



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

**PUBLIC WORKS COMMITTEE
MONDAY, NOVEMBER 25, 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

Watch this meeting on the City of Lake Geneva's live stream:

<https://cityoflakegeneva.gov/319/City-Meetings-Video-Stream>

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 October 28,2024
5. **Staff Reports:**
 - a. Director of Public Works Report
 - b. Street Superintendent Report
 - c. Parking Manager Report
 - d. Engineer Report
6. Discussion regarding EV Charging Stations (Yager/Parking Manager)
7. Discussion on South Street crossings Preliminary layout (Kapur)
8. Discussion/ Recommendation for Approval of Pay Request #3 2024 Street Program (Kapur)
9. Discussion on Lake Geneva Blvd sidewalk layout (Kapur)
10. Discussion on Sidewalk Evaluation Report and Draft Map (Kapur)
11. Discussion/Recommendation regarding parking on North street. (Ames)
12. Discussion/ Recommendation regarding crosswalk on Center Street adjacent to Brunk Pavilion (Hoiland/Kapur)
13. Discussion/Recommendation regarding Brush Drop Off (Hoiland/DPW)
14. Discussion/Recommendation regarding Wells Street -Hwy 50 Sidewalk (Kapur/DPW)

15. Discussion/Recommendation regarding Wells Street Sidewalk (Kapur)
16. Discussion/Recommendation regarding Curtis Street Sidewalk (Esposito)
17. Discussion regarding ADA recommendations and our safer towns(Dave)
18. **Future Meeting Date: December 23, 2024**
Agenda and packet published on the website: December 18, 2024

19. Future Agenda Items

20. **Adjournment**

*No official Council action will be taken; however, a quorum of the Council may be present.
Requests from persons with disabilities who need assistance to participate in this meeting should be made to the City Clerk's
office in advance, so the appropriate accommodations can be made.*

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE MINUTES
MONDAY, OCTOBER 28, 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

Meeting was called to order by Chairperson Fesenmaier at 4:04 PM.

Roll Call

Present: Fesenmaier, Yager, Esposito, Hoiland, Straube.

Absent: None

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

There was none.

Approval of the minutes from September 23, 2024

Motion by Yager to approve, second by Esposito.

Motion carried 4-0.

Staff Reports:

Director of Public Works Report

Public Works Director Tom Earle gave an overview of his report.

Earle further discussed the outcome of the Surplus Auction.

Discussion followed between committee members and Earle regarding White Rive Disc Golf Course.

Street Superintendent Report

Superintendent Neil Waswo absent and the report was included in the packet.

Committee members and Hoiland discussed the stoplight on Main and Wells

Parking Manager Report

Parking Manager Beth Gehris- Padro explained her report that was included in the report.

Gehris- Padro explained Lot I reserved parking discontinuation.

Committee members and Gehris- Padro further discussed potential Ev Charging Stations.

Engineer Report

Naomi Rauch of Kapur absent.

Bridget Barry of Kapur explained Rauch's memorandum that was included in the packet.

Barry explained various topics included in the report on committee members' requests.

Committee members and Barry further discussed the Lake Geneva Blvd sidewalk being on the West side versus East side.

It was requested for the plans to be brought back next month to review the sidewalk on both sides.

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

Committee members and Barry briefly discussed Center Street crosswalk design that was included in the packet.

Discussion followed between committee members and Barry regarding cost and parking configuration.

Discussion/Recommendation regarding parking on North Street

Earle requested to continue until next month for Neil and Ames to report on it.

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

Mayor Krause stated update remains the same from last month.

Krause and Earle discussed the budget and Phase 8 completion of a roadway.

Discussion/Recommendation regarding snowplowing

Committee members and Earle discussed snow policy on website.

Earle referred the public to watch the COW meeting in regard to snowplowing information.

Discussion followed between committee members and Earle regarding snow plowing operations and snow emergencies.

Discussion regarding ADA Recommendation and our Safer Towns

Fesenmaier and Dave discussed ideas for resolving the variety of citizen concerns.

Esposito explained the difficulty of movement in poor areas around the city.

Earle explained that 75-90% of the citizen concerns are private property.

Discussion/Recommendation regarding Crosswalk and Stoplight timing

Earle and Fesenmaier discussed crosswalk and stoplight timing.

Discussion followed between committee members and Earle explained there are specific timings for the amount of distance.

Discussion/Recommendation for approval of Contract Change Order #02–2024 Street Program (Kapur)

Barry gave an overview of the Contract Change Order #2 Memorandum included in the packet.

Motion by Yager to approve the Contract Change Order #2 to \$16,500.00, Second By Hoiland.

Motion Passed 4-0.

No further discussion.

Discussion/ Recommendation for approval of Payment Request #02–2024 Street Program (Kapur)

Barry gave an overview of the Pay Request #2 memorandum included in the packet.

