection.

Motion by Yager to disable pedestrian push buttons and reprogram on all four intersections: Main and Cook, Main and Center, Main and Broad, Main and Wrigley and removal of signs. Second, by Esposito.

Motion carried 4-1 on a voice vote.

No further discussion.

Discussion/Recommendation regarding crosswalk and signs on Main Street near Donian Park.

Committee members and Waswo discussed replacement of flashing beacons and temporary fixes.

Motion by Fesenmaier to send to FLR for funding source up to \$20,000, Second Yager.

Motion carried 4-0 on a voice vote.

No further discussion.

Discussion/ Recommendation regarding traffic control of intersections Geneva & Broad; Geneva & Center (DPW).

Committee members and Waswo discussed comparisons of different scenarios of bump outs, referring to examples that were included the packet.

Waswo further explained the use of hot paint and priority areas needing to be repainted.

Committee members and Waswo further discussed hot painting throughout the city.

Discussion/recommendation regarding Center Street and Interchange North (Kapur).

Rauch gave an overview of Alternative 1 and Alternative 3.

Committee members and Rauch further discussed Walworth County incorporating Alternative 1 & 3 into their project at the City cost.

Motion by Yager to add Alternative 1 to the 2025 budget, second by Hoiland.

Motion carried 4-0 on a voice vote.

Motion by Yager to include engineering fees for Alternative 3 in 2025 budget, second by Esposito.

Motion carried 4-0 on a voice vote.

No further discussion.

Discussion/ Recommendation regarding adding stop signs to Harmony Drive at the Cadence Circle Intersection (Fesenmaier).

Motion by Fesenmaier to add stop signs at Harmony Drive at Cadence Circle intersection and to recommend to FLR. Second By Esposito.

Motion carried 4-0 on a voice vote. No further discussion.

Discussion/ Recommendation regarding WisDOT repairs on Main Street and planning for HWY 50 construction update (DPW).

Committee members and Waswo discussed price and repatching of 3 areas Warren to Maxwell, Cook and Main,

Main near Donian.

Fesenmaier motion to send to FLR to find a funding source for 3 patches, second by Yager.
Motion carried 4-0 on a voice vote. No further discussion.

Discussion/Recommendation regarding changing the speed limit in front of Hillmoor to 25 MPH (Fesenmaier).

Fesenmaier and Rauch discussed regulations on lowering the speed limit.

Motion by Fesenmaier to send a petition to the state to lower the speed limit in front of Hillmoor to 25 mph, second by Esposito.

Motion carried 4-0 on a voice vote. No further discussion.

Discussion/Recommendation regarding Sidewalk Assessment/Evaluation and Sidewalk Inventory (Kapur).

Rauch discussed the current sidewalk evaluation that was included in the packet.

Discussion/ Recommendation regarding alley off George Street (DPW).

Committee members and Rauch discussed repairing and vacating the alley; property owners would become responsible for maintenance.

Motion by Yager to repair and vacate property second by Esposito.

Motion carried 4-0 on a voice vote. No further discussion.

Discussion/ Recommendation regarding Townline and Edwards Boulevard intersection safety and solutions (Fesenmaier)

Fesenmaier and Rauch discussed grant possibilities. Rauch asks for more time to review further grant options. Hoiland requests a price comparison between a round about and a traffic stop light.

Discussion/ Recommendation regarding native plantings in boulevards and city-owned property (Fesenmaier).

Committee members discussed possible grants options for plantings in boulevards. Waswo discussed potential areas that would be beneficial for native plantings, such as Park Row.

Motion by Esposito for DPW to prepare plan for the boulevards from Madison to Maxwell, and to include in the 2025 budget, Second, Straube.

Motion carried 4-0 on a voice vote. No further discussion.

Discussion/ Recommendation regarding on-street bike lanes (Fesenmaier).

Continue to next month agenda.

Discussion/ Recommendation regarding crosswalk on Center Street adjacent to Brunk Pavilion (Hoiland).

Hoiland discusses the benefits of a potential crosswalk addition from Donain Park to Brunk Pavillion and, suggested possibly changing parallel parking stalls into angel parking stalls.

Waswo and Kapur further explained restrictions on parking near a sidewalk.

Motion by Esposito for Rauch to draw a plan including potential crosswalk and angel parking stalls, second by Hoiland.

Motion carried 4-0 on a voice vote. No further discussion.

Discussion regarding the condition of east and west portions of Bloomfield Road (Mayor Krause).

Mayor Krause and committee members discussed repairing certain sections of Bloomfield Road.

Krause stated he would make an attempt to speak with Bloomfield Township.

Discussion regarding Cobb Park (Mayor Krause).

Mayor Krause discusses speaking with Town of Geneva Chairman Mr. Kopecky regarding a potential land dedication for Center Street intersection.

Committee members and Krause briefly discussed park usage.

Krause further explained removing Cobb Park discussion from the Public works Committee and discussing it at the Park Board.

Discussion regarding addition bike racks and refinishing benches in downtown (Fesenmaier).

Committee members and Waswo discussed a possible accomodation to donation policy to accommodate a bike rack donation and potential bike rentals.

Future Meeting Date: September 23, 2024

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

Future Agenda Items:

- Wells Street/Oak terrace
- No parking possibly on one side of North Street
- Brush p/u once a month in the summer

Adjournment

Motion by Yager to adjourn at 5:58 pm, second by Esposito.
Motion carried 4-0.

*Kassandra Vina
DPW Administrative Assistant*

These minutes are unofficial until approved by the committee.



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

PUBLIC WORKS OFFICE & ADMINISTRATION

- Meet with Kapur regarding Int North project
- Discuss Hwy 50 with LGUC and WisDOT
- Discuss with UC Director, Haskins St culvert repair
- Meet with Engineer regarding Haskins culverts several times
- Discuss and observe potential issue of Long Eared Bats in river crossings on Hwy 50 project
- Meet with WisDOT regarding Hwy 120.
- Attend 2024 Wisconsin Cemetery Alliance, 3 day conference
- DPW participated in DOT/County info exchange. Ongoing
- DPW continues to work on ADA compliance areas, Main St. area.
- Accept RFP's for Lions Den posts and player bench concrete.
- Accept RFP's for City Hall carpet
- (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. Look into previous reduction.
- DPW is currently awaiting the delivery of replacement leaf wagon. 1 year.
- Discuss Riv fountain lighting and Main St pond with BC
- Attend DRT meetings.
- Attend Staff meetings.
- Currently working on ~~13 15 16~~, 11 CIP projects
- Meet with Park Super regarding Park Board and Cemetery Board items
- Assist City Engineer with multiple projects. Including 2024 Street Improvement, sea wall and spillway.
- Consider road salt MOU with WalCO
- Summer ops in full swing, starting transition to fall
- 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. Discuss with Alders
- 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
- 2025 Budget, meet with Admin and Comptroller
- Attend storm water quality seminar
- Meet with Mayor concerning Vets Park buildings
- 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, discuss with cemetery Board Chair



City of Lake Geneva

Department of Public Works

1065 Carey St.
Lake Geneva, WI 53147
262.248.6644

- Address several ADA issues around downtown area
- Review ROW permits
- Meet with Alder Yager and Park Super
- Daily activities, signage, roads, salt allocation, salt application seminars, etc.
- Meet with Bloomfield DPW regarding Townline Rd. No action as of yet.
- Discuss with Police Chief several issues including detours for emergency road issues
- Meet with several sales execs regarding equipment, ERF
- Start specifications for replacement of Wheel loader and main blower in early 2025.
- Discuss Tier info with Lakeside IH regarding motors on new plows. Several times
- Investigate DEF issues on several pieces of equipment. 2 heavy plows. Ongoing
- Balcony for fuel delivery, monitoring issue begun
- Meet with designer/engineer on salt shed addition. Ongoing, scan complete
- Look into possible changes in Geneva St intersections at Broad and Center Streets. Ongoing



DPW September Operational Report

Crews have been filling potholes weekly.

Staff have been busy setting up and cleaning up the end of summer festivals and walks.

Crews have been working on replacing fence post at 4 seasons.

2024 road program is well underway. Staff have been working with contractors and Kapur throughout the project.

Marked out sidewalks for replacement or grinding downtown and around the parks.

Working on sidewalk replacements and repairs.

DPW took delivery of the new skid steer and mowing head.

Forestry crew have been trimming trees.

Was busy with the GLEA and the algae bloom in Geneva Lake.

Staff have been working on some storm drain repairs throughout the city.

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

Staff have been getting leaf wagons ready for the fall curbside pickup.

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 have been running recently purchased tub grinder.

Staff are out painting yellow curbs and no parking zones.

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

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

Crews have been busy mowing.

Staff attended Tapco Traffic and Parking webinars.

Working on hot paint project at selected intersections.



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DPW has lost all seasonal help for the mowing crew this year.

Still have Lakefront help on the weekends.

Staff have compiling items from all departments for auction.

Crew have been out shouldering edges of the road throughout the city.

Staff removed push button signs and had TAPCO deactivate the push buttons for the downtown cross walks.

Staff removed the purple martin callers as requested by Avian members.

Crews completed this year's centerline painting with the county painting crew.



City of Lake Geneva

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Memo to City of Lake Geneva

To: Tom Earle, Director of Public Works **Date:** September 12, 2024

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

CC: Kassandra Vina, City of Lake Geneva

Subject: Kapur Updates – September 2024 PWC

2024 Street Program

Construction continues. Boat Parking Lot is under construction. Concrete pouring anticipated on Friday September 13th. Sidewalk on Edwards Blvd also to be poured in near future. Payment Request #1 has been submitted by the contractor. The improvements at Oak Terrace is on the agenda to be discussed.

Geneva Lake Dam

Work is progressing as planned. Concrete repairs were being completed this week. Water level continues to be kept below spillway to facilitate construction in the dry.



MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Neil Waswo, Tom Earle
From: Bridget Barry, Mumangi Nyangureta
CC: Naomi Rauch, Mike Timmers
Date: September 12, 2024
Re: Pay Request #1 for 2024 Lake Geneva Street Program

A review of the Request for **Payment No. 1** from **Wolf Paving** for the **2024 Lake Geneva Street Program** construction contract has been completed.

Payment in the amount of **\$245,866.54** for this payment request has been recommended for approval by the Construction Manager on site.

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

Payment amounts are broken up as follows:

	<u>New Invoice Amount</u>	<u>Previously Invoiced</u>	<u>Total</u>
Invoiced	\$258,806.88	\$0.00	\$258,806.88
Retainage (5% until 50% complete)	(\$12,940.34)	(\$0.00)	(\$12,940.34)
Total Approved for Payment	\$245,866.54	\$0.00	\$245,866.54

Contract Base Bid, based on plan quantities:

\$796,992.95

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

Please send Payment to: **Wolf Paving**

Attention:

Jay Trepanier
1320 Walnut Ridge Dr.
Suite 100
Harland, WI 53029



Application For Payment
Change Order Summary

1. ORIGINAL CONTRACT PRICE.....	\$	\$796,992.95
2. Net change by Change Orders.....	\$	
3. Current Contract Price (Line 1 ± 2).....	\$	\$796,992.95
4. TOTAL COMPLETED AND STORED TO DATE (Column F total on Progress Estimates).....	\$	\$258,806.88
5. RETAINAGE:		
a. 5% X \$258,806.88 Work Completed.....	\$	\$12,940.34
b. X _____ Stored Material.....	\$	
c. Total Retainage (Line 5.a + Line 5.b).....	\$	\$12,940.34
6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5.c).....	\$	\$245,866.54
7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application).....	\$	
8. AMOUNT DUE THIS APPLICATION.....	\$	\$245,866.54
9. BALANCE TO FINISH, PLUS RETAINAGE (Column G total on Progress Estimates + Line 5.c above).....	\$	\$12,940.34

The undersigned Contractor certifies, to the best of its knowledge, the following:

- (1) All previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with the Work covered by prior Applications for Payment;
- (2) Title to all Work, materials and equipment incorporated in said Work, or otherwise listed in or covered by this Application for Payment, will pass to Owner at time of payment free and clear of all Liens, security interests, and encumbrances (except such as are covered by a bond acceptable to Owner indemnifying Owner against any such Liens, security interest, or encumbrances); and
- (3) All the Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

EJCDC® C-620 Contractor's Application for Payment
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POND VIEW LN (AT DODGE ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir #1	Qty to Date	\$ Paid to Date
204.0110	Removing Asphaltic Surface (Driveways)	SY	20	\$ 11.00	\$ 220.00	12.00	12.00	\$ 132.00
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1755	\$ 4.35	\$ 7,634.25	1,356.78	1356.78	\$ 5,901.99
204.0150	Removing Curb & Gutter	LF	88	\$ 6.00	\$ 528.00	82.00	82.00	\$ 492.00
205.0100	Excavation Common - EBS (Undistributed)	CY	120	\$ 15.00	\$ 1,800.00	3.20	3.20	\$ 48.00
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	100	\$ 19.00	\$ 1,900.00	4.15	4.15	\$ 78.85
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	120	\$ 19.00	\$ 2,280.00	4.49	4.49	\$ 85.31
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack coat (455.0605)	TON	265	\$ 82.00	\$ 21,730.00	-	0.00	\$ -
465.0110	Asphaltic Surface Patching	TON	24	\$ 240.00	\$ 5,760.00	3.85	3.85	\$ 924.00
465.0120	Asphalt Surface Driveways	TON	5	\$ 185.00	\$ 925.00	1.85	1.85	\$ 342.25
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	88	\$ 63.00	\$ 5,544.00	82.00	82.00	\$ 5,166.00
611.8105	Adjusting Catch Basin Covers	EACH	1	\$ 750.00	\$ 750.00	-	0.00	\$ -
611.8110	Adjusting Manhole Covers	EACH	3	\$ 900.00	\$ 2,700.00	2.00	2.00	\$ 1,800.00
628.7020	Inlet Protection Type D	EACH	5	\$ 145.00	\$ 725.00	5.00	5.00	\$ 725.00
630.0500	Seed Water	MGAL	2	\$ 80.00	\$ 160.00	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	203	\$ 1.75	\$ 355.25	-	0.00	\$ -
690.0250	Sawing Concrete	LF	30	\$ 2.35	\$ 70.50	-	0.00	\$ -
SPV.0060.01	Adjusting Valve Boxes	EACH	2	\$ 250.00	\$ 500.00	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 16,000.00	\$ 16,000.00	1.00	1.00	\$ 16,000.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	40	\$ 7.80	\$ 312.00	-	0.00	\$ -
SPV.0180.02	Geotextile NX750 (Undistributed)	SY	355	\$ 5.00	\$ 1,775.00	12.00	12.00	\$ 60.00
POND VIEW LN SUBTOTAL					\$ 71,669.00	Paid to Date		\$ 31,755.40
Subtotal \$ per Estimate - Pond View Ln					\$ 31,755.40			

DODGE ST (BETWEEN POND VIEW LN / MCDONALD RD)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir #1	Qty to Date	\$ Paid to Date
204.0110	Removing Asphaltic Surface (Driveways)	SY	10	\$ 11.00	\$ 110.00	8.00	8.00	\$ 88.00
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1005	\$ 4.35	\$ 4,371.75	1,016.67	1016.67	\$ 4,422.51
204.0150	Removing Curb & Gutter	LF	55	\$ 6.00	\$ 330.00	58.00	58.00	\$ 348.00
205.0100	Excavation Common - EBS (Undistributed)	CY	70	\$ 15.00	\$ 1,050.00	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	55	\$ 19.00	\$ 1,045.00	-	0.00	\$ -
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	70	\$ 19.00	\$ 1,330.00	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack coat (455.0605)	TON	155	\$ 90.00	\$ 13,950.00	-	0.00	\$ -
465.0110	Asphaltic Surface Patching	TON	14	\$ 285.00	\$ 3,990.00	1.30	1.30	\$ 370.50
465.0120	Asphalt Surface Driveways	TON	5	\$ 485.00	\$ 2,425.00	1.25	1.25	\$ 606.25
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	55	\$ 64.00	\$ 3,520.00	58.00	58.00	\$ 3,712.00
611.8105	Adjusting Catch Basin Covers	EACH	1	\$ 750.00	\$ 750.00	-	0.00	\$ -
611.8110	Adjusting Manhole Covers	EACH	6	\$ 900.00	\$ 5,400.00	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	5	\$ 145.00	\$ 725.00	5.00	5.00	\$ 725.00
630.0500	Seed Water	MGAL	1	\$ 80.00	\$ 80.00	-	0.00	\$ -
646.1020	Marking Line Epoxy 4-Inch (Yellow)	LF	630	\$ 5.50	\$ 3,465.00	-	0.00	\$ -
646.6120	Marking Stop Line Epoxy 18-Inch	LF	14	\$ 22.00	\$ 308.00	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	153	\$ 1.75	\$ 267.75	-	0.00	\$ -
690.0250	Sawing Concrete	LF	15	\$ 2.35	\$ 35.25	-	0.00	\$ -
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$ 250.00	\$ 250.00	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 7,000.00	\$ 7,000.00	1.00	1.00	\$ 7,000.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	25	\$ 19.80	\$ 495.00	-	0.00	\$ -
SPV.0180.02	Geotextile NX750 (Undistributed)	SY	200	\$ 5.00	\$ 1,000.00	-	0.00	\$ -
DODGE ST SUBTOTAL					\$ 51,897.75	Paid to Date		\$ 17,272.26
Subtotal \$ per Estimate - Dodge St					\$ 17,272.26			