Motion by Hoiland to approve Pay Request #2 of \$255,811.78 Second, by Yager.

Motion carried 4-0. No further discussion.

Future Meeting Date: Monday, November 25, 2024**Agenda and Packet published on the website: Wednesday, November 20, 2024**

Fesenmaier gives an overview

Future Agenda Items

Discussion on EV Charging Stations

Sidewalk Inventory

Discussion/ Recommendation regarding crosswalk on Wells Street0 Hwy 50

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

Discussion/ Recommendation regarding Curtis Street Sidewalk

Discussion regarding ADA recommendations and our safer towns

Adjournment

Motion to adjourn at 5:43 by Yager, Second by Esposito

Motion passed 4-0.



City of Lake Geneva

Department of Public Works

1065 Carey St.
Lake Geneva, WI 53147
262.248.6644

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

PUBLIC WORKS OFFICE & ADMINISTRATION

- Meet with Kapur, UC and WalCo regarding Int North project, incorporation of COLG wishes
- Discuss Hwy 50 with LGUC and WisDOT several times, ongoing.
- Meet with DNR regarding monitoring wells downtown, Gage Marine
- Discuss with UC Director, Haskins St culvert repair, meet with Ellena Engineering, ongoing
- Meet with Engineer, DPW Super regarding Haskins culverts several times
- Meet with WisDOT and UC regarding Hwy 120. Ongoing
- Attend 2024 SEWRPC ADA Compliance seminar, Milwaukee
- DPW participated in DOT/County info exchange. Ongoing
- DPW continues to work on ADA compliance areas, Main St. area. Grinding
- Accept RFP's for Lions Den posts and player bench concrete. Approved at Park Board. In process
- Accept RFP's for City Hall carpet. Approved. No start yet
- (2) 1-ton cab and chassis have been delivered, took to Monroe for upfitting equipment. Awaiting completion. Hopefully September delivery. Not delivered yet...
- Investigate speed limit changes on Hwy 50 at Curtis St. Look into previous reduction. Consult with City Engineer. Ongoing, Eng Study approved at Council
- DPW is currently awaiting the delivery of replacement leaf wagon. 1 year. DELIVERED
- Discuss Riv fountain lighting and Main St pond with BC, contract accepted. Waiting for material
- Attend DRT meetings.
- Attend Staff meetings.
- Currently working on ~~13 15 16~~, 8 CIP projects
- Assist City Engineer with multiple projects. Including 2024 Street Improvement, sea wall and spillway. WISLR
- Consider road salt MOU with WalCO, signed
- Summer ops in full swing, starting transition to fall , start for winter ops
- 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. Apx 1400 cu/yards were removed by DPW Staff. Balance needs to be landfilled. ongoing
- 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. Meeting again in Nov. See above as well
- Assist with sealing at seepage cells, UC, postponed...
- 2025 Budget, meet with Admin and Comptroller, ongoing
- Attend DPW management seminar, R&M, Waukesha, one more upcoming for 2024
- Meet with Mayor concerning Vets Park buildings, waiting for Alliant Energy
- Meet with Contractor regarding electrical service for new location of Vets Park storage building. Ongoing
- Meet with Alliant concerning Vets Park Storage building, see above



City of Lake Geneva

Department of Public Works

1065 Carey St.
Lake Geneva, WI 53147
262.248.6644

- Consult with City Attorney on several issues. Ongoing
- 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
- Address several ADA issues around downtown area, ongoing
- Review ROW permits, no B&Z manager
- Meet DPW Super, Sexton and City Engineer at Oak Hill to discuss road repairs, again
- Daily activities, signage, roads, salt allocation, salt application seminars, etc.
- Meet with Town Of Geneva, Bloomfield DPW concerning plowing border roads
- Discuss with Police Chief several issues
- Meet with several sales execs regarding equipment, ERF, main loader and blower
- 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, ongoing
- Investigate DEF issues on several pieces of equipment. 2 heavy plows. Ongoing
- Balcony for fuel delivery, monitoring issue begun, CIP
- 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, partial complete
- Meet with engineer and developer at the Vistas and Stone Ridge several times.

Parking Operations Report November 2024

Parking Permits Issued:

- 5,616 (5,222 Resident - 209 WalCo Resident - 185 Business)
- 36/40 Parking Lot Permits
- Total 2024 Revenue \$49,015

YTD Revenue

Month	Parkmobile-App	Flowbird-Kiosks
2024-01		\$97.00
2024-02	\$67,431.00	\$126,532.78
2024-03	\$60,018.50	\$113,719.92
2024-04	\$64,882.00	\$118,852.59
2024-05	\$110,678.50	\$199,156.91
2024-06	\$153,494.50	\$288,422.88
2024-07	\$180,583.00	\$332,667.45
2024-08	\$170,377.00	\$321,336.20
2024-09	\$117,130.00	\$230,428.99
2024-10	\$103,868.50	\$203,696.06
2024-11	\$38,060.50	\$52,484.98
2024-12	\$-	\$-
Total YTD	\$1,066,523.50	\$1,987,395.76
	Grand Total YTD	\$3,053,919.26

Quarterly Revenue

Month	Parkmobile-App	Flowbird-Kiosks
2024-10	\$103,868.50	\$203,696.06
2024-11	\$38,060.50	\$52,484.98
2024-12	\$-	\$-
Total Q4	\$ 141,929.00	\$ 256,181.04
	Q4 Grand Total	\$ 398,110.04

Data pulled Wednesday, November 20, 2024

Upcoming Events: Winterfest Jan 29-Feb 2, 2025

Impact estimated to be lower than previous years

Paid Parking Feb 1-2 during event

Previous Events:

Winterfest- Jan 31-Feb 4, Center Street Lot & 9 Spaces on Wrigley for 7 days

Impact: -\$10,900 in parking revenue

Murals in Motion- May 15-19, 6 spaces for 2 days/6 spaces for 3 days

Impact: -\$960 in parking revenue

Bacon Fest- May 31-June 2, Center Street Lot for 3 days

Impact: -\$3,900

Music in the Park- Thursdays Jun-Aug, 2 spaces each day

Impact: -\$560

Art in the Park- Aug 9-1, Center Street Lot and Stall on Center from Wrigley to Main

Impact: -\$7,440

Venetian Fest- Aug 12-19

Impact: -\$25,200

Walk to End Alzheimer's- Sept 14, 10 spaces at Library Park

Impact: -\$400

Fat Tire Charity Ride- Sept 21, 22 spaces in Geneva Lot, 2 spaces on Main

Impact: -\$960

Oktoberfest- October 11-14, 95 parking spaces

Impact: -\$10,900 in parking revenue

Farmer's Market- May 1-Oct 31 Thursdays, 2 Blocks of Broad Street, both sides

Impact: -\$14,850

Church Parking Placards- 4 churches, 90 placards (UCC Food Bank-6 placards)

Impact: -\$37,440 (-\$4,992)

Total Impact -\$118,502 of Parking Revenue

Projects:

Winter Projects

- Reconfigure Kiosks with TPS-add rule confirmation screen
- Sign survey & order for replacement
- Equipment preventative maintenance
- Focus on Late and Collection Notices at Parking Clerk level
- Preparing Documents for archive
- New-to-Department Vehicle preparation for Use

Plan for Early 2025

- Installation of new kiosk at 858 Main St.
- Identification of Best Location for 2nd Kiosk
- Staffing
 - Implement the Full-Time PEO position
 - Hire 5-6 new PEO
- Training with TPS/Upsafety on equipment
- Training with Police Department on new radio system and body cameras
- Paint Seminary Park Parking Lot F for Use
- Train for Quality of Citation with Integrity

IDEA	Benefit	Issues	Action List
Resident Parking Zone	Expand parking footprint	Public opinion and poor communication. Guest parking	No further discussion 2022 Ad Hoc
Additional Parking Lots	Accessible parking/expand footprint	Location, environmental impact, cost	Design plans, etc. DRT/ Plan Commission, Council Approval
Parking Structure Ramp/Garage	Accessible parking/expand footprint	Referendum 10+years ago did not pass/current funding issues/location/environmental impact	Revisit. Necessary future discussion
Dynamic Pricing	Option to increase prices on specific dates/events	Public opinion, BID input	Ongoing discussion for growth. Council approval.
Increase Parking Rates	Increase revenue/stimulate turnover	Public opinion (20+ negative public comments last time this was on council agenda)	Ongoing discussion for growth. Council approval.
Increase Parking Fines	Increase revenue/support enforcement	Already implemented. Council rescinded action	No further discussion 2022 Ad Hoc
Library-dedicated Parking Lot	Library access, increase visitors/funding from County	Design/location/emergency access	Possible revisit for future discussion with adjusted design. Council approval
Free Church Parking Placards	Community Outreach & Courtesy	Revenue impact \$\$, possible misuse by Residents	Council approval annually/bi-annually
Event Parking Fee Waived for NFP Organizations	Community Outreach & Courtesy	Implemented by Council vote. Revenue impact \$\$\$	Council approval. Possible future discussion.