CIRCLE DR (AT MILLER RD)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir #1	Qty to Date	\$ Paid to Date
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204.0100	Removing Concrete Pavement (Driveways)	SY	20	\$ 11.00	\$ 220.00	27.00	27.00	\$ 297.00
204.0110	Removing Asphaltic Surface (Driveways)	SY	25	\$ 11.00	\$ 275.00	18.00	18.00	\$ 198.00
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1285	\$ 4.35	\$ 5,589.75	1,356.78	1356.78	\$ 5,901.99
204.0150	Removing Curb & Gutter	LF	290	\$ 6.00	\$ 1,740.00	290.00	290.00	\$ 1,740.00
205.0100	Excavation Common - EBS (Undistributed)	CY	90	\$ 15.00	\$ 1,350.00	16.00	16.00	\$ 240.00
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	75	\$ 19.00	\$ 1,425.00	26.86	26.86	\$ 510.34
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	85	\$ 19.00	\$ 1,615.00	21.12	21.12	\$ 401.28
416.0160	Concrete Driveway 6-Inch	SY	20	\$ 78.00	\$ 1,560.00	27.00	27.00	\$ 2,106.00
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack coat (455.0605)	TON	155	\$ 85.00	\$ 13,175.00	-	0.00	\$ -
465.0110	Asphaltic Surface Patching	TON	24	\$ 240.00	\$ 5,760.00	12.73	12.73	\$ 3,055.20
465.0120	Asphalt Surface Driveways	TON	25	\$ 185.00	\$ 4,625.00	-	0.00	\$ -
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	290	\$ 61.00	\$ 17,690.00	290.00	290.00	\$ 17,690.00
611.8105	Adjusting Catch Basin Covers	EACH	2	\$ 750.00	\$ 1,500.00	2.00	2.00	\$ 1,500.00
611.8110	Adjusting Manhole Covers	EACH	2	\$ 900.00	\$ 1,800.00	2.00	2.00	\$ 1,800.00
628.7020	Inlet Protection Type D	EACH	2	\$ 145.00	\$ 290.00	2.00	2.00	\$ 290.00
630.0500	Seed Water	MGAL	6	\$ 80.00	\$ 480.00	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	422	\$ 1.75	\$ 738.50	-	0.00	\$ -
690.0250	Sawing Concrete	LF	66	\$ 2.35	\$ 155.10	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 7,500.00	\$ 7,500.00	1.00	1.00	\$ 7,500.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	150	\$ 7.80	\$ 1,170.00	-	0.00	\$ -
SPV.0180.02	Geotextile NX750 (Undistributed)	SY	260	\$ 5.00	\$ 1,300.00	-	0.00	\$ -
CIRCLE DR SUBTOTAL				\$	69,958.35	Paid to Date		\$ 43,229.81
Subtotal \$ per Estimate - Circle Dr						\$ 43,229.81		

HENRY ST (BETWEEN WILLIAMS ST / CENTER ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir	Qty to Date	\$ Paid to Date
						#1		
204.0110	Removing Asphaltic Surface - FULL DEPTH	SY	40	\$ 11.00	\$ 440.00	15.60	15.60	\$ 171.60
204.0150	Removing Curb & Gutter	LF	80	\$ 6.00	\$ 480.00	72.00	72.00	\$ 432.00
204.0155	Removing Concrete Sidewalk	SY	135	\$ 11.00	\$ 1,485.00	130.00	130.00	\$ 1,430.00
465.0110	Asphaltic Surface Patching	TON	4	\$ 680.00	\$ 2,720.00	8.37	8.37	\$ 5,691.60
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	80	\$ 67.00	\$ 5,360.00	72.00	72.00	\$ 4,824.00
602.0405	Concrete Sidewalk 4-Inch	SF	890	\$ 7.00	\$ 6,230.00	774.00	774.00	\$ 5,418.00
602.0415	Concrete Sidewalk 6-Inch	SF	290	\$ 8.00	\$ 2,320.00	340.00	340.00	\$ 2,720.00
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	20	\$ 55.00	\$ 1,100.00	20.00	20.00	\$ 1,100.00
611.8105	Adjusting Catch Basin Covers	EACH	2	\$ 750.00	\$ 1,500.00	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	4	\$ 145.00	\$ 580.00	4.00	4.00	\$ 580.00
630.0500	Seed Water	MGAL	6	\$ 80.00	\$ 480.00	-	0.00	\$ -
646.6120	Marking Stop Line Epoxy 18-Inch	LF	2	\$ 22.00	\$ 44.00	-	0.00	\$ -
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	30	\$ 18.00	\$ 540.00	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	220	\$ 1.75	\$ 385.00	-	0.00	\$ -
690.0250	Sawing Concrete	LF	120	\$ 2.35	\$ 282.00	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 3,000.00	\$ 3,000.00	1.00	1.00	\$ 3,000.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	140	\$ 7.80	\$ 1,092.00	-	0.00	\$ -
HENRY ST SUBTOTAL				\$	28,038.00	Paid to Date		\$ 25,367.20
Subtotal \$ per Estimate - Henry St						\$ 25,367.20		

NORTH ST (BETWEEN WARREN ST / MADISON ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir	Qty to Date	\$ Paid to Date
						#1		
204.0110	Removing Asphaltic Surface - FULL DEPTH	SY	45	\$ 11.00	\$ 495.00	20.00	20.00	\$ 220.00
204.0150	Removing Curb & Gutter	LF	210	\$ 6.00	\$ 1,260.00	178.00	178.00	\$ 1,068.00
204.0155	Remove Concrete Sidewalk	SY	105	\$ 11.00	\$ 1,155.00	99.00	99.00	\$ 1,089.00
465.0110	Asphaltic Surface Patching	TON	6	\$ 550.00	\$ 3,300.00	5.87	5.87	\$ 3,228.50
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	210	\$ 61.00	\$ 12,810.00	178.00	178.00	\$ 10,858.00
602.0405	Concrete Sidewalk 4-Inch	SF	1215	\$ 7.00	\$ 8,505.00	850.00	850.00	\$ 5,950.00
602.0415	Concrete Sidewalk 6-Inch	SF	25	\$ 8.00	\$ 200.00	365.00	365.00	\$ 2,920.00
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	80	\$ 55.00	\$ 4,400.00	80.00	80.00	\$ 4,400.00
611.8115	Adjusting Inlet Covers	EACH	2	\$ 750.00	\$ 1,500.00	1.00	1.00	\$ 750.00
628.7020	Inlet Protection Type D	EACH	2	\$ 145.00	\$ 290.00	2.00	2.00	\$ 290.00
630.0500	Seed Water	MGAL	3	\$ 80.00	\$ 240.00	-	0.00	\$ -
638.2102	Moving Signs Type II (Stop Sign)	EACH	2	\$ 285.00	\$ 570.00	-	0.00	\$ -
646.6120	Marking Stop Line Epoxy 18-Inch	LF	5	\$ 22.00	\$ 110.00	-	0.00	\$ -
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	25	\$ 18.00	\$ 450.00	-	0.00	\$ -

690.0150	Sawing Asphalt	LF	380	\$ 1.75	\$ 665.00		0.00	\$ -
690.0250	Sawing Concrete	LF	100	\$ 2.35	\$ 235.00		0.00	\$ -
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$ 250.00	\$ 250.00	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 4,000.00	\$ 4,000.00	1.00	1.00	\$ 4,000.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	55	\$ 7.80	\$ 429.00	-	0.00	\$ -
NORTH ST SUBTOTAL				\$ 40,864.00	Paid to Date \$ 34,773.50			
Subtotal \$ per Estimate - North St						\$ 34,773.50		

WELLS ST (BETWEEN CASS ST / CAMPBELL ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir	Qty to Date	\$ Paid to Date
						#1		
204.0100	Removing Concrete Pavement (Driveways)	SY	20	\$ 11.00	\$ 220.00	3.80	3.80	\$ 41.80
204.0110	Removing Asphaltic Surface - FULL DEPTH	SY	70	\$ 11.00	\$ 770.00	-	0.00	\$ -
204.0150	Removing Curb & Gutter	LF	210	\$ 6.00	\$ 1,260.00	189.00	189.00	\$ 1,134.00
204.0155	Remove Concrete Sidewalk	SY	65	\$ 11.00	\$ 715.00	8.00	8.00	\$ 88.00
205.0100	Excavation Common - EBS (Undistributed)	CY	2	\$ 100.00	\$ 200.00	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	3	\$ 100.00	\$ 300.00	-	0.00	\$ -
460.5223	HMA Pavement Type 3LT 58-28 S	TON	40	\$ 145.00	\$ 5,800.00	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack coat (455.0605)	TON	50	\$ 140.00	\$ 7,000.00	-	0.00	\$ -
465.0110	Asphaltic Surface Patching	TON	5	\$ 590.00	\$ 2,950.00	4.90	4.90	\$ 2,891.00
601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	30	\$ 77.00	\$ 2,310.00	-	0.00	\$ -
601.0410	Concrete Curb & Gutter 24-Inch Type D	LF	40	\$ 72.00	\$ 2,880.00	60.00	60.00	\$ 4,320.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	165	\$ 67.00	\$ 11,055.00	129.00	129.00	\$ 8,643.00
602.0405	Concrete Sidewalk 4-Inch	SF	1680	\$ 7.00	\$ 11,760.00	32.00	32.00	\$ 224.00
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	50	\$ 55.00	\$ 2,750.00	-	0.00	\$ -
611.8110	Adjusting Manhole Covers	EACH	1	\$ 900.00	\$ 900.00	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	4	\$ 145.00	\$ 580.00	4.00	4.00	\$ 580.00
630.0500	Seed Water	MGAL	4	\$ 80.00	\$ 320.00	-	0.00	\$ -
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	20	\$ 18.00	\$ 360.00	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	350	\$ 1.75	\$ 612.50	-	0.00	\$ -
690.0250	Sawing Concrete	LF	120	\$ 2.35	\$ 282.00	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 7,000.00	\$ 7,000.00	1.00	1.00	\$ 7,000.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	140	\$ 7.80	\$ 1,092.00	-	0.00	\$ -
DODGE ST SUBTOTAL				\$ 61,116.50	Paid to Date \$ 24,921.80			
Subtotal \$ per Estimate - Dodge St						\$ 24,921.80		

GEORGE ST / WHEELER ST ALLEYWAY (BETWEEN CTH H / TOLMAN ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir	Qty to Date	\$ Paid to Date
						#1		
204.0110	Removing Asphaltic Surface - FULL DEPTH	SY	30	\$ 15.00	\$ 450.00	23.00	23.00	\$ 345.00
204.0150	Removing Curb & Gutter	LF	30	\$ 15.00	\$ 450.00	31.00	31.00	\$ 465.00
204.0155	Removing Concrete Sidewalk	SY	20	\$ 15.00	\$ 300.00	19.00	19.00	\$ 285.00
416.0180	Concrete Driveway 8-Inch	SY	25	\$ 84.00	\$ 2,100.00	24.00	24.00	\$ 2,016.00
465.0110	Asphaltic Surface Patching	TON	4	\$ 750.00	\$ 3,000.00	6.79	6.79	\$ 5,092.50
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	30	\$ 84.00	\$ 2,520.00	31.00	31.00	\$ 2,604.00
602.0415	Concrete Sidewalk 6-Inch	SF	160	\$ 7.00	\$ 1,120.00	19.00	19.00	\$ 133.00
630.0500	Seed Water	MGAL	1	\$ 80.00	\$ 80.00	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	50	\$ 1.75	\$ 87.50	-	0.00	\$ -
690.0250	Sawing Concrete	LF	15	\$ 2.35	\$ 35.25	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 3,000.00	\$ 3,000.00	-	0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	10	\$ 19.80	\$ 198.00	-	0.00	\$ -
GEORGE ST / WHEELER ST ALLEYWAY SUBTOTAL				\$ 13,340.75	Paid to Date \$ 10,940.50			
Subtotal \$ per Estimate - George St / Wheeler St Alleyway						\$ 10,940.50		

NORTH ST / DODGE ST ALLEYWAY (BETWEEN COOK ST / BROAD ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir	Qty to Date	\$ Paid to Date
						#1		
204.0100	Removing Concrete Pavement (Driveways)	SY	25	\$ 15.00	\$ 375.00	-	0.00	\$ -
204.0110	Removing Asphaltic Surface - FULL DEPTH	SY	7	\$ 15.00	\$ 105.00	-	0.00	\$ -
204.0150	Removing Curb & Gutter	LF	30	\$ 15.00	\$ 450.00	-	0.00	\$ -
204.0155	Removing Concrete Sidewalk	SY	12	\$ 15.00	\$ 180.00	-	0.00	\$ -

416.0180	Concrete Driveway 8-Inch	SY	25	\$ 84.00	\$ 2,100.00		0.00	\$ -
465.0110	Asphaltic Surface Patching	TON	1	\$ 2,250.00	\$ 2,250.00		0.00	\$ -
601.0110	Concrete Curb Type D	LF	30	\$ 84.00	\$ 2,520.00		0.00	\$ -
602.0415	Concrete Sidewalk 6-Inch	SF	100	\$ 7.00	\$ 700.00		0.00	\$ -
630.0500	Seed Water	MGAL	1	\$ 80.00	\$ 80.00		0.00	\$ -
690.0150	Sawing Asphalt	LF	65	\$ 1.75	\$ 113.75		0.00	\$ -
690.0250	Sawing Concrete	LF	10	\$ 2.35	\$ 23.50		0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 3,000.00	\$ 3,000.00		0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	10	\$ 19.80	\$ 198.00		0.00	\$ -
NORTH ST / DODGE ST ALLEYWAY SUBTOTAL				\$	12,095.25	Paid to Date	\$	-
Subtotal \$ per Estimate - North St / Dodge St Alleyway				\$	-			

LAKE GENEVA BOAT PARKING LOT F								
Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir	Qty to Date	\$ Paid to Date
						#1		
204.0110	Removing Asphaltic Surface - FULL DEPTH	SY	2775	\$ 10.00	\$ 27,750.00	-	0.00	\$ -
204.0150	Removing Curb & Gutter	LF	360	\$ 6.00	\$ 2,160.00	-	0.00	\$ -
204.0155	Remove Concrete Sidewalk	SY	135	\$ 11.00	\$ 1,485.00	-	0.00	\$ -
205.0100	Excavation Common	CY	1317	\$ 15.00	\$ 19,755.00	-	0.00	\$ -
205.0100	Excavation Common - EBS (Undistributed)	CY	640	\$ 15.00	\$ 9,600.00	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1615	\$ 19.00	\$ 30,685.00	-	0.00	\$ -
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	1280	\$ 19.00	\$ 24,320.00	-	0.00	\$ -
416.0180	Concrete Driveway 8-Inch	SY	30	\$ 84.00	\$ 2,520.00	-	0.00	\$ -
460.5223	HMA Pavement Type 3LT 58-28 S	TON	391	\$ 81.00	\$ 31,671.00	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack coat (455.0605)	TON	309	\$ 87.00	\$ 26,883.00	-	0.00	\$ -
530.0110	Culvert Pipe Corrugated Polyethylene 10-Inch	LF	18	\$ 165.00	\$ 2,970.00	-	0.00	\$ -
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	360	\$ 66.00	\$ 23,760.00	-	0.00	\$ -
602.0405	Concrete Sidewalk 6-Inch	SF	1700	\$ 8.00	\$ 13,600.00	-	0.00	\$ -
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	10	\$ 55.00	\$ 550.00	-	0.00	\$ -
628.2004	Erosion Mat Urban Class I Type B (NON-NETTED)	SY	215	\$ 2.00	\$ 430.00	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	1	\$ 145.00	\$ 145.00	-	0.00	\$ -
630.0500	Seed Water	MGAL	15	\$ 80.00	\$ 1,200.00	-	0.00	\$ -
638.2102	Moving Signs Type II	EACH	1	\$ 285.00	\$ 285.00	-	0.00	\$ -
646.1020	Marking Line Epoxy 4-Inch (White)	LF	1280	\$ 5.50	\$ 7,040.00	-	0.00	\$ -
646.5020	Marking Arrow Epoxy	EACH	1	\$ 310.00	\$ 310.00	-	0.00	\$ -
646.5120	Marking Word Epoxy "ONLY"	EACH	1	\$ 325.00	\$ 325.00	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	115	\$ 1.75	\$ 201.25	-	0.00	\$ -
690.0250	Sawing Concrete	LF	32	\$ 2.35	\$ 75.20	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 22,000.00	\$ 22,000.00	-	0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	363	\$ 7.80	\$ 2,831.40	-	0.00	\$ -
SPV.0180.02	Geotextile NX750 (Undistributed)	SY	1375	\$ 5.00	\$ 6,875.00	-	0.00	\$ -
BOAT PARKING LOT F SUBTOTAL				\$	259,426.85	Paid to Date	\$	-
Subtotal \$ per Estimate - Lake Geneva Boat Parking Lot F				\$	-			

TOWNLINER ROAD BIKE PATH (BETWEEN HUDSON TRL / EDWARDS BLVD)								
Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir	Qty to Date	\$ Paid to Date
						#1		
204.0120	Removing Asphaltic Surface Milling (Full Depth 3" Minimum)	SY	485	\$ 16.00	\$ 7,760.00	1,380.00	1380.00	\$ 22,080.00
205.0100	Excavation Common	CY	210	\$ 15.00	\$ 3,150.00	-	0.00	\$ -
205.0100	Excavation Common - EBS (Undistributed)	CY	32	\$ 15.00	\$ 480.00	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	200	\$ 19.00	\$ 3,800.00	-	0.00	\$ -
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	64	\$ 19.00	\$ 1,216.00	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S (LIGHT LOAD - 12 TON MAX. PER TRUCK). Item also includes tack coat (455.0605)	TON	250	\$ 109.00	\$ 27,250.00	-	0.00	\$ -
628.1504	Silt Fence	LF	1575	\$ 1.80	\$ 2,835.00	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	2	\$ 145.00	\$ 290.00	-	0.00	\$ -
630.0500	Seed Water	MGAL	36	\$ 40.00	\$ 1,440.00	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 4,000.00	\$ 4,000.00	-	0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	840	\$ 7.80	\$ 6,552.00	-	0.00	\$ -
TOWNLINER ROAD BIKE PATH SUBTOTAL				\$	58,773.00	Paid to Date	\$	22,080.00
Subtotal \$ per Estimate - Townline Road Bike Path				\$	22,080.00			

GINO'S DRIVEWAY APRON - COMBINED								
Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir	Qty to Date	\$ Paid to Date
						#1		
204.0110	Removing Asphaltic Surface - FULL DEPTH	SY	195	\$ 11.00	\$ 2,145.00	-	0.00	\$ -
204.0150	Removing Curb & Gutter	LF	20	\$ 15.00	\$ 300.00	-	0.00	\$ -
204.0155	Remove Concrete Sidewalk	SY	41	\$ 15.00	\$ 615.00	-	0.00	\$ -
205.0100	Excavation Common - EBS (Undistributed)	CY	40	\$ 25.00	\$ 1,000.00	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	45	\$ 25.00	\$ 1,125.00	-	0.00	\$ -
416.0180	Concrete Driveway 8-Inch	SY	35	\$ 84.00	\$ 2,940.00	-	0.00	\$ -
460.5223	HMA Pavement Type 3LT 58-28 S	TON	16	\$ 195.00	\$ 3,120.00	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack coat (455.0605)	TON	13	\$ 225.00	\$ 2,925.00	-	0.00	\$ -
465.0110	Asphaltic Surface Patching	TON	9	\$ 960.00	\$ 8,640.00	-	0.00	\$ -
601.0411	Concrete Curb & Gutter 30-Inch	LF	100	\$ 79.00	\$ 7,900.00	-	0.00	\$ -
601.0600	Concrete Curb Pedestrian	LF	5	\$ 54.00	\$ 270.00	-	0.00	\$ -
602.0405	Concrete Sidewalk 4-Inch	SF	30	\$ 7.00	\$ 210.00	-	0.00	\$ -
602.0405	Concrete Sidewalk 6-Inch	SF	335	\$ 8.00	\$ 2,680.00	-	0.00	\$ -
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	10	\$ 55.00	\$ 550.00	-	0.00	\$ -
611.8115	Adjusting Inlet Covers	EACH	1	\$ 750.00	\$ 750.00	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	1	\$ 145.00	\$ 145.00	-	0.00	\$ -
630.0500	Seed Water	MGAL	1	\$ 80.00	\$ 80.00	-	0.00	\$ -
646.1020	Marking Line Epoxy 4-Inch (Yellow)	LF	40	\$ 5.50	\$ 220.00	-	0.00	\$ -
646.1020	Marking Line Epoxy 4-Inch (White)	LF	5	\$ 5.50	\$ 27.50	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	160	\$ 1.75	\$ 280.00	-	0.00	\$ -
690.0250	Sawing Concrete	LF	30	\$ 2.35	\$ 70.50	-	0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	10	\$ 19.80	\$ 198.00	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 4,500.00	\$ 4,500.00	-	0.00	\$ -
GINO'S DRIVEWAY APRON SUBTOTAL					\$ 40,691.00	-	Paid to Date	\$ -
Subtotal \$ per Estimate - Gino's Driveway Apron						\$ -		

SPRING ST / GROVE ST ALLEY								
Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir	Qty to Date	\$ Paid to Date
						#1		
204.0100	Removing Concrete Pavement (Driveways)	SY	25	\$ 11.00	\$ 275.00	5.10	5.10	\$ 56.10
204.0120	Removing Asphaltic Surface Milling (Full Depth 3" Minimum)	SY	720	\$ 11.00	\$ 7,920.00	745.30	745.30	\$ 8,198.30
204.0150	Removing Curb & Gutter	LF	80	\$ 15.00	\$ 1,200.00	76.00	76.00	\$ 1,140.00
204.0155	Removing Concrete Sidewalk	SY	20	\$ 15.00	\$ 300.00	16.00	16.00	\$ 240.00
205.0100	Excavation Common - EBS (Undistributed)	CY	2	\$ 100.00	\$ 200.00	100.00	100.00	\$ 10,000.00
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	3	\$ 100.00	\$ 300.00	89.42	89.42	\$ 8,942.00
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	3	\$ 100.00	\$ 300.00	83.37	83.37	\$ 8,337.00
416.0180	Concrete Driveway 8-Inch	SY	25	\$ 84.00	\$ 2,100.00	26.00	26.00	\$ 2,184.00
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack coat (455.0605)	TON	3	\$ 550.00	\$ 1,650.00	3.70	3.70	\$ 2,035.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	80	\$ 72.00	\$ 5,760.00	76.00	76.00	\$ 5,472.00
602.0415	Concrete Sidewalk 6-Inch	SF	160	\$ 8.00	\$ 1,280.00	84.00	84.00	\$ 672.00
630.0500	Seed Water	MGAL	2	\$ 40.00	\$ 80.00	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	270	\$ 1.75	\$ 472.50	-	0.00	\$ -
690.0250	Sawing Concrete	LF	270	\$ 2.35	\$ 634.50	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 4,500.00	\$ 4,500.00	-	0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	45	\$ 7.80	\$ 351.00	-	0.00	\$ -
SPV.0180.02	Geotextile NX750 (Undistributed)	SY	150	\$ 5.00	\$ 750.00	238.00	238.00	\$ 1,190.00
SPRING ST / GROVE ST ALLEY SUBTOTAL					\$ 28,073.00	-	Paid to Date	\$ 48,466.40
Subtotal \$ per Estimate - Spring St / Grove St Alley						\$ 48,466.40		

EDWARDS BLVD SIDEWALK								
Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	ntities per Estir	Qty to Date	\$ Paid to Date
						#1		
204.0155	Removing Concrete Sidewalk	SY	4	\$ 25.00	\$ 100.00	-	0.00	\$ -
205.0100	Excavation Common	CY	145	\$ 25.00	\$ 3,625.00	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	145	\$ 22.00	\$ 3,190.00	-	0.00	\$ -
602.0405	Concrete Sidewalk 4-Inch	SF	5825	\$ 7.00	\$ 40,775.00	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	3	\$ 145.00	\$ 435.00	-	0.00	\$ -
630.0500	Seed Water	MGAL	35	\$ 40.00	\$ 1,400.00	-	0.00	\$ -

638.2102	Moving Signs Type II (Stop Sign)	EACH	3	\$ 285.00	\$ 855.00	-	0.00	\$ -
690.0250	Sawing Concrete	LF	10	\$ 2.35	\$ 23.50	-	0.00	\$ -
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$ 250.00	\$ 250.00	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 4,000.00	\$ 4,000.00	-	0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40 (630.0140)	SY	820	\$ 7.80	\$ 6,396.00	-	0.00	\$ -
EDWARDS BLVD SIDEWALK SUBTOTAL				\$	61,049.50	-	Paid to Date	\$ -
Subtotal \$ per Estimate - Edwards Blvd Sidewalk				\$	-			

Subtotal \$ per Estimate	\$ 258,806.88
Retainage per Estimate	\$ (12,940.34)
Total Paid per Estimate	\$ 245,866.54

TOTAL - BASE BID				\$	796,992.95	id to Date	\$	258,806.88
						Less Retainage Held	\$	(12,940.34)
						L - Paid to Date, Less Retainage	\$	245,866.54

MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Tom Earle, Neil Waswo
From: Bridget Barry
CC: Naomi Rauch, Mike Timmers
Date: September 3rd, 2024
Re: Pay Request for 2023 Lake Geneva Street Program

A review of the Request for **Payment No. 4** from **Wolf Paving Co., Inc.** for the **2023 Lake Geneva Street Program** construction contract has been completed.

Payment in the amount of **\$20,377.34** for this payment request has been recommended for approval by the Construction Manager on site. The asphalt repairs on Horace Street have been completed. This will be the final pay application for this project.

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

Payment amounts are broken up as follows:

	New Invoice Amount	Previously Invoiced	Total
Invoiced	\$ 2,209.50	\$374,293.23	\$ 376,502.73
Retainage (5%, until 50% complete)	\$18,167.84	(\$18,167.84)	\$ 0.00
Total Approved for Payment	\$20,377.34	\$356,125.39	\$ 376,502.73

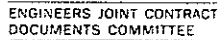
Contract Base Bid, based on plan quantities: \$726,713.55

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

Please send Payment to: **Wolf Paving Co., Inc.**

Attention:

Jay Trepanier
1320 Walnut Ridge Dr, Ste 100
Hartland, WI 53029



4

Application For Payment

Change Order Summary

Contractor's Certification

The undersigned Contractor certifies, to the best of its knowledge, the following:

(1) All previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with the Work covered by prior Applications for Payment;

(2) Title to all Work, materials and equipment incorporated in said Work, or otherwise listed in or covered by this Application for Payment, will pass to Owner at time of payment free and clear of all Liens, security interests, and encumbrances (except such as are covered by a bond acceptable to Owner indemnifying Owner against any such Liens, security interest, or encumbrances); and

(3) All the Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

Contractor Signature

By:  Date: 9/3/2024

- Approved by: _____
Funding or Financing Entity (if applicable) (Date)



BASE BID: FAIR VIEW LN (BETWEEN SKY LANE DR/TERMINI)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
201.0120	Clearing	ID	24	\$100.00	\$ 2,400.00	-	-	-	-	0.00	\$ -
201.0220	Grubbing	ID	24	\$45.00	\$ 1,080.00	-	-	-	-	0.00	\$ -
204.0110	Removing Asphaltic Surface (Driveways)	SY	35	\$22.00	\$ 770.00	-	16.00	-	-	16.00	\$ 352.00
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1735	\$2.76	\$ 4,788.60	1,600.00	-	-	-	1600.00	\$ 4,416.00
204.0150	Removing Curb & Gutter	LF	455	\$10.50	\$ 4,777.50	-	451.00	80.00	-	531.00	\$ 5,575.50
205.0100	Excavation Common	CY	30	\$35.00	\$ 1,050.00	30.00	-	-	-	30.00	\$ 1,050.00
205.0100	Excavation Common - EBS (Undistributed)	CY	140	\$32.00	\$ 4,480.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	30	\$29.00	\$ 870.00	16.94	-	-	-	16.94	\$ 491.26
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	100	\$29.00	\$ 2,900.00	-	10.58	-	-	10.58	\$ 306.82
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	115	\$28.00	\$ 3,220.00	-	-	-	-	0.00	\$ -
460.5223	HMA Pavement Type 3 LT 58-28 S	TON	10	\$95.00	\$ 950.00	21.00	-	-	-	21.00	\$ 1,995.00
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack	TON	265	\$79.00	\$ 20,935.00	207.31	-	-	-	207.31	\$ 16,377.49
465.0110	Asphaltic Surface Patching	TON	31	\$115.00	\$ 3,565.00	15.00	-	-	-	15.00	\$ 1,725.00
465.0120	Asphalt Surface Driveways	TON	10	\$110.00	\$ 1,100.00	-	2.00	-	-	2.00	\$ 220.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	375	\$38.00	\$ 14,250.00	-	451.00	-	-	451.00	\$ 17,138.00
611.8110	Adjusting Manhole Covers	EACH	3	\$3,100.00	\$ 9,300.00	-	1.00	(1.00)	-	0.00	\$ -
630.0500	Seed Water	MGAL	9	\$40.00	\$ 360.00	-	-	-	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	503	\$1.40	\$ 704.20	503.00	-	-	-	503.00	\$ 704.20
690.0250	Sawing Concrete	LF	52	\$2.30	\$ 119.60	52.00	-	-	-	52.00	\$ 119.60
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$150.00	\$ 150.00	-	-	-	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$1,800.00	\$ 1,800.00	0.75	0.25	-	-	1.00	\$ 1,800.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	210	\$9.80	\$ 2,058.00	-	-	104.67	-	104.67	\$ 1,025.77
SPV.0180.02	Geotextile TX7 (Undistributed)	SY	350	\$6.81	\$ 2,383.50	-	-	-	-	0.00	\$ -
FAIR VIEW LN SUBTOTAL					\$ 84,011.40	FAIR VIEW LN SUBTOTAL - Paid to Date					\$ 53,296.64
Subtotal \$ per Estimate - Fair View Ln						\$ 28,228.55	\$ 26,302.32	\$ (1,234.23)	\$ -		

BASE BID: SKY LANE DR (BETWEEN FAIR VIEW LN / LINDA LN)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	2050	\$2.76	\$ 5,658.00	1,908.80	-	-	-	1908.80	\$ 5,268.29
204.0150	Removing Curb & Gutter	LF	230	\$10.50	\$ 2,415.00	-	303.00	-	-	303.00	\$ 3,181.50
205.0100	Excavation Common - EBS (Undistributed)	CY	140	\$35.00	\$ 4,900.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	115	\$29.00	\$ 3,335.00	-	10.58	-	-	10.58	\$ 306.82
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	140	\$28.00	\$ 3,920.00	-	-	-	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack	TON	310	\$79.00	\$ 24,490.00	-	217.42	-	-	217.42	\$ 17,176.18
465.0110	Asphaltic Surface Patching	TON	31	\$115.00	\$ 3,565.00	26.00	-	-	-	26.00	\$ 2,990.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	230	\$38.00	\$ 8,740.00	-	303.00	-	-	303.00	\$ 11,514.00
611.8110	Adjusting Manhole Covers	EACH	2	\$3,100.00	\$ 6,200.00	-	2.00	(1.00)	-	1.00	\$ 3,100.00
628.7020	Inlet Protection Type D	EACH	6	\$145.00	\$ 870.00	6.00	-	-	-	6.00	\$ 870.00

630.0500	Seed Water	MGAL	6	\$40.00	\$ 240.00	-	-	-	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	462	\$1.40	\$ 646.80	462.00	-	-	-	462.00	\$ 646.80
690.0250	Sawing Concrete	LF	165	\$2.30	\$ 379.50	-	-	48.00	-	48.00	\$ 110.40
SPV.0105.01	Traffic Control	LS	1	\$1,600.00	\$ 1,600.00	0.75	0.25	-	-	1.00	\$ 1,600.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	130	\$9.80	\$ 1,274.00	-	-	54.00	-	54.00	\$ 529.20
SPV.0180.02	Geotextile TX7 (Undistributed)	SY	410	\$6.70	\$ 2,747.00	-	-	-	-	0.00	\$ -
SKY LANE DR SUBTOTAL					\$ 70,980.30	SKY LANE DR SUBTOTAL - Paid to Date					\$ 47,293.19
Subtotal \$ per Estimate - Sky Lane Dr						\$ 10,975.09	\$ 38,778.50	\$ (2,460.40)	\$ -		