Employee Parking Permit program	BID/Business owner satisfaction.	Cost prohibitive. Cannot outpace Resident permits, manual tracking of program	No further discussion 2022 Ad Hoc
Hillmoor Parking Lot	Expand parking footprint.	Location. Need for Shuttle/ Micro transportation Walking Path to City center	Hillmoor Commission 2025, Design plans, construction
Premier Resort Area Tax (PRAT)	Added revenue for City	Lack of Representative support, referendum	No further discussion per State Rep
EV Charging	Access for EV owners	No demand. The City cannot own stations. No clear revenue boost. Location	Resolved as non-beneficial to City 2022 Ad Hoc

Memo to City of Lake Geneva

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

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

CC: Kassandra Vina, City of Lake Geneva

Subject: Kapur Updates – November 2024 PWC

Center Street and Interchange North

A meeting is scheduled for November 20th with the County to discuss CTH H (Interchange North) improvements.

South Street Crosswalks

On Agenda.

Lake Geneva Blvd Sidewalk

On Agenda.

2025 Street Program & 5-year CIP planning

Paser ratings are on the agenda. A meeting has been scheduled for December 4th with DPW and Utility to discuss the 2025 Streets and CIP planning.

HWY 120 / Townline SISP

We are working on coordinating with WisDOT to determine appropriate timing for an SISP grant application.





DRAFT

Lake Geneva
Sidewalk Assessment



LAKE GENEVA SIDEWALK INVENTORY AND FIELD ASSESSMENT MANUAL



Prepared For: City of Lake Geneva
626 Geneva Street,
Lake Geneva, WI 53147

Prepared By: Kapur & Associates
1224 S Pine St,
Burlington, WI 53105

DRAFT

11/15/2024

TABLE OF CONTENTS

A. Introduction.....	5
B. Citywide Field Assessment Priority Areas.....	6
C. Data Collection	7
C.1. Existing Pedestrian Network	7
C.1.i. Sidewalks	7
C.1.i.a. Key Terms - Sidewalks	7
C.1.i.b. Characteristics Assessed - Sidewalks.....	7
C.1.i.b.1. Width and Passing Zones - Sidewalks	8
C.1.i.b.4. Cross Slope - Sidewalks	10
C.1.i.b.5. Combined Condition - Sidewalks	10
C.1.ii. Curb Ramps.....	13
C.1.ii.a. Key Terms – Ramps.....	13
C.1.ii.b. Characteristics to Assess - Ramps.....	14
C.1.ii.b.1. Geometry - Ramps.....	15
C.1.ii.b.2. Detectable Warning Surface	16
C.1.ii.b.3. Gutter.....	17
C.1.ii.b.4. Landing.....	18
C.1.ii.b.5. Flares.....	18
C.1.ii.b.6. Hazards	19
C.1.ii.b.7 Combined Curb Ramp Conditions.....	19
C.1.ii.c. Combined Ramp Score	20
C.1.iii. Crosswalks.....	21
C.1.iii.a. Key Terms.....	21
C.1.iii.b. Crosswalk Characteristics Assessed	21
C.1.iii.b.1. Width.....	22
C.1.iii.b.2. Crosswalk Cross Slope	22
.....	22
C.1.iii.b.3. Surface Conditions - Crosswalk.....	22
C.1.iii.b.4. Obstructions - Crosswalk.....	23
C.1.iii.b.5. Combined Crosswalk Score	23
C.1.iv. Pedestrian Signals	25
C.1.iv.a. Key Terms.....	25
C.1.iv.b. Pedestrian Signal Characteristics Assessed	26
C.1.iv.b.2. Signals Button Height.....	26
C.1.iv.b.3. Button Position and Appearance	26
C.1.iv.b.4. Button Tactile Features	27
C.1.iv.b.5. Pedestrian Signal Scoring	27
C.2. No Pedestrian Access ROW	28
C.2.i. Right of Way (ROW) availability	28
C.2.ii. Cross-slope.....	28

C.2.iii. Obstructions.....	28
C.2.iv. Proximity to existing sidewalk.....	28
C.2.i.b.1. Right of way (ROW) Availability – No Pedestrian Access.....	29
C.2.i.b.2. Cross Slope – No Pedestrian Access	29
D. Compliance	32
E. Work Cited.....	33