BASE BID: HORACE ST (BETWEEN GRANT ST / WHEELER ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1210	\$2.76	\$ 3,339.60	1,170.00	-	-	-	1170.00	\$ 3,229.20
204.0150	Removing Curb & Gutter	LF	165	\$10.50	\$ 1,732.50	-	148.00	-	-	148.00	\$ 1,554.00
204.0155	Remove Concrete Sidewalk	SY	24	\$25.00	\$ 600.00	-	21.75	-	-	21.75	\$ 543.75
205.0100	Excavation Common - EBS (Undistributed)	CY	80	\$35.00	\$ 2,800.00	-	58.00	-	12.50	70.50	\$ 2,467.50
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	70	\$29.00	\$ 2,030.00	-	80.46	-	20.00	100.46	\$ 2,913.34
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	80	\$28.00	\$ 2,240.00	-	-	-	20.00	20.00	\$ 560.00
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack	TON	182	\$79.00	\$ 14,378.00	-	157.37	-	8.00	165.37	\$ 13,064.23
465.0110	Asphaltic Surface Patching	TON	19	\$115.00	\$ 2,185.00	6.00	-	16.02	-	22.02	\$ 2,532.30
601.0410	Concrete Curb & Gutter 24-Inch Type D	LF	165	\$36.00	\$ 5,940.00	-	148.00	-	-	148.00	\$ 5,328.00
602.0405	Concrete Sidewalk 4-Inch	SF	275	\$8.45	\$ 2,323.75	-	196.00	-	-	196.00	\$ 1,656.20
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	20	\$40.00	\$ 800.00	-	20.00	-	-	20.00	\$ 800.00
611.8110	Adjusting Manhole Covers	EACH	1	\$3,100.00	\$ 3,100.00	-	2.00	(2.00)	-	0.00	\$ -
630.0500	Seed Water	MGAL	1	\$40.00	\$ 40.00	-	-	-	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	5	\$145.00	\$ 725.00	5.00	-	-	-	5.00	\$ 725.00
690.0150	Sawing Asphalt	LF	297	\$1.40	\$ 415.80	297.00	-	-	-	297.00	\$ 415.80
690.0250	Sawing Concrete	LF	32	\$2.30	\$ 73.60	-	-	24.00	-	24.00	\$ 55.20
SPV.0105.01	Traffic Control	LS	1	\$1,500.00	\$ 1,500.00	0.75	0.25	-	-	1.00	\$ 1,500.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	15	\$20.00	\$ 300.00	-	-	87.62	-	87.62	\$ 1,752.40
SPV.0180.02	Geotextile TX7 (Undistributed)	SY	240	\$7.23	\$ 1,735.20	-	-	-	-	0.00	\$ -
HORACE ST SUBTOTAL					\$ 46,258.45	HORACE ST SUBTOTAL - Paid to Date					\$ 39,096.92
Subtotal \$ per Estimate - Horace St						\$ 6,185.00	\$ 33,252.52	\$ (2,550.10)	\$ 2,209.50		

BASE BID: HENRY ST (BETWEEN WILLIAMS ST / CENTER ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	2290	\$2.76	\$ 6,320.40	2,376.22	-	-	-	2376.22	\$ 6,558.37
204.0150	Removing Curb & Gutter	LF	94	\$10.50	\$ 987.00	-	22.00	-	-	22.00	\$ 231.00
204.0155	Removing Concrete Sidewalk	SY	150	\$25.00	\$ 3,750.00	-	-	-	-	0.00	\$ -
205.0100	Excavation Common - EBS (Undistributed)	CY	155	\$35.00	\$ 5,425.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	130	\$29.00	\$ 3,770.00	-	10.58	-	-	10.58	\$ 306.82
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	155	\$28.00	\$ 4,340.00	-	-	-	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack	TON	350	\$79.00	\$ 27,650.00	-	301.43	-	-	301.43	\$ 23,812.97
465.0110	Asphaltic Surface Patching	TON	30	\$115.00	\$ 3,450.00	2.00	-	-	-	2.00	\$ 230.00
465.0120	Asphalt Surface Driveways	TON	10	\$110.00	\$ 1,100.00	-	-	-	-	0.00	\$ -

601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	94	\$38.00	\$ 3,572.00	-	22.00	-	-	22.00	\$ 836.00
602.0405	Concrete Sidewalk 4-Inch	SF	1225	\$8.45	\$ 10,351.25	-	-	-	-	0.00	\$ -
602.0415	Concrete Sidewalk 6-Inch	SF	175	\$9.45	\$ 1,653.75	-	-	-	-	0.00	\$ -
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	20	\$40.00	\$ 800.00	-	-	-	-	0.00	\$ -
611.8105	Adjusting Catch Basin Covers	EACH	2	\$2,100.00	\$ 4,200.00	-	-	-	-	0.00	\$ -
611.8110	Adjusting Manhole Covers	EACH	1	\$3,100.00	\$ 3,100.00	-	-	-	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	4	\$145.00	\$ 580.00	4.00	-	-	-	4.00	\$ 580.00
630.0500	Seed Water	MGAL	12	\$40.00	\$ 480.00	-	-	-	-	0.00	\$ -
646.6120	Marking Stop Line Epoxy 18-Inch	LF	15	\$15.15	\$ 227.25	-	16.00	-	-	16.00	\$ 242.40
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	156	\$8.25	\$ 1,287.00	-	144.00	-	-	144.00	\$ 1,188.00
690.0150	Sawing Asphalt	LF	288	\$1.40	\$ 403.20	288.00	-	-	-	288.00	\$ 403.20
690.0250	Sawing Concrete	LF	270	\$2.30	\$ 621.00	-	-	36.00	-	36.00	\$ 82.80
SPV.0060.01	Adjusting Valve Boxes	EACH	2	\$150.00	\$ 300.00	-	-	-	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$1,500.00	\$ 1,500.00	0.75	0.25	-	-	1.00	\$ 1,500.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	280	\$9.80	\$ 2,744.00	-	-	5.11	-	5.11	\$ 50.08
SPV.0180.02	Geotextile TX7 (Undistributed)	SY	460	\$6.65	\$ 3,059.00	-	-	-	-	0.00	\$ -
HENRY ST SUBTOTAL				\$	91,670.85	HENRY ST SUBTOTAL - Paid to Date				\$	36,021.64
Subtotal \$ per Estimate - Henry St						\$ 8,896.57	\$ 26,992.19	\$ 132.88	\$ -		

BASE BID: NORTH ST (BETWEEN WARREN ST / MADISON ST)											
Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	1250	\$2.76	\$ 3,450.00	1,281.00	-	-	-	1281.00	\$ 3,535.56
204.0150	Removing Curb & Gutter	LF	235	\$10.50	\$ 2,467.50	-	49.00	-	-	49.00	\$ 514.50
204.0155	Remove Concrete Sidewalk	SY	100	\$25.00	\$ 2,500.00	-	-	-	-	0.00	\$ -
205.0100	Excavation Common - EBS (Undistributed)	CY	84	\$35.00	\$ 2,940.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	70	\$29.00	\$ 2,030.00	-	10.58	-	-	10.58	\$ 306.82
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	84	\$28.00	\$ 2,352.00	-	-	-	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack	TON	190	\$79.00	\$ 15,010.00	-	149.56	-	-	149.56	\$ 11,815.24
465.0110	Asphaltic Surface Patching	TON	22	\$115.00	\$ 2,530.00	3.00	-	-	-	3.00	\$ 345.00
601.0410	Concrete Curb & Gutter 24-Inch Type D	LF	213	\$36.00	\$ 7,668.00	-	49.00	-	-	49.00	\$ 1,764.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	22	\$38.00	\$ 836.00	-	-	-	-	0.00	\$ -
602.0405	Concrete Sidewalk 4-Inch	SF	1240	\$8.45	\$ 10,478.00	-	-	-	-	0.00	\$ -
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	80	\$40.00	\$ 3,200.00	-	-	-	-	0.00	\$ -
611.8110	Adjusting Manhole Covers	EACH	1	\$3,100.00	\$ 3,100.00	-	-	-	-	0.00	\$ -
611.8115	Adjusting Inlet Covers	EACH	2	\$2,100.00	\$ 4,200.00	-	-	-	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	2	\$145.00	\$ 290.00	2.00	-	-	-	2.00	\$ 290.00
630.0500	Seed Water	MGAL	7	\$40.00	\$ 280.00	-	-	-	-	0.00	\$ -
638.2102	Moving Signs Type II (Stop Sign)	EACH	2	\$325.00	\$ 650.00	-	-	-	-	0.00	\$ -
646.6120	Marking Stop Line Epoxy 18-Inch	LF	39	\$15.15	\$ 590.85	-	13.00	-	-	13.00	\$ 196.95
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	162	\$8.25	\$ 1,336.50	-	52.00	-	-	52.00	\$ 429.00
690.0150	Sawing Asphalt	LF	247	\$1.40	\$ 345.80	-	-	105.00	-	105.00	\$ 147.00
690.0250	Sawing Concrete	LF	91	\$2.30	\$ 209.30	-	-	40.00	-	40.00	\$ 92.00
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$150.00	\$ 150.00	-	-	-	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$1,500.00	\$ 1,500.00	0.75	0.25	-	-	1.00	\$ 1,500.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	150	\$9.80	\$ 1,470.00	-	-	5.78	-	5.78	\$ 56.64
SPV.0180.02	Geotextile TX7 (Undistributed)	SY	250	\$7.25	\$ 1,812.50	-	-	-	-	0.00	\$ -
NORTH ST SUBTOTAL				\$	71,396.45	NORTH ST SUBTOTAL - Paid to Date				\$	20,992.71

Subtotal \$ per Estimate - North St	\$ 5,295.56	\$ 15,401.51	\$ 295.64	\$ -	
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BASE BID: WELLS ST (BETWEEN CASS ST / CAMPBELL ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	2340	\$2.76	\$ 6,458.40	2,366.77	-	-	-	2366.77	\$ 6,532.29
204.0150	Removing Curb & Gutter	LF	165	\$10.50	\$ 1,732.50	-	38.00	21.00	-	59.00	\$ 619.50
204.0155	Remove Concrete Sidewalk	SY	87	\$25.00	\$ 2,175.00	-	-	-	-	0.00	\$ -
205.0100	Excavation Common	CY	60	\$40.00	\$ 2,400.00	-	-	-	-	0.00	\$ -
205.0100	Excavation Common - EBS (Undistributed)	CY	156	\$32.00	\$ 4,992.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	120	\$29.00	\$ 3,480.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	128	\$28.00	\$ 3,584.00	-	10.58	-	-	10.58	\$ 296.24
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	156	\$28.00	\$ 4,368.00	-	-	-	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack	TON	350	\$79.00	\$ 27,650.00	-	262.43	-	-	262.43	\$ 20,731.97
465.0110	Asphaltic Surface Patching	TON	50	\$115.00	\$ 5,750.00	2.00	-	-	-	2.00	\$ 230.00
601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	28	\$36.00	\$ 1,008.00	-	-	-	-	0.00	\$ -
601.0410	Concrete Curb & Gutter 24-Inch Type D	LF	40	\$36.00	\$ 1,440.00	-	-	-	-	0.00	\$ -
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	125	\$38.00	\$ 4,750.00	-	38.00	21.00	-	59.00	\$ 2,242.00
602.0405	Concrete Sidewalk 4-Inch	SF	1890	\$8.45	\$ 15,970.50	-	-	-	-	0.00	\$ -
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	50	\$40.00	\$ 2,000.00	-	-	-	-	0.00	\$ -
611.8110	Adjusting Manhole Covers	EACH	2	\$3,100.00	\$ 6,200.00	-	-	1.00	-	1.00	\$ 3,100.00
628.7020	Inlet Protection Type D	EACH	4	\$145.00	\$ 580.00	4.00	-	-	-	4.00	\$ 580.00
630.0500	Seed Water	MGAL	10	\$40.00	\$ 400.00	-	-	-	-	0.00	\$ -
646.1020	Marking Line Epoxy 4-Inch (Yellow)	LF	1490	\$1.20	\$ 1,788.00	-	1,483.00	-	-	1483.00	\$ 1,779.60
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	170	\$8.25	\$ 1,402.50	-	171.00	-	-	171.00	\$ 1,410.75
690.0150	Sawing Asphalt	LF	370	\$1.40	\$ 518.00	-	-	102.00	-	102.00	\$ 142.80
690.0250	Sawing Concrete	LF	121	\$2.30	\$ 278.30	-	-	120.00	-	120.00	\$ 276.00
SPV.0060.01	Adjusting Valve Boxes	EACH	2	\$150.00	\$ 300.00	-	-	-	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$39,990.00	\$ 39,990.00	0.75	0.25	-	-	1.00	\$ 39,990.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	240	\$9.80	\$ 2,352.00	-	-	12.67	-	12.67	\$ 124.17
SPV.0180.02	Geotextile TX7 (Undistributed)	SY	460	\$6.65	\$ 3,059.00	-	-	-	-	0.00	\$ -
WELLS ST SUBTOTAL					\$ 144,626.20	WELLS ST SUBTOTAL - Paid to Date				\$ 78,055.31	
Subtotal \$ per Estimate - Wells St						\$ 37,334.79	\$ 36,059.06	\$ 4,661.47	\$ -		

BASE BID: ELM ST (BETWEEN W SOUTH ST / MAPLE ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0110	Removing Asphaltic Surface (Driveways)	SY	50	\$21.00	\$ 1,050.00	-	47.22	-	-	47.22	\$ 991.62
204.0120	Removing Asphaltic Surface Milling (Partial Depth 2")	SY	990	\$2.76	\$ 2,732.40	1,028.88	-	-	-	1028.88	\$ 2,839.71
204.0150	Removing Curb & Gutter	LF	205	\$10.50	\$ 2,152.50	-	206.00	-	-	206.00	\$ 2,163.00
205.0100	Excavation Common - EBS (Undistributed)	CY	70	\$40.00	\$ 2,800.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	55	\$29.00	\$ 1,595.00	-	10.58	-	-	10.58	\$ 306.82
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	70	\$29.00	\$ 2,030.00	-	-	-	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack	TON	150	\$79.00	\$ 11,850.00	-	109.13	-	-	109.13	\$ 8,621.27
465.0110	Asphaltic Surface Patching	TON	18	\$115.00	\$ 2,070.00	8.00	-	-	-	8.00	\$ 920.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	225	\$38.00	\$ 8,550.00	-	206.00	-	-	206.00	\$ 7,828.00

611.8105	Adjusting Catch Basin Covers	EACH	2	\$2,100.00	\$ 4,200.00	-	-	2.00	-	2.00	\$ 4,200.00
611.8110	Adjusting Manhole Covers	EACH	1	\$3,100.00	\$ 3,100.00	-	-	-	-	0.00	\$ -
628.1504	Silt Fence	LF	50	\$6.00	\$ 300.00	-	-	-	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	2	\$145.00	\$ 290.00	2.00	-	-	-	2.00	\$ 290.00
630.0500	Seed Water	MGAL	7	\$40.00	\$ 280.00	-	-	-	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	346	\$1.40	\$ 484.40	-	-	100.00	-	100.00	\$ 140.00
690.0250	Sawing Concrete	LF	48	\$2.30	\$ 110.40	-	-	45.00	-	45.00	\$ 103.50
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$150.00	\$ 150.00	-	-	-	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$1,500.00	\$ 1,500.00	0.75	0.25	-	-	1.00	\$ 1,500.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	160	\$9.80	\$ 1,568.00	-	-	116.56	-	116.56	\$ 1,142.29
SPV.0180.02	Geotextile TX7 (Undistributed)	SY	200	\$7.51	\$ 1,502.00	-	-	-	-	0.00	\$ -
ELM ST SUBTOTAL				\$	48,314.70	ELM ST SUBTOTAL - Paid to Date				\$	31,046.21
Subtotal \$ per Estimate - Elm St						\$ 5,174.71	\$ 20,285.71	\$ 5,585.79	\$ -		

BASE BID: GEORGE ST / WHEELER ST ALLEYWAY (BETWEEN C.T.H. H / TOLMAN ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0100	Removing Concrete Pavement (Driveways)	SY	23	\$25.00	\$ 575.00	-	35.00	-	-	35.00	\$ 875.00
204.0120	Removing Asphaltic Surface Milling (Full Depth 3" Minimum)	SY	650	\$3.68	\$ 2,392.00	577.11	-	-	-	577.11	\$ 2,123.76
204.0150	Removing Curb & Gutter	LF	65	\$10.50	\$ 682.50	-	42.00	-	-	42.00	\$ 441.00
204.0155	Removing Concrete Sidewalk	SY	18	\$25.00	\$ 450.00	-	-	-	-	0.00	\$ -
205.0100	Excavation Common - EBS (Undistributed)	CY	90	\$35.00	\$ 3,150.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	75	\$29.00	\$ 2,175.00	-	10.58	-	-	10.58	\$ 306.82
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	90	\$29.00	\$ 2,610.00	-	-	-	-	0.00	\$ -
416.0180	Concrete Driveway 8-Inch	SY	70	\$72.00	\$ 5,040.00	-	35.00	21.70	-	56.70	\$ 4,082.40
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack	TON	120	\$90.00	\$ 10,800.00	128.57	-	-	-	128.57	\$ 11,571.30
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	65	\$38.00	\$ 2,470.00	-	42.00	-	-	42.00	\$ 1,596.00
602.0415	Concrete Sidewalk 6-Inch	SF	160	\$9.50	\$ 1,520.00	-	-	-	-	0.00	\$ -
630.0500	Seed Water	MGAL	4	\$40.00	\$ 160.00	-	-	-	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	330	\$1.40	\$ 462.00	-	-	241.00	-	241.00	\$ 337.40
690.0250	Sawing Concrete	LF	25	\$2.30	\$ 57.50	-	-	104.50	-	104.50	\$ 240.35
SPV.0105.01	Traffic Control	LS	1	\$4,500.00	\$ 4,500.00	0.75	0.25	-	-	1.00	\$ 4,500.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	90	\$9.80	\$ 882.00	-	-	41.61	-	41.61	\$ 407.78
SPV.0180.02	Geotextile TX7 (Undistributed)	SY	130	\$8.36	\$ 1,086.80	-	-	-	-	0.00	\$ -
GEORGE ST / WHEELER ST ALLEYWAY SUBTOTAL				\$	39,012.80	WHEELER ST ALLEYWAY SUBTOTAL - Paid to Date				\$	26,481.81
Subtotal \$ per Estimate - George St / Wheeler St Alleyway						\$ 17,070.06	\$ 6,863.82	\$ 2,547.93	\$ -		

BASE BID: WAVERLY ST ALLEYWAY (BETWEEN SPRING ST / HASKINS ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface	SY	70	\$21.00	\$ 1,470.00	-	-	-	-	0.00	\$ -
204.0120	Removing Asphaltic Surface Milling (Full Depth 3" Minimum -	SY	105	\$3.68	\$ 386.40	135.88	-	-	-	135.88	\$ 500.04
204.0150	Removing Curb & Gutter	LF	46	\$10.50	\$ 483.00	-	45.00	-	-	45.00	\$ 472.50
205.0100	Excavation Common - EBS (Undistributed)	CY	20	\$75.00	\$ 1,500.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	20	\$69.00	\$ 1,380.00	15.20	-	-	-	15.20	\$ 1,048.80
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	20	\$39.00	\$ 780.00	-	-	-	-	0.00	\$ -

416.0180	Concrete Driveway 8-Inch	SY	35	\$72.00	\$ 2,520.00	-	30.00	-	-	30.00	\$ 2,160.00
460.5223	HMA Pavement Type 3 LT 58-28 S	TON	10	\$185.00	\$ 1,850.00	10.00	-	-	-	10.00	\$ 1,850.00
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack	TON	30	\$155.00	\$ 4,650.00	-	20.61	-	-	20.61	\$ 3,194.55
601.0410	Concrete Curb & Gutter 24-Inch Type D	LF	46	\$36.00	\$ 1,656.00	-	45.00	-	-	45.00	\$ 1,620.00
628.7020	Inlet Protection Type D	EACH	2	\$145.00	\$ 290.00	2.00	-	-	-	2.00	\$ 290.00
630.0500	Seed Water	MGAL	2	\$40.00	\$ 80.00	-	-	-	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	78	\$1.40	\$ 109.20	-	-	70.00	-	70.00	\$ 98.00
690.0250	Sawing Concrete	LF	12	\$2.30	\$ 27.60	-	-	8.00	-	8.00	\$ 18.40
SPV.0105.01	Traffic Control	LS	1	\$3,500.00	\$ 3,500.00	0.75	0.25	-	-	1.00	\$ 3,500.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	45	\$9.80	\$ 441.00	-	-	19.67	-	19.67	\$ 192.77
SPV.0180.02	Geotextile TX7 (Undistributed)	SY	35	\$14.76	\$ 516.60	-	-	-	-	0.00	\$ -
WAVERLY ST ALLEYWAY SUBTOTAL					\$ 21,639.80	WAVERLY ST ALLEYWAY SUBTOTAL - Paid to Date					\$ 14,945.05
Subtotal \$ per Estimate - Waverly St Alleyway						\$ 6,313.84	\$ 8,322.05	\$ 309.17	\$ -		

BASE BID: NORTH ST / DODGE ST ALLEYWAY (BETWEEN COOK ST / BROAD ST)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0100	Removing Concrete Pavement (Driveways)	SY	25	\$25.00	\$ 625.00	-	-	-	-	0.00	\$ -
204.0120	Removing Asphaltic Surface Milling (Full Depth 3" Minimum)	SY	950	\$3.68	\$ 3,496.00	1,067.00	-	-	-	1067.00	\$ 3,926.56
204.0130	Removing Concrete Curb	LF	5	\$10.50	\$ 52.50	-	-	-	-	0.00	\$ -
204.0155	Removing Concrete Sidewalk	SY	12	\$25.00	\$ 300.00	-	-	-	-	0.00	\$ -
205.0100	Excavation Common - EBS (Undistributed)	CY	130	\$35.00	\$ 4,550.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	105	\$29.00	\$ 3,045.00	21.11	-	-	-	21.11	\$ 612.19
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	130	\$28.00	\$ 3,640.00	-	-	-	-	0.00	\$ -
416.0180	Concrete Driveway 8-Inch	SY	25	\$72.00	\$ 1,800.00	-	-	-	-	0.00	\$ -
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack	TON	175	\$90.00	\$ 15,750.00	209.05	-	-	-	209.05	\$ 18,814.50
601.0110	Concrete Curb Type D	LF	10	\$38.00	\$ 380.00	-	-	-	-	0.00	\$ -
602.0415	Concrete Sidewalk 6-Inch	SF	100	\$9.50	\$ 950.00	-	-	-	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	2	\$145.00	\$ 290.00	2.00	-	-	-	2.00	\$ 290.00
630.0500	Seed Water	MGAL	4	\$40.00	\$ 160.00	-	-	-	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	550	\$1.40	\$ 770.00	-	-	275.00	-	275.00	\$ 385.00
690.0250	Sawing Concrete	LF	135	\$2.30	\$ 310.50	-	-	70.00	-	70.00	\$ 161.00
SPV.0105.01	Traffic Control	LS	1	\$5,000.00	\$ 5,000.00	0.75	0.25	-	-	1.00	\$ 5,000.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	90	\$9.80	\$ 882.00	-	-	-	-	0.00	\$ -
SPV.0180.02	Geotextile TX7 (Undistributed)	SY	200	\$7.51	\$ 1,502.00	-	-	-	-	0.00	\$ -
NORTH ST / DODGE ST ALLEYWAY SUBTOTAL					\$ 43,503.00	T / DODGE ST ALLEYWAY SUBTOTAL - Paid to Date					\$ 29,189.25
Subtotal \$ per Estimate - North St / Dodge St Alleyway						\$ 27,393.25	\$ 1,250.00	\$ 546.00	\$ -		

BASE BID: TOWNLINE ROAD BIKE PATH (BETWEEN HUDSON TRL / EDWARDS BLVD)

Item No.	Item Description	Unit	Bid Qty.	Bid Unit Price	Bid Total Price	Quantities per Estimate				Qty to Date	\$ Paid to Date
						#1	#2	#3	#4		
204.0120	Removing Asphaltic Surface Milling (Full Depth 3" Minimum)	SY	485	\$2.96	\$ 1,435.60	-	-	-	-	0.00	\$ -
205.0100	Excavation Common	CY	210	\$35.00	\$ 7,350.00	-	-	-	-	0.00	\$ -
205.0100	Excavation Common - EBS (Undistributed)	CY	32	\$35.00	\$ 1,120.00	-	-	-	-	0.00	\$ -
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	200	\$27.00	\$ 5,400.00	-	-	-	-	0.00	\$ -
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	64	\$32.00	\$ 2,048.00	-	-	-	-	0.00	\$ -

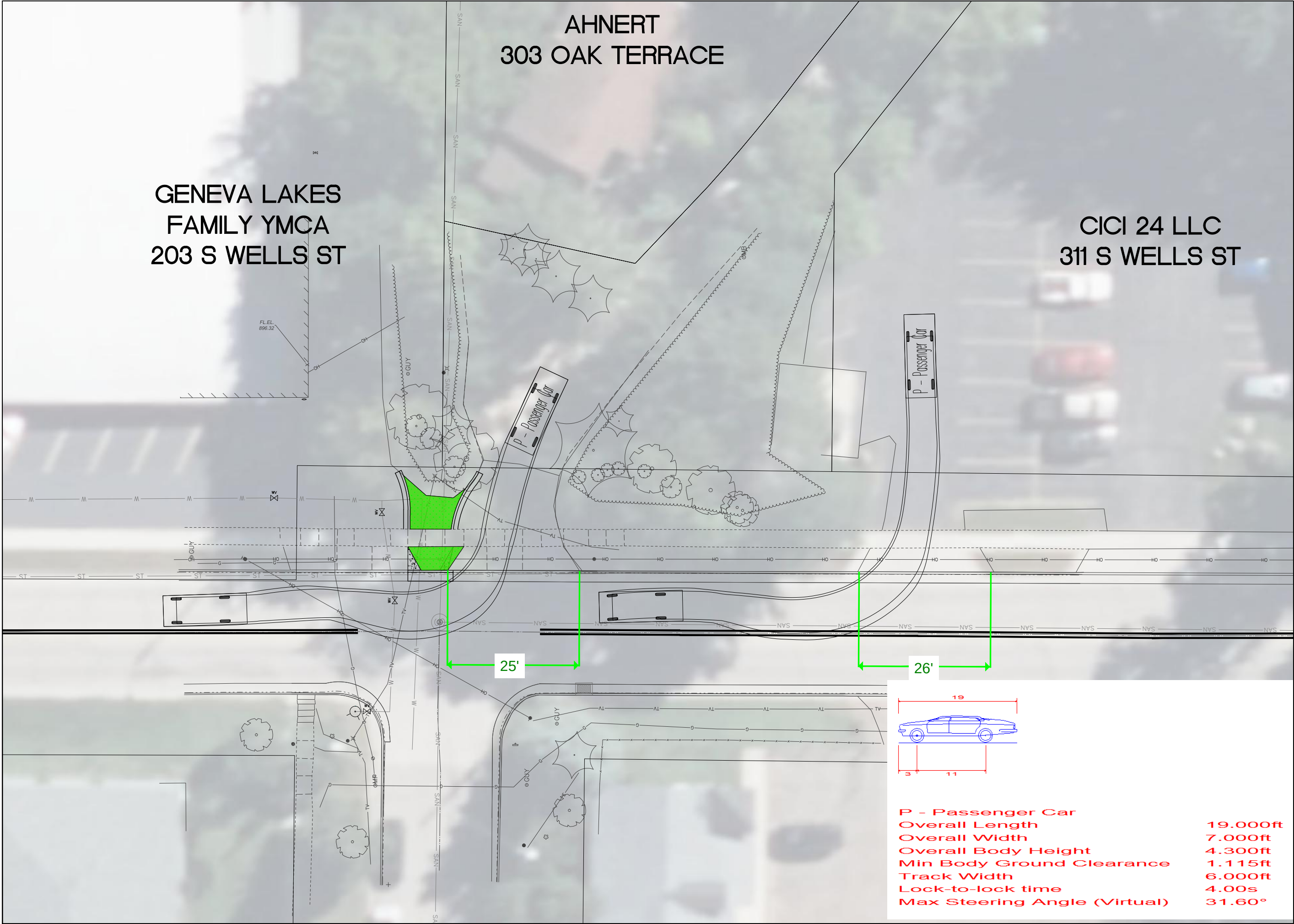
460.5224	HMA Pavement Type 4 LT 58-28 S (LIGHT LOAD - 12 TON	TON	250	\$125.00	\$ 31,250.00	-	-	-	-	0.00	\$ -
628.1504	Silt Fence	LF	1575	\$2.00	\$ 3,150.00	-	-	-	-	0.00	\$ -
628.7020	Inlet Protection Type D	EACH	2	\$145.00	\$ 290.00	-	-	-	-	0.00	\$ -
630.0500	Seed Water	MGAL	36	\$40.00	\$ 1,440.00	-	-	-	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	60	\$1.40	\$ 84.00	-	-	60.00	-	60.00	\$ 84.00
SPV.0105.01	Traffic Control	LS	1	\$3,500.00	\$ 3,500.00	-	-	-	-	0.00	\$ -
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100),	SY	840	\$9.80	\$ 8,232.00	-	-	-	-	0.00	\$ -
TOWNLINE ROAD BIKE PATH SUBTOTAL				\$	65,299.60	WNLNLINE ROAD BIKE PATH SUBTOTAL - Paid to Date				\$	84.00
Subtotal \$ per Estimate - Townline Road Bike Path						\$ -	\$ -	\$ 84.00	\$ -		

TOTAL - BASE BID & ALT BID #1	\$ 726,713.55	TOTAL, BASE BID - Paid to Date	\$ 376,502.73
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Subtotal \$ per Estimate	\$ 152,867.41	\$ 213,507.68	\$ 7,918.14	\$ 2,209.50
Retainage per Estimate	\$ (7,643.37)	\$ (10,524.47)		\$18,167.84
Total Paid per Estimate	\$ 145,224.04	\$ 202,983.21	\$ 7,918.14	\$20,377.34

TOTAL - BASE BID	\$ 726,713.55	TOTAL - Paid to Date	\$ 376,502.73
		Less Retainage Held	\$ 0.00
		TOTAL - Paid to Date, Less Retainage	\$ 376,502.73

FILENAME: D:\Wolworth_Co\Lake_Geneva_City\Gov\230150_2023 Lake Geneva Street Program\DESIGN\230150_DESIGN_STREETS_WELLS ST.dwg



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 LAKE GENEVA
STREET PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



RELEASE:

EXHIBITS

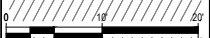
REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:



SCALE:



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:



all in 4-6-23

SHEET:

TURNING ANALYSIS
PASSENGER CAR

PROJECT MANAGER: NR

PROJECT NUMBER: ---

DATE: 8-27-2024

SHEET NUMBER:

EX-1

AHNERT OAK TERRACE

GENEVA LAKES
FAMILY YMCA
203 S WELLS ST

CICI 24 LLC
311 S WELLS ST



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 LAKE GENEVA
STREET PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



RELEASE:

EXHIBITS

REVISIONS:

[illegible]

NORTH ARROW:



SCALE:



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:



all in 4-6-23

SHEET:

TURNING ANALYSIS
MOTORHOME

PROJECT MANAGER:	NR
PROJECT NUMBER:	000000
DATE:	8-27-2024

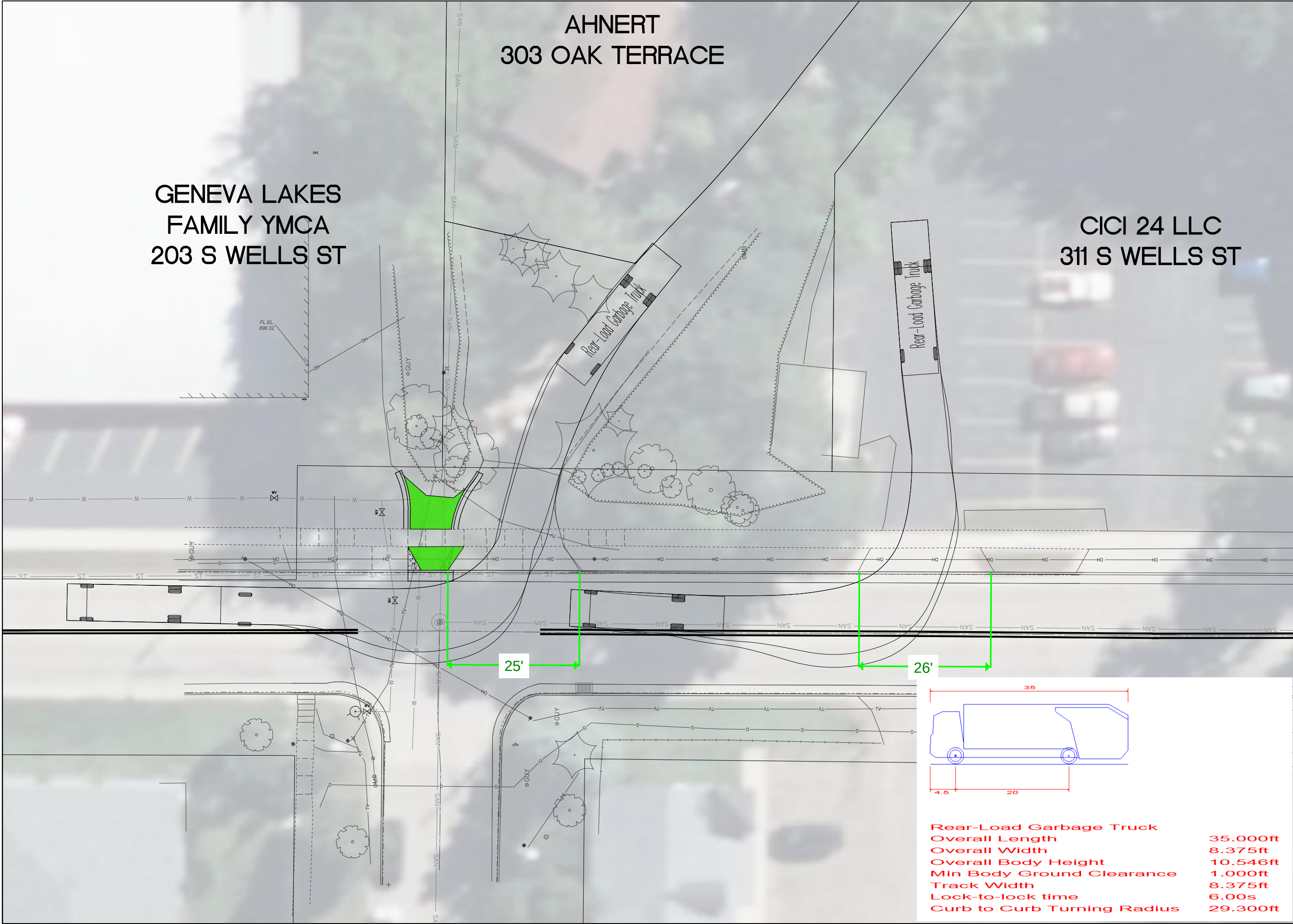
SHEET NUMBER:

EX-2

Page 31 of 86

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FILENAME: D:\Wolworth_Co\Lake_Geneva_City\Gov\230150_2023 Lake Geneva Street Program\DESIGN\230150_DESIGN_STREETS_WELLS ST.dwg



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 LAKE GENEVA
STREET PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



RELEASE:

EXHIBITS

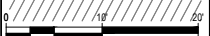
REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:



SCALE:



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:



all in 4-6-23

SHEET:

TURNING ANALYSIS
GARBAGE TRUCK

PROJECT MANAGER: NR

PROJECT NUMBER: —

DATE: 8-27-2024

SHEET NUMBER:

EX-3

PROJECT:

2024 LAKE GENEVA
STREET PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



EXHIBITS

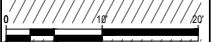
REVISIONS:

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NORTH ARROW: _____

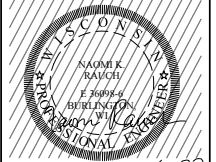


SCALE: _____



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL: _____



all in 4-6-23

SHEET:

TURNING ANALYSIS FIRE TRUCK

PROJECT MANAGER:	NR
PROJECT NUMBER:	
DATE:	8-27-2024

SHEET NUMBER:

EX-4

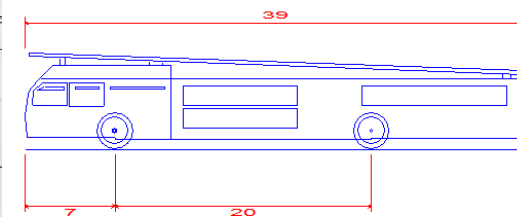
Page 33 of 8

GENEVA LAKES
FAMILY YMCA
203 S WELLS ST

CICI 24 LLC
311 S WELLS ST

25'

26'



Aerial Fire Truck	
Overall Length	39.000ft
Overall Width	8.167ft
Overall Body Height	7.500ft
Min Body Ground Clearance	0.750ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°



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.

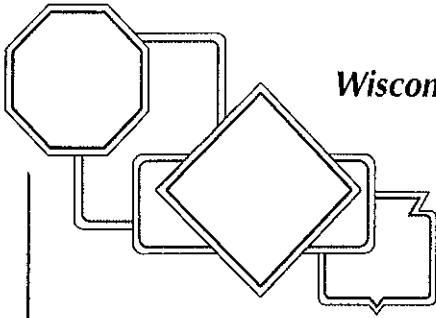
Due to the fact that the roadway is a Connecting Highway, the City has jurisdiction to set the limit based on Engineering principles. However, the WisDOT has authority on setting all speed limits in the State by Statute. (346.57) The Statute clearly states "(b) All speed limit changes *shall be based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



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 <i>shall</i> 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

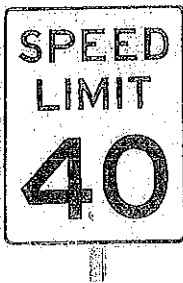
determine a recommended speed may require more law enforcement and result in increased crashes. Consider changing the road's physical environment to lower speeds where possible.

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

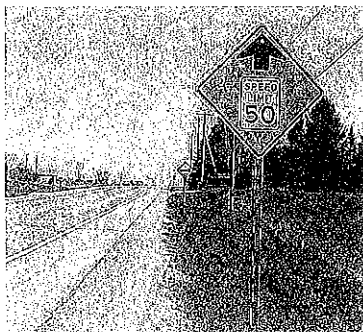


A speed limit is not in effect until the area has been properly signed. Conversely, signs must not be installed until the limit has been approved and officially authorized. The *Manual on Uniform Traffic Control Devices (MUTCD)* governs signs. Two types may be used: one for passenger cars and another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

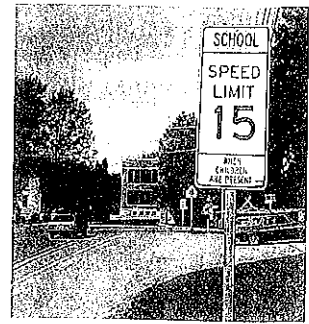
The standard speed limit sign must be 24 by 30 inches. Locate signs at:

- 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.

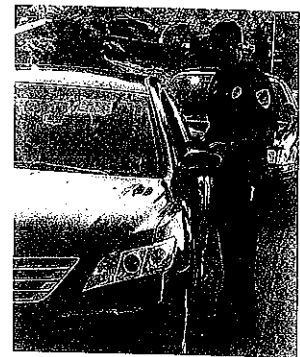
Local officials should actively involve enforcement personnel in setting speed limits to ensure they are reasonably enforceable. Always inform enforcement agencies when changes are adopted.

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.

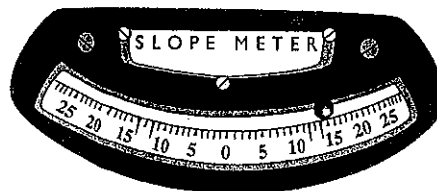


two-lane highways in the study, posted advisory speeds at most curves were well below prevailing traffic speed, and below speeds established using recommended devices and criteria.

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.

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Establishing Speed Limits

[Speed Limits](#) | [Speed Limit Types](#) | [Establishing Limits](#) | [Safety and Enforcement](#) | [Frequently Asked Questions](#) | [References and Resources](#) | [Contacts](#)

Regulatory speed limits can be either established by state statute or modified through an engineering and traffic investigation.

Statutory Speed Limits

Statutory speed limits are established by state law and are based on the classification (or type) of roadway (e.g., 70 mph on freeways). Statutory speed limits in Wisconsin are governed by ss. 346.57, which establishes maximum/minimum speed limits for all roadways. These limits are established legislatively and applied throughout Wisconsin on public roadways. Statutory speed limits ensure a limit is in place on all roads.



Modified Speed Limits (Modifications to Statutory Speed Limits)

Modified speed limits are typically established on roadways where the statutory speed limit or existing limit is no longer appropriate due to a change in land use, access, traffic volumes or number of crashes or crash potential along a roadway.

Unless speed limits are set initially by state statutes, all speed limits in Wisconsin must be established through an engineering and traffic investigation, including further modifications that lower or raise speed limits to meet other statutory speed limits.

When modified speed limits are needed, several factors should be reviewed as part of an engineering and traffic investigation:

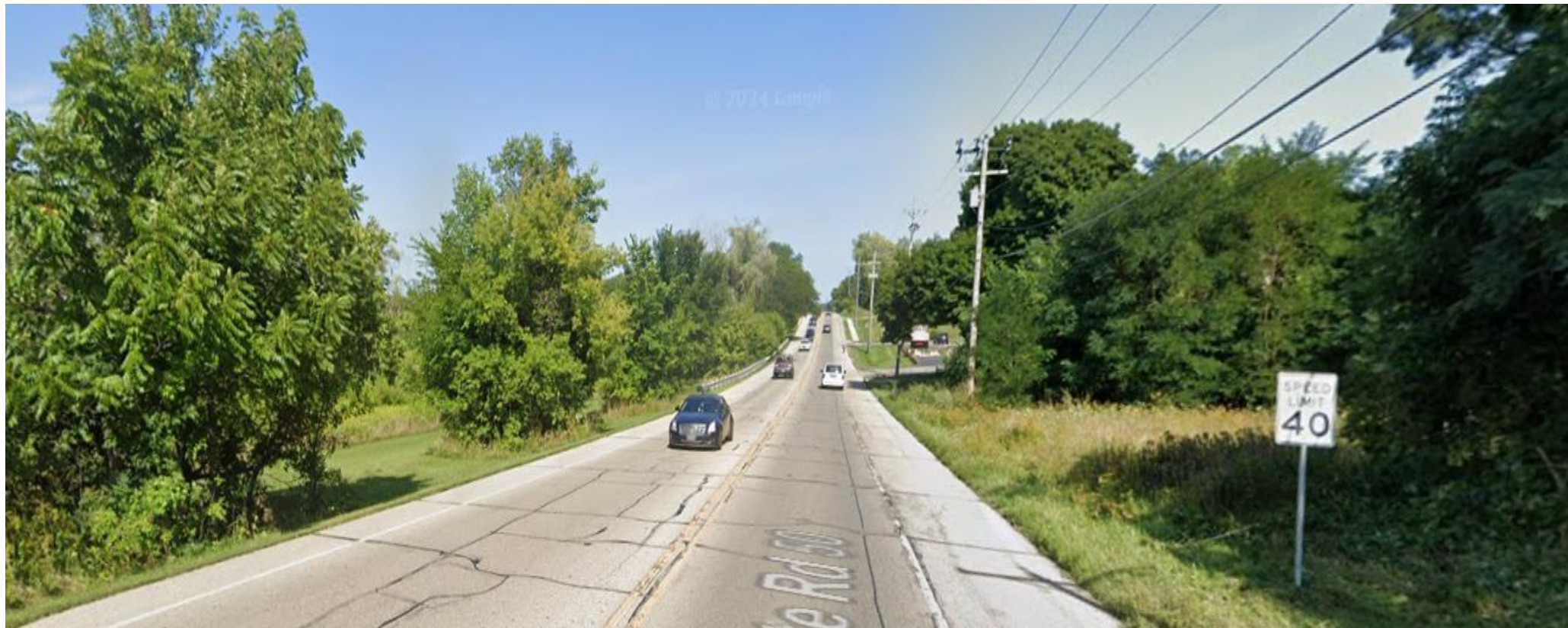
- Evaluation of roadway environment and characteristics
- Assessment of geographic context
- Review of crash information
- Measurement of prevailing speeds

Depending on the roadway facility and proposed modification, some facilities require WisDOT approval regardless of roadway ownership or authority. Wisconsin ss. 349.11 defines approval authorities for modifying statutory speed limits. Below are several common examples of modifications:

Exceeding a posted 5 mph speed limit within a city or village (or 10 mph in a city or village with a population of less than 10,000)	4
Exceeding a posted city trunk highway 50 or 45 mph speed limit	4
Exceeding a posted classified speed limit of 35 mph with no city or village speed limit	4
Exceeding a posted 5 mph (or higher) speed limit on a farming or logging zone with no posted regulation of ATV/UTVs.	4
Exceeding a posted 5 mph (or higher) speed limit on a new roadway with speed limit 55 mph or higher design speed	4
Exceeding a posted 5 mph (or higher) speed limit on a new roadway with speed limit 45 mph or higher design speed	4

Modification requests

SPEED LIMIT CHANGE INFRONT OF HILLMOOR







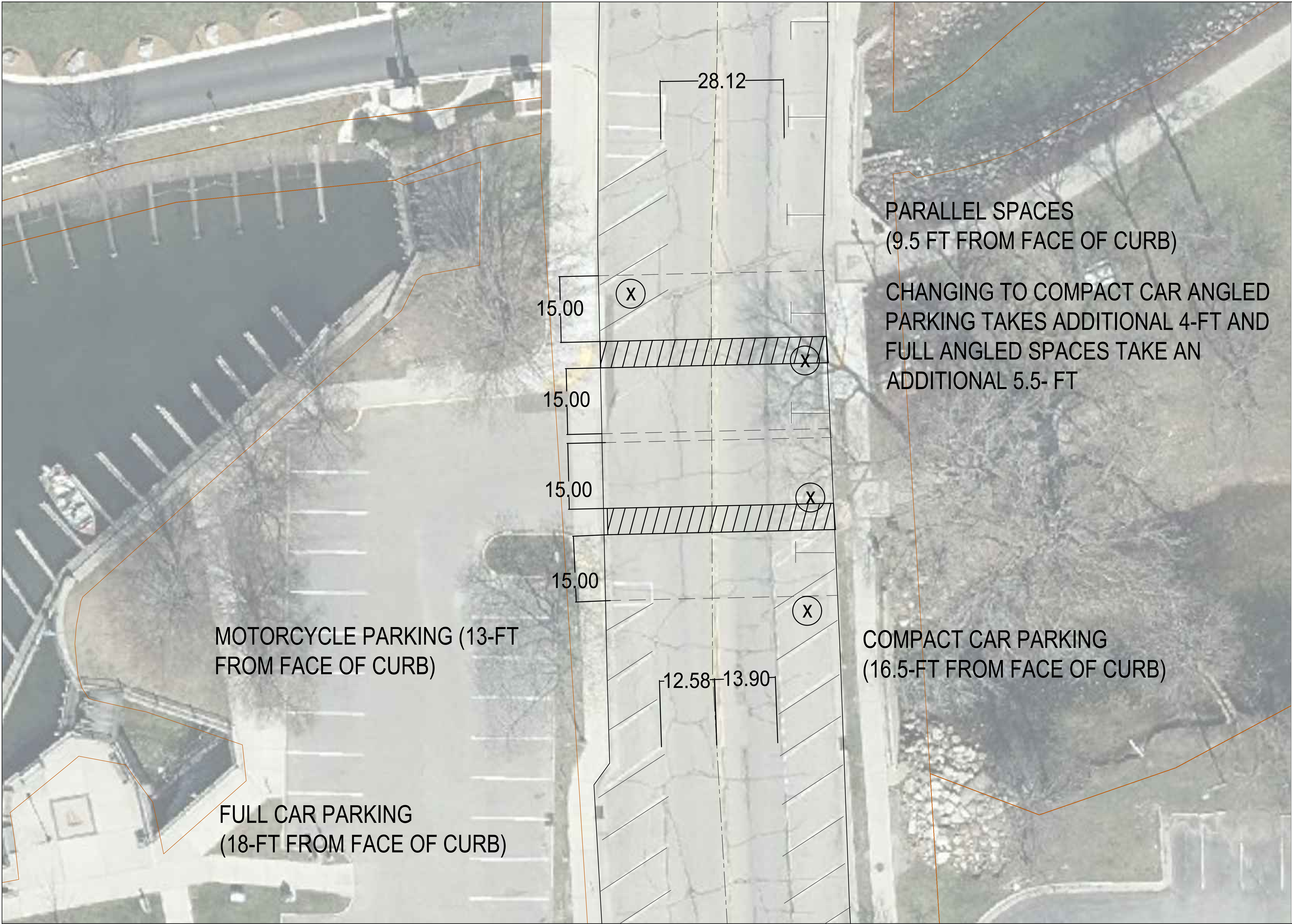
SPEED
LIMIT
30



Donian Park to Flat Iron Park Sidewalk



FILENAME: D:\Wolworth_Co\Lake_Geneva_City\Gov\240166_2024_Lake_Geneva_General_Engineering\Dorian_Park_Crossing\Lake_Geneva_Base_File.dwg - 9/12/2024 PLOT DATE/TIME: 9/12/2024 2:08 PM PLOTTED BY: NAOMI RAUCH, PE, C.E.M.