TABLES

Table 1 Width & Passing Zone Scoring - Sidewalks	8
Table 2 Frequency of Obstructions - Sidewalk	9
Table 3 Vertical Displacement Scoring - Sidewalks	9
Table 4 Cross Slope Scoring - Sidewalks	10
Table 5 Surface Condition Scoring - Sidewalks	10
Table 6 Frequency of Vertical Displacement Scoring - Sidewalks	11
Table 7 Frequency of Cracked Panels Scoring - Sidewalks	11
Table 8 Condition Score Weights - Sidewalks	11
Table 9 Scoring Weights - Sidewalks	12
Table 10 Scoring Rating – Sidewalks	12
Table 11 Width Scoring - Ramps	15
Table 12 Cross Slope Scoring - Ramps	15
Table 13 Running Slope Scoring - Ramps	16
Table 14 Detectable Warning Field Type Scoring	16
Table 15 Ramp Gutter Cross Slope Scoring	17
Table 16 Counter Slope Scoring	17
Table 17 Landing Dimension Scoring	18
Table 19 Flare Slope Scoring	18
Table 20 Curb Ramp Vertical Displacement Scoring	19
Table 21 Obstruction Scoring - Ramps	19
Table 22 Surface Condition Scoring – Ramps	19
Table 23 Combined Ramp Score	20
Table 24 Width Scoring – Crosswalk	22
Table 25 Slope Scoring - Crosswalk	22
Table 26 Surface Condition Scoring – Crosswalk	22
Table 27 Obstruction Scoring - Ramps	23
Table 28 Combined Crosswalk Score	23
Table 29 Intersection Score	24
Table 30 Scoring Rating – Intersection	24
Table 31 Button Height Scoring	26
Table 32 Button Position & Appearance Scoring	26
Table 33 Button Tactile Features Scoring	27
Table 34 Combined Pedestrian Signal Score	27
Table 35 Scoring Rating – Pedestrian Signal	28
Table 36 Right of way (ROW) Availability – No Pedestrian Access	29
Table 37 Cross Slope Scoring – No Pedestrian Access	29
Table 38 Frequency of Obstructions – No Pedestrian Access	30
Table 39 Proximity to Existing Sidewalk – No Pedestrian Access	30
Table 40 Scoring Rating – Sidewalks	31

A. Introduction

This sidewalk inventory and field assessment manual defines parameters for assessing existing pedestrian sidewalks and multi-use paths for conformance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Public Rights-of-Way Accessibility Guidelines (PROWAG). This manual also defines parameters for assessment of public right-of-way in which no pedestrian accommodations currently exist. The manual will be used as a guide for collecting citywide data, mapping data in GIS, and planning for future sidewalk, pedestrian path, and multi-use path improvements. The following ordinances, guidelines, and City adopted planning documents were referenced in the creation of this manual:

- Americans with Disabilities Act Accessibility Guidelines (ADAAG)
- Public Rights-of-Way Accessibility Guidelines (PROWAG)
- Ordinance Article IV Section 62-96 – Streets, Sidewalks, and other Public Places
- Ordinance section 8.03 – Sidewalk Construction and Repair
- Ordinance section 8.05 – Street and sidewalk excavations and openings
- Ordinance section 8.06 – Obstructions and encroachments
- City of Lake Geneva Bicycle and Pedestrian Plan, Adopted March 26, 2018
- Lake Geneva Comprehensive Outdoor Recreation Plan 2021-2026

Lake Geneva's streets are laid out as a grid with most sidewalks being centered around downtown. As a pedestrian leaves central downtown, the streets more often lack bicycle and pedestrian infrastructure. This assessment will help identify connections to important local destinations that, if implemented, will improve the quality of life for Lake Geneva residents, encourage tourists to travel by foot or by bike, and enhance the outdoor recreation experience within the City.

This assessment is a tool used to help meet the following objectives set forth in the City's various Ordinances and adopted planning documents:

- Improve pedestrian crossings, particularly in areas of high traffic or where safety issues are present (City of Lake Geneva Bicycle and Pedestrian Plan)
- Enhance the City's walkability, require sidewalks or pedestrian pathways in all new residential and commercial developments, design neighborhoods and developments with pedestrians in mind, consider the needs of bicyclists and pedestrians in all road improvement projects, and connect all new developments to the existing sidewalk network. (City of Lake Geneva Bicycle and Pedestrian Plan)
- Require infill development projects to provide sidewalks where gaps in the sidewalk network are present. (City of Lake Geneva Bicycle and Pedestrian Plan)
- Assist City Administrator in completing an ADAAG audit of pedestrian access to existing park facilities and target 33% compliance of ADAAG access recommendations in all existing facilities by 2026 (Lake Geneva Comprehensive Outdoor Recreation Plan 2021-2026)
- Include assessment of recommended trail and crossing improvements based on priority ranking (Table 6.3 of Lake Geneva Comprehensive Outdoor Recreation Plan 2021-2026)

B. Citywide Field Assessment Priority Areas

The city limits have been divided into priority areas for field assessment. This assessment does NOT include assessment of ADAAG accessibility on private property outside of the public right-of-way nor does this assessment include sidewalks, or other pedestrian accommodations on city owned properties outside of the public right-of-way. These priority areas have been determined based on the following:

Priority #1 – Downtown – The downtown area is frequently visited by local citizens and tourists alike. These areas include existing pedestrian access with older infrastructure with potentially non-compliant characteristics.

Priority #2 – Schools – Pedestrian access within 1000-ft of schools is a priority for the City of Lake Geneva to ensure safe access for all.

Priority #3 – Churches – Churches often serve as a social gathering point for many residents. This manual prioritizes assessment of sidewalk and pedestrian access within 1000-ft of existing churches.

Priority #4 – Key Streets – Key streets as noted in the City's Bike and Pedestrian Plan will be field assessed on both sides of the street along the corridor.

Priority #5 - Local Streets (Historic Neighborhood / Older Subdivisions) – The city is made up of local streets that contain historic neighborhoods that have aging pedestrian networks. Adjacent to this historic neighborhood are the cities first subdivisions that were designed and constructed without sidewalks.

Priority #6 – Local Streets (Newer subdivisions) - These areas provide an array of pedestrian accommodations and are more likely to be in good condition and compliant with current standards. These local streets were prioritized based on age of construction spread throughout all aldermanic districts.

See Map #1 for the sidewalk field assessment priority areas.

As data is collected along the existing pedestrian network it will be compiled and given a compliance score based on the criteria itemized below. The data and compliance score are then mapped on the City GIS system to be used for planning of future street and sidewalk improvement programs.

C. Data Collection

Data collection is completed by walking the public right-of-way and completing data forms for either existing pedestrian network components or areas with no pedestrian access in the public right-of-way (ROW).

C.1. Existing Pedestrian Network

Within the priority collection area, the inventory will record four types of features in the existing pedestrian network:

Crosswalks – Marked crossings at intersections or mid-block crossings.

Curb Ramps – Transitions between sidewalks and the street.

Pedestrian Signals – “Walk” signals indicating safe crossing phases.

Sidewalks – Linear paths, usually adjacent to public streets.

For each type of feature, a variety of measurements will be taken. The sections that follow describe the assessed characteristics for each feature type.

C.1.i. Sidewalks

C.1.i.a. Key Terms - Sidewalks

Block Summaries – At the end of each block of sidewalk, field staff will record a point summarizing the condition and compliance of the block. Block summary points will record data for all sidewalk assessed characteristics.

Cross Slopes at Driveways – At points where driveways cross the sidewalk, field staff will record the cross slope of the sidewalk at the middle of the driveway. Cross slopes will be collected at these locations because driveway crossings often have higher cross slopes than other parts of the sidewalk.

Major Obstructions and Condition Issues – All condition issues found in sidewalks will be recorded in the block summaries, but major obstructions and condition issues will also be recorded using a dedicated point. These points will capture the precise location of the issue or obstruction and will allow field staff to attach a photograph of the problem.

Vertical Displacements – Vertical faults are points where the surface of the sidewalk is uneven, usually due to heaving or settling of panels.

C.1.i.b. Characteristics Assessed - Sidewalks

Sidewalk points will be assigned to the nearest sidewalk block. The values and measurements from the point locations will then be summarized by segment, and the segment values will be scored using the compliance index. For each block, the measurement for each criterion that differs most from compliance will be evaluated against PROWAG standards.

The compliance index for sidewalks considers four criteria representing PROWAG accessibility standards:

- Sidewalk width and passing zones.
- Obstructions
- Vertical displacements
- Cross slope

Field staff will also record variables related to the condition of features in the pedestrian network:

- Surface condition issues
- Frequency of vertical faults
- Number of cracked panels

C.1.i.b.1. Width and Passing Zones - Sidewalks

Sidewalks widths will be measured to the nearest inch at least once per block, up to 200-ft, and at every visual change in width, using a measuring tape.

Sidewalks must have a minimum continuous width of at least four feet to meet current City Ordinance and PROWAG (R302.3) requirements. However, PROWAG R302.3.1 and R302.4 require 5-ft sidewalk width within medians/pedestrian refuge islands and passing spaces at a minimum of 5-ft x 5-ft be provided at intervals of 200-ft maximum, respectively. The compliance score for each block feature is based on this minimum width measurements (see **Table 1 Width & Passing Zone Scoring – Sidewalks**) and whether appropriate passing spaces are available.

Table 1 Width & Passing Zone Scoring - Sidewalks

Width	Score w/ Passing Zone	Score w/ out Passing Zone
60+ inches	100	100
54 inches	100	75
48 inches	100	50
42 inches	50	25
36 inches or less	0	0

C.1.i.b.2. Obstructions - Sidewalks

Sidewalks must have a four-foot-wide clear path free from obstructions (PROWAG R302.3). Obstructions are any foreign objects that intrude on the pedestrian path, reducing its passable width below the allowed minimum (48-inches). Field staff will record the type of obstruction present, if any, for each block of sidewalk. The compliance score for sidewalk obstructions is based on the number of obstructions present in each block (see **Table 2 Frequency of Obstructions – Sidewalks**). Field staff will record the presence of the following categories of obstructions:

- Pole or Signpost
- Hydrant
- Bollard
- Grate
- Tree roots or trunk
- Vegetation
- Other

Table 2 Frequency of Obstructions - Sidewalk

Number of Obstructions per Block	Score
No obstructions present	100
One obstruction present	50
Two or more obstructions present	0

C.1.i.b.3. Vertical Displacements – Sidewalks

All vertical faults must be less than ½ inch to be ADAAG compliant. In addition, all faults between ¼ inch and ½ inch must be beveled or ground down to remove the fault (PROWAG R302.7.2). Larger vertical faults can create a tripping hazard and can impede mobility devices such as wheelchairs.