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

CENTER STREET
MID BLOCK
CROSSING

LOCATION:

CLIENT:

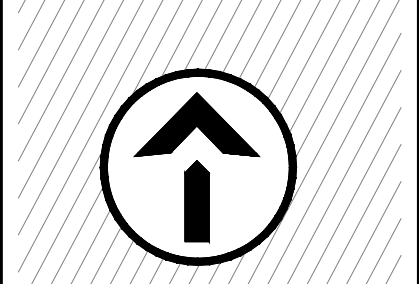
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PLANNING

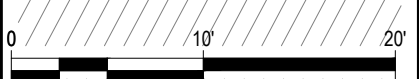
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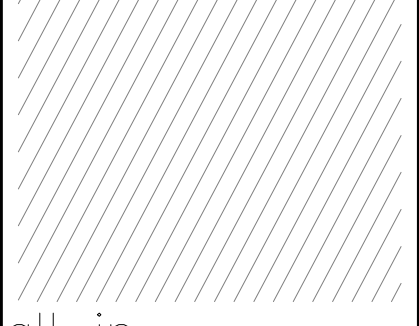


SCALE:



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:



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SHEET:

NORTH

PROJECT MANAGER: ###

PROJECT NUMBER: #####

DATE: #####

SHEET NUMBER:

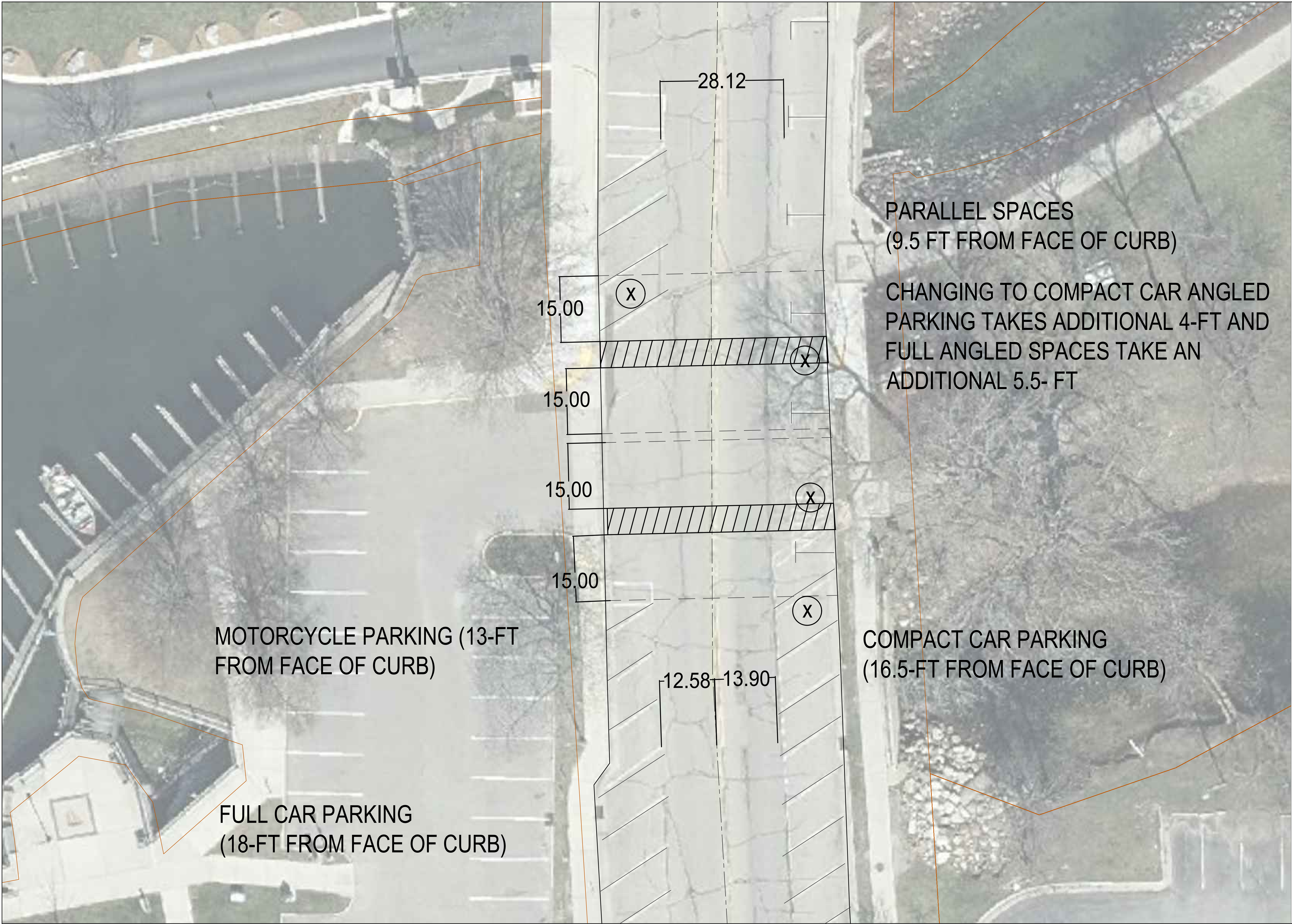
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FILENAME: D:\Wolworth_Co\Lake Geneva_City\Gov\240166 2024 Lake Geneva General Engineering\Dorian Park Crossing\Lake Geneva Base File.dwg

PLOTTED BY: NAOM RAUCH, PE, C.E.M.

PLOT DATE/TIME: 9/12/2024 2:08 PM

9/12/2024



1224 S. Pine Street
Burlington, Wisconsin
53105

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PROJECT:

CENTER STREET
MID BLOCK
CROSSING

LOCATION:

CLIENT:

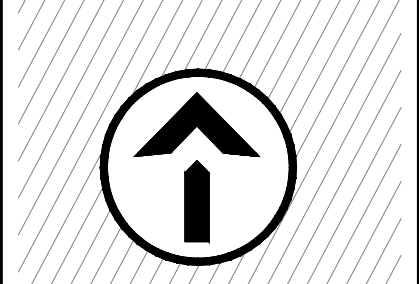
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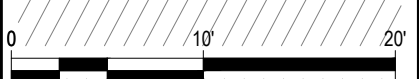
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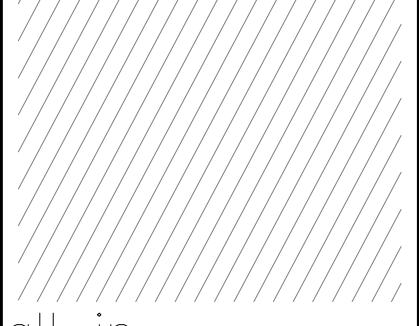


SCALE:



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:



all in

SHEET:

NORTH

PROJECT MANAGER: ###
PROJECT NUMBER: #####
DATE: #####

SHEET NUMBER:

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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.

Donian Park to Flat Iron Park Sidewalk





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.

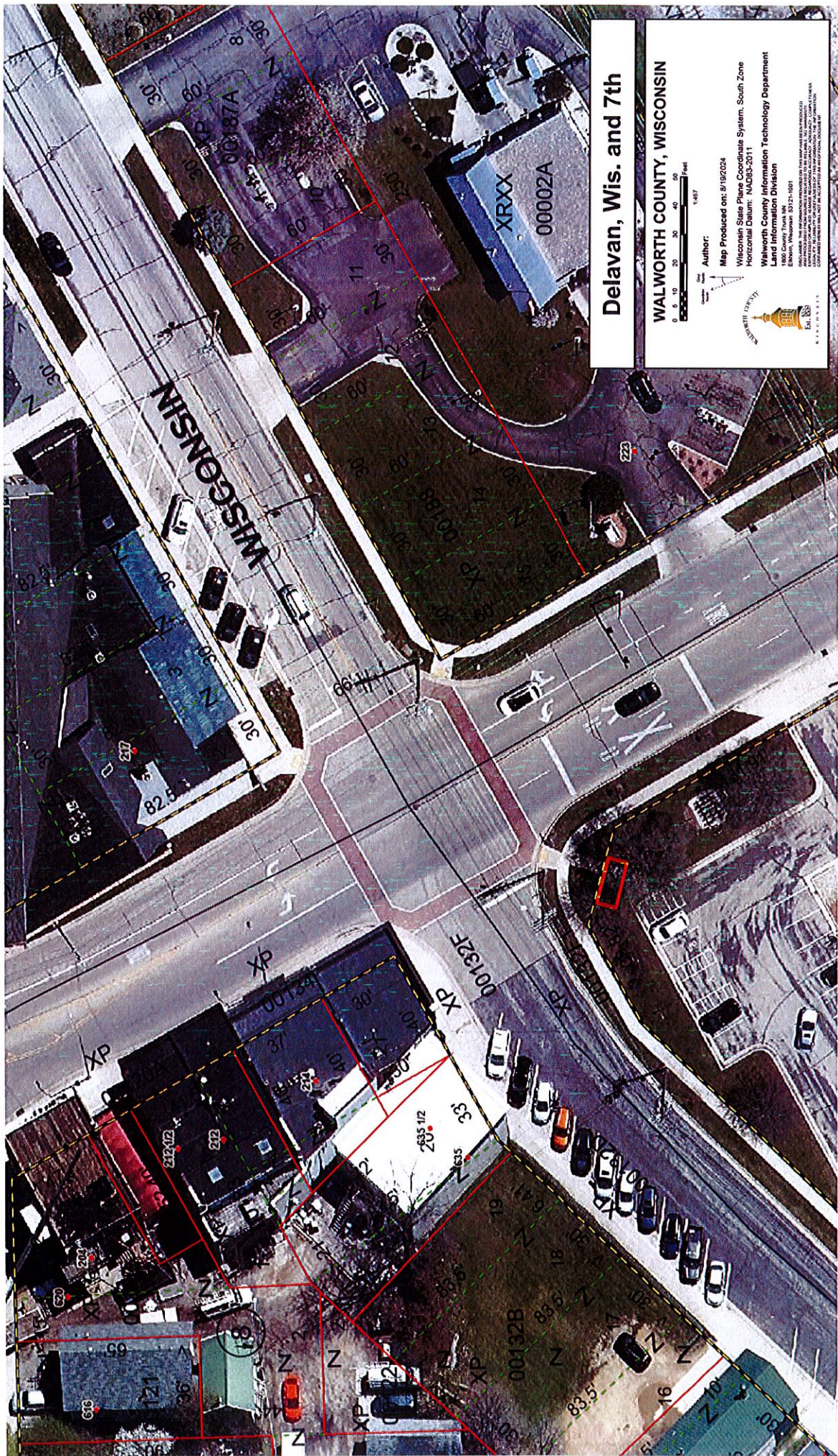
Changes in the intersections curbs can be made either permanently or with temporary rubber curb. The rubber curb requires pounding steel stakes into the road surface, they also can interfere with storm water. A positive is they can be removed in winter months as they would cause issues with snow/ice 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.

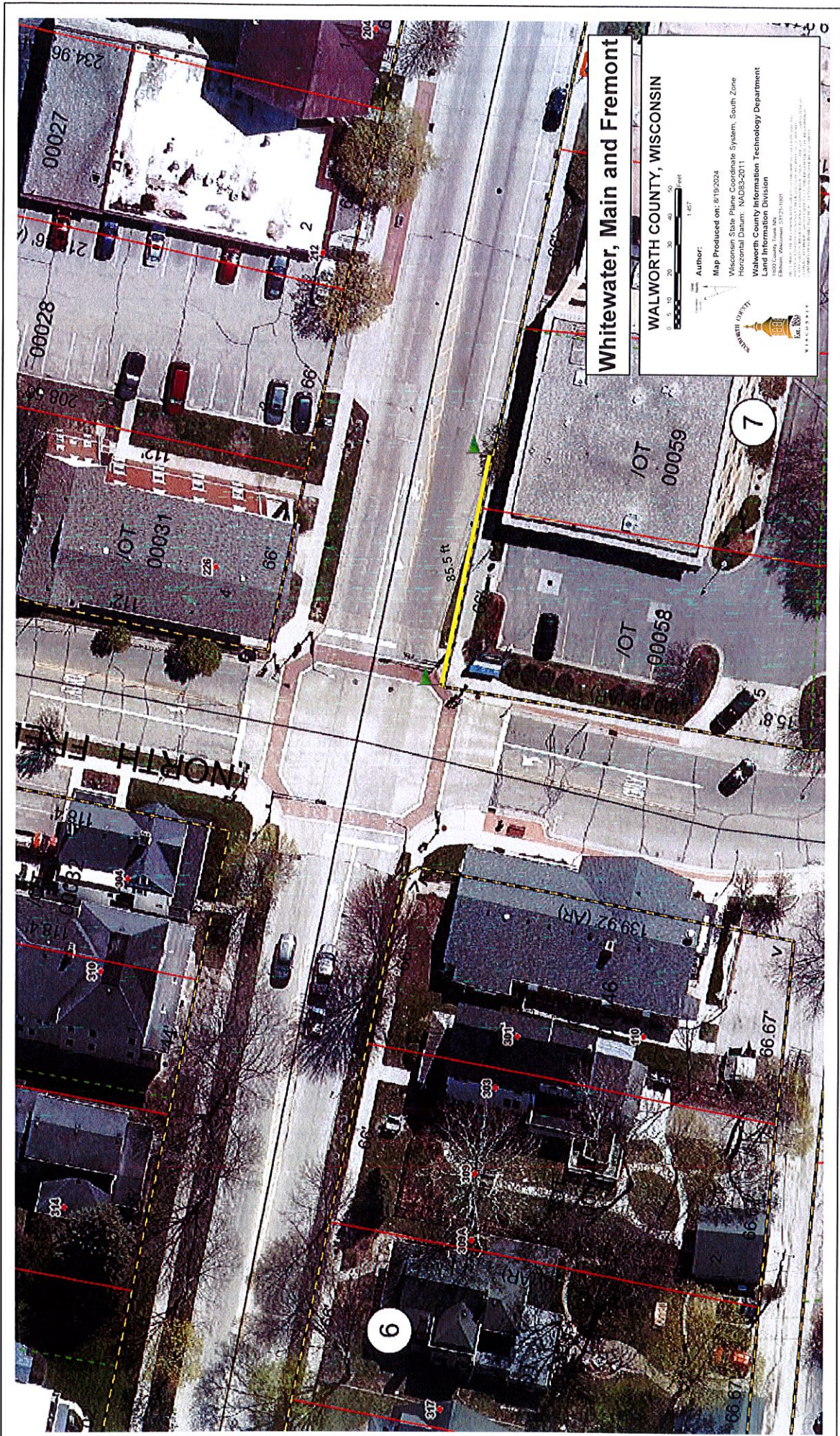
After exploration of these scenarios, installation of cantilever signs as referenced above may be worth further investigation as a faster remedy.