Table 3 Vertical Displacement Scoring - Sidewalks

Largest Vertical Displacement	Score
Less than ¼ inch, or beveled	100
¼ inch to ½ inch, not beveled	50
More than ½ inch	0

Field staff will record the total number of vertical displacements present in the feature as well as the size of the largest vertical displacement using a measuring tape. The compliance score for vertical displacements is based on the maximum vertical displacement size observed in each block of sidewalk (see **Table 3 Vertical Displacement Scoring – Sidewalks**).

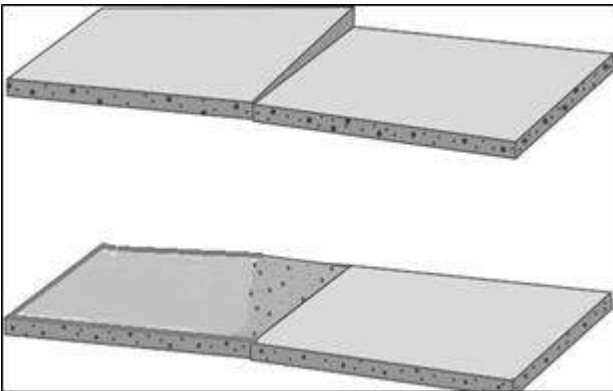


Figure 1 Diagram showing how an unevenly vertically raised slab can be ground to provide a smoother transition.

U.S Department of Transportation Federal Highway Administration.

C.1.i.b.4. Cross Slope - Sidewalks

Cross slope is the slope of the sidewalk perpendicular to the direction of travel. To be ADAAG compliant, sidewalk cross slopes must be 2.0 percent or less (PROWAG R302.6). Greater cross slopes can make wheelchairs, walkers, and other mobility devices unstable.

Field staff will record the sidewalk cross slope every time a driveway crosses the sidewalk, as well as an average cross slope for each block using a standard level and measuring tape. The score for cross slope is based on the maximum value for the block (see **Table 4 Cross Slope Scoring – Sidewalks**).

Table 4 Cross Slope Scoring - Sidewalks

Maximum Cross Slope	Score
2.0% or less	100
2.1% - 4.0%	75
4.1% - 6.0%	50
6.1% - 8.0%	25
8.1% or more	0

C.1.i.b.5. Combined Condition - Sidewalks

The following items, although not directly related to PROWAG or ADAAG issues, address the overall sidewalk condition. As sidewalks age, they can develop a variety of condition issues.

C.1.i.b.5.I. Surface Condition - Sidewalks

Field staff will record the condition issues, if any, present in the feature. Common surface condition issues, from least to most serious, include:

Cracking – A complete or incomplete separation of either concrete or masonry into two or more parts produced by breaking fracturing.

Dirt – Water has deposited a layer of dirt, reducing traction.

Grass – Grass or other vegetation growing through cracks.



Spalling - The smooth top layer of the surface has chipped away, see Figure 2

(Figure 3)

Field staff will record the most serious surface condition issue, if any, for each block of sidewalk. This value will be used to calculate the surface condition score for sidewalks (see **Table 5 Surface Condition Scoring – Sidewalks**).

Table 5 Surface Condition Scoring - Sidewalks

Condition Issue	Score
None	100
Dirt/Grass/Worn	80
Other	60
Cracking	40
Spalling	20

Figure 4: Example of Spalling on a Concrete Sidewalk

(Champagne County Regional Planning Commission and CUUATS, February 2016)

C.1.i.b.5.II. Frequency of Vertical Displacements - Sidewalks

A high concentration of vertical displacements indicates an uneven surface that may pose a greater potential trip hazard.

In addition to the largest vertical displacement (included in the compliance index), field staff will record the total number of vertical displacements in each block of sidewalk. The total number of displacements will then divide by the length of the block, the average per 100' will be used to compile the score. To comply with regulations vertical displacements must be less than ½ inch to be ADAAG compliant, and faults between ¼ inch and ½ inch must be beveled or ground down to remove the fault by PROWAG R302.7.2. (see **Table 6 Frequency of Vertical Displacement Scoring – Sidewalks**).

Table 6 Frequency of Vertical Displacement Scoring - Sidewalks

Vertical Displacements	Value
0 per 100' of sidewalk	100
1 per 100' of sidewalk	80
2 per 100' of sidewalk	60
3 per 100' of sidewalk	40
4+ per 100' of sidewalk	20

C.1.i.b.5.III. Number of Cracked Panels - Sidewalks

Cracked panels allow water to enter, which when frozen and thawed is more likely to further crack the original panel or surrounding ones.