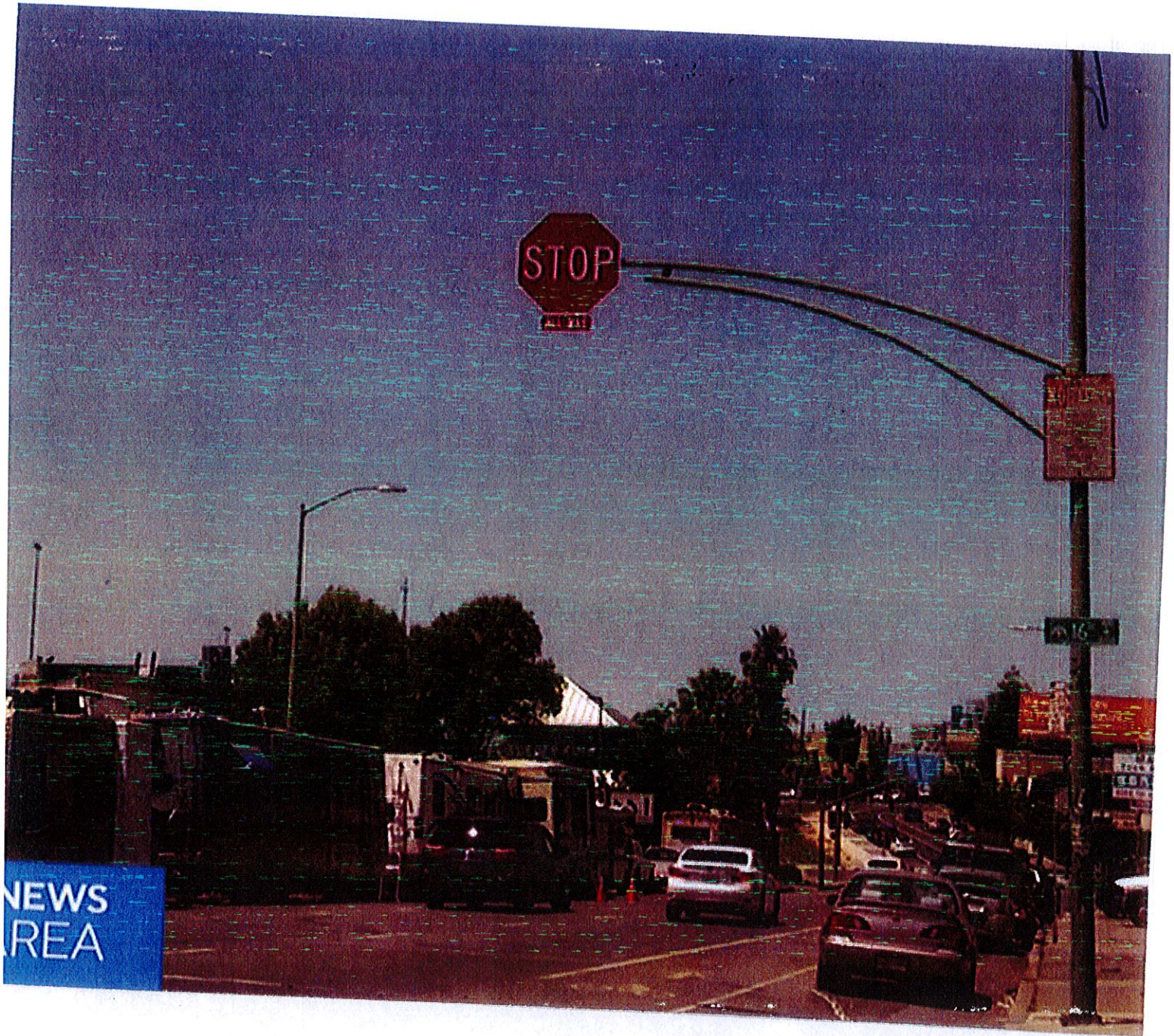
We are looking for direction on further actions.

Tom Earle, DPW



2









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%







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**

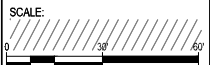
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**CITY OF LAKE
GENEVA,
WALWORTH
COUNTY**

CLIENT:

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EXHIBIT

REVISIONS:

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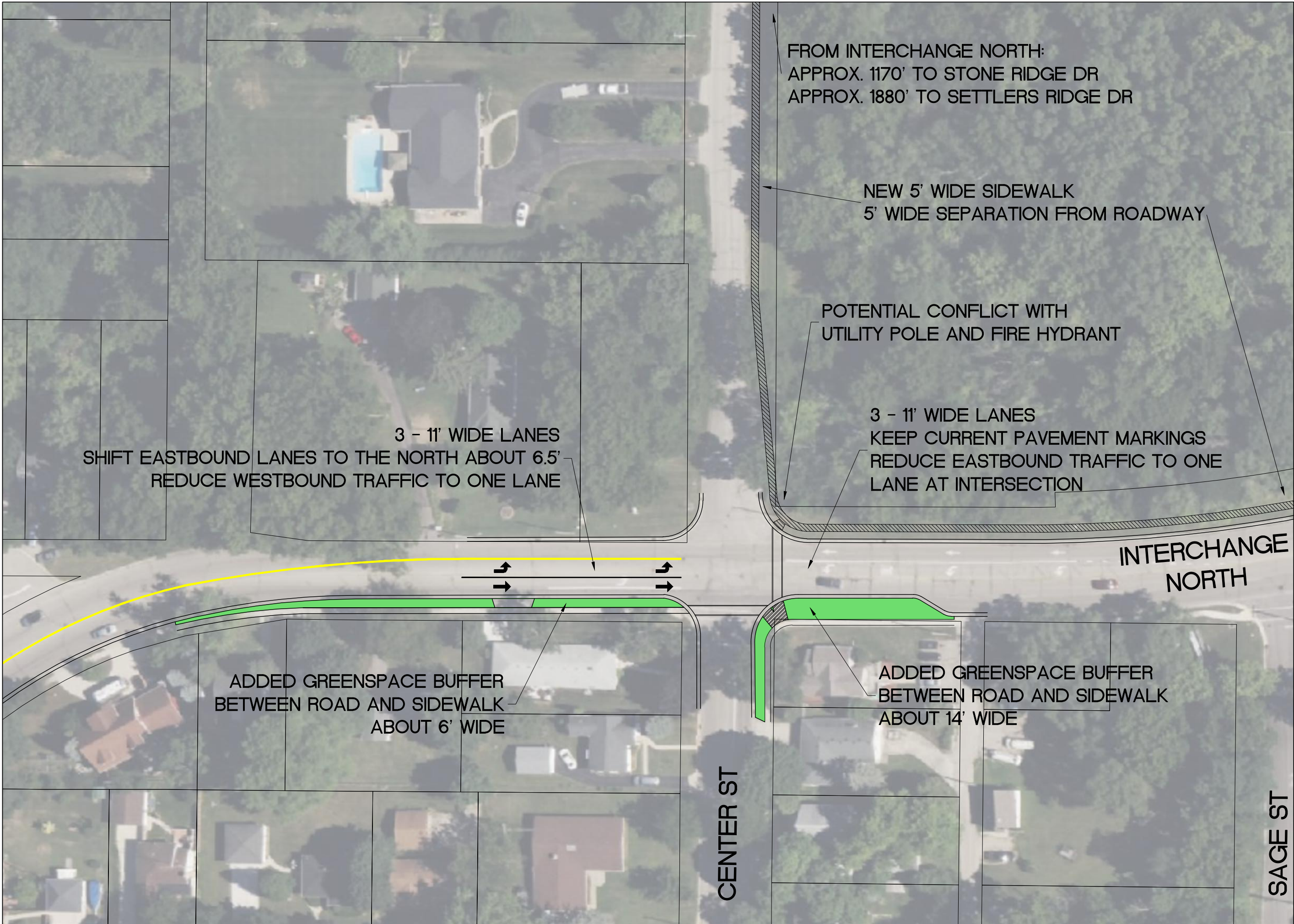
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PROJECT NUMBER:
DATE: 3/11/2024

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53105

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PROJECT:

INTERCHANGE
NORTH & CENTER
STREET
INTERSECTION

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



RELEASE:

EXHIBIT

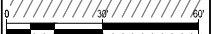
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ALTERNATE 3

PROJECT MANAGER:

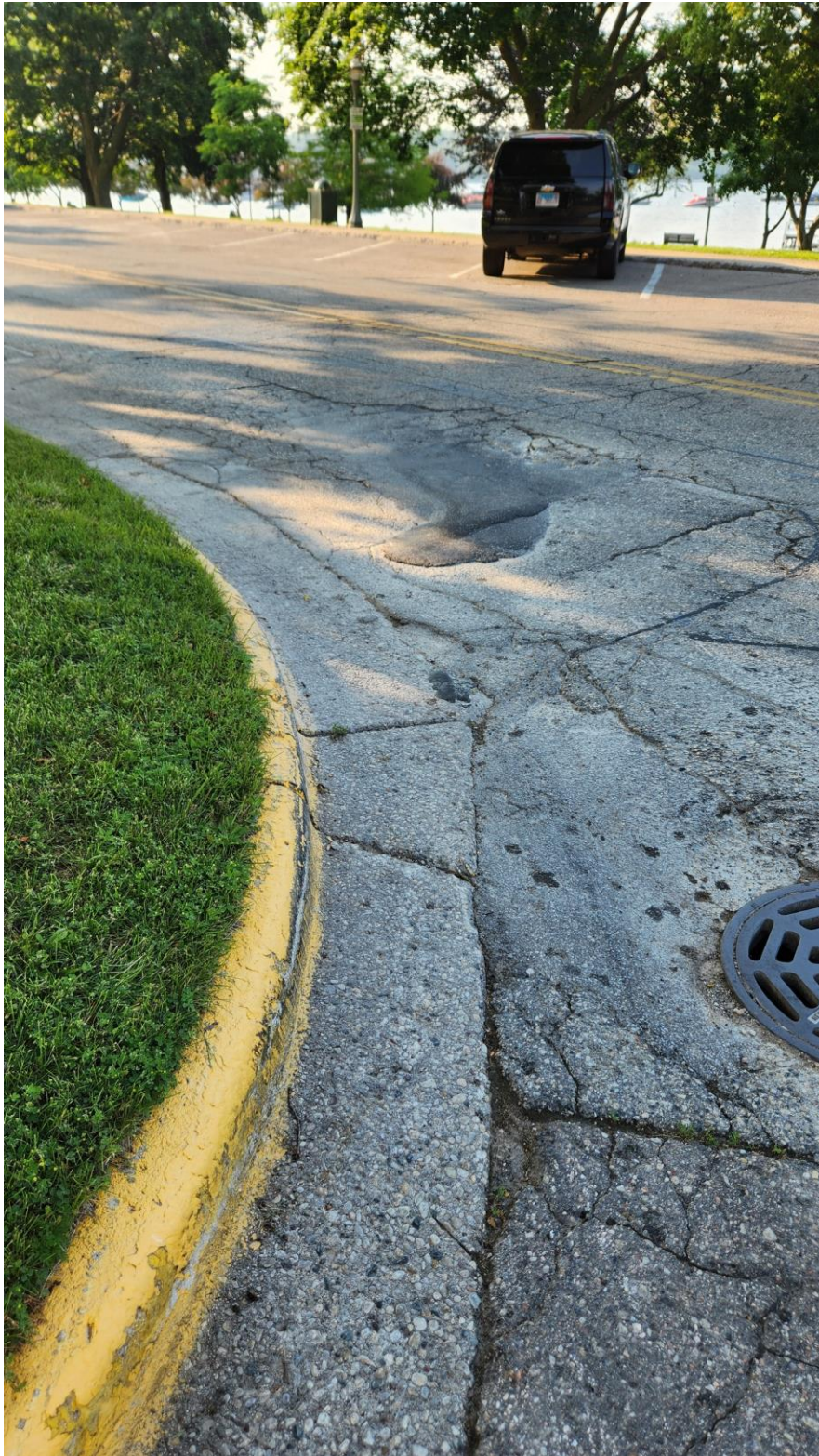
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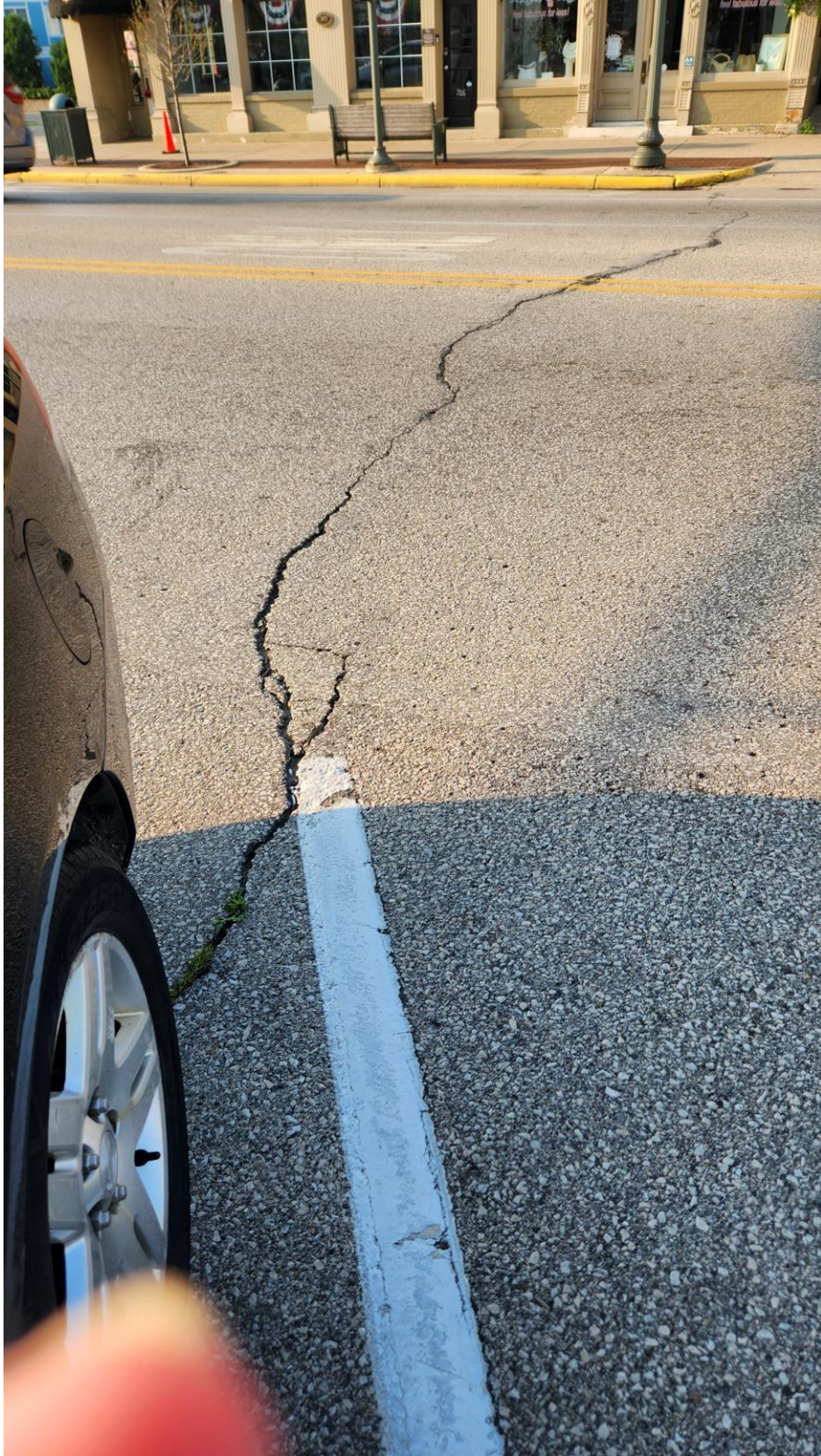














- 9 The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway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

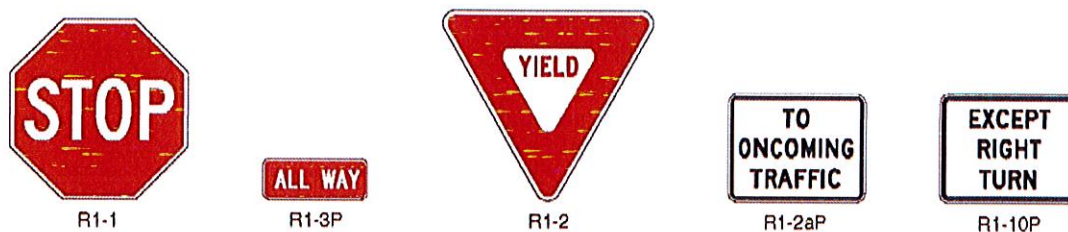
Support:

- 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.

PART 2. SIGNS

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

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- Section 2B.02 Design of Regulatory Signs
- Section 2B.03 Size of Regulatory Signs
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- Section 2B.06 STOP Sign Applications
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- Section 2B.11 Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-5 Series)
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- Section 2B.18 Movement Prohibition Signs (R3-1 through R3-4, R3-18, and R3-27)
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- Section 2B.26 Reversible Lane Control Signs (R3-9e through R3-9i)
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- 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)
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- 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.

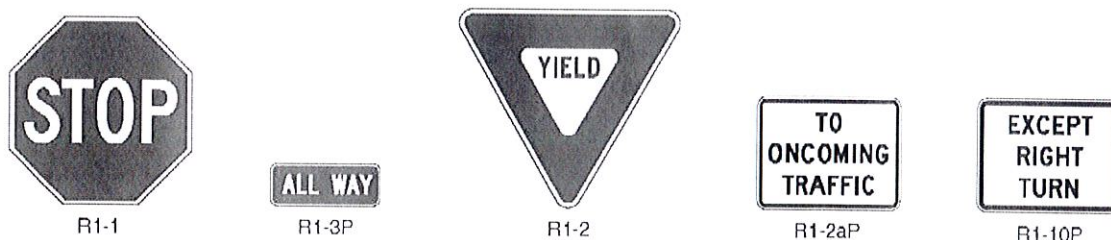
Support:

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.