Field staff will measure and record the length of the cracked panels, then divide it by the total length of the block to obtain the percentage of cracked panels in the block (see **Table 7 Frequency of Cracked Panels Scoring - Sidewalks**).

Table 7 Frequency of Cracked Panels Scoring - Sidewalks

Percent Cracked Panels	Value
10% or less	100
10.1% to 20%	80
20.1% to 30%	60
30.1% to 40%	40
40.1% or greater	20

C.1.i.b.5.IV. Combined Condition Score - Sidewalks

The combined condition score for sidewalks is calculated by equally weighting each of the three compliance criteria (see **Table 8 Condition Score Weights - Sidewalks**). Equal weights will be used because any displacement in the sidewalk, if severe, can significantly impact use of the space, particularly for individuals with disabilities.

Table 8 Condition Score Weights - Sidewalks

Variable	Weight
Surface condition	33.4%
Frequency of vertical displacements	33.3%
Number of cracked panels	33.3%

C.1.i.c. Combined Score - Sidewalks

The combined score for sidewalks is calculated by weighing each of the four compliance criteria and the combined sidewalk condition. Different weights will be used due to the severity of reduced mobility and safety to individuals.

(See **Table 9 Scoring Weights - Sidewalks**). The value acquired from scoring the weights translates into a rating from 1-10. The lower the rating the more essential it is for the sidewalk to be replaced. (see **Table 9 Scoring Weights - Sidewalks**)

Table 9 Scoring Weights - Sidewalks

Variable	Weight
Maximum Cross Slope	15%
Largest Vertical Displacement	10%
Number of Obstruction Types	10%
Sidewalk Width	20%
Combined Sidewalk Condition	45%

Table 10 Scoring Rating – Sidewalks

Rating	Score
10	100
9	90-99
8	80-89
7	70-79
6	60-69
5	50-59
4	40-49
3	30-39
2	20-29
1	0-19

C.1.ii. Curb Ramps

C.1.ii.a. Key Terms – Ramps

Blended Transition – The entire corner is sloped toward the intersection.

Built-Up Ramp – The ramp is constructed on the street side of the curb and is built up to the level of the sidewalk.

Combination Ramp – The ramp has two sections, one of which is parallel to the crossed street, and one of which is perpendicular to it.

Curb Flares – For ramps that lie within sidewalks or other pedestrian paths, a sloped surface creating a transition between the sidewalk and the ramp.

Detectable Warning Surface – The tactile surface indicating the end of the ramp and the beginning of the street.

Diagonal Ramp – The ramp serves pedestrians crossing two intersecting streets and lies at a 45-degree angle to both streets.

Flared Sides – The sides of the ramp end in sloped panels that create a gradual transition between the ramp and the adjacent walkable surface.

Flat Edges – The sides of the ramp are flat, similar to a sidewalk.

Gutter – The channel between the ramp and the street used for drainage.

Landing – The flat area at the top or bottom of the ramp used by pedestrians to change direction.

Left and Right Approaches – The segments of sidewalk leading to the ramp.

Parallel Ramp – The ramp is parallel to the crossed street.

Pavement Grooves – A surface consisting of parallel grooves cut or molded into the surface of the ramp.

Perpendicular Ramp – The ramp is perpendicular to the crossed street.

Ramp – The sloped surface creating a transition between the level of the sidewalk and the level of the street.

Returned Curbs – The sides of the ramp end in distinct curbs similar to the curb at the street.

Truncated Domes – A tactile surface consisting of raised domes with flat tops. Truncated dome detectable warning surfaces were further classified by color: red, yellow, or other.

For ramps with returned curbs, the curbs **will not be included** in linear measurements. For ramps with flared sides, the slope of the curb flare will be measured parallel to the curb.

Curb ramps create a safe transition between the sidewalk and the street. ADAAG-compliant sidewalks are particularly important for pedestrians who use mobility devices, and compliant detectable warning surfaces provide key safety signals for blind and low-vision users.

C.1.ii.b. Characteristics to Assess - Ramps

In accordance with PROWAG, features with running slopes greater than 5.0 percent will be analyzed as curb ramps, and features with running slopes less than or equal to 5.0 percent will be analyzed as blended transitions, regardless of the current ramp type.

The curb ramp compliance index criteria are based on PROWAG and cover six areas of analysis:

- Ramp geometry
- Detectable warning surface
- Gutter
- Landing
- Approaches and flares
- Hazards

Field staff will also record variables related to the condition of ramps in the pedestrian network:

- Surface condition
- Frequency of vertical displacements
- Number of cracked panels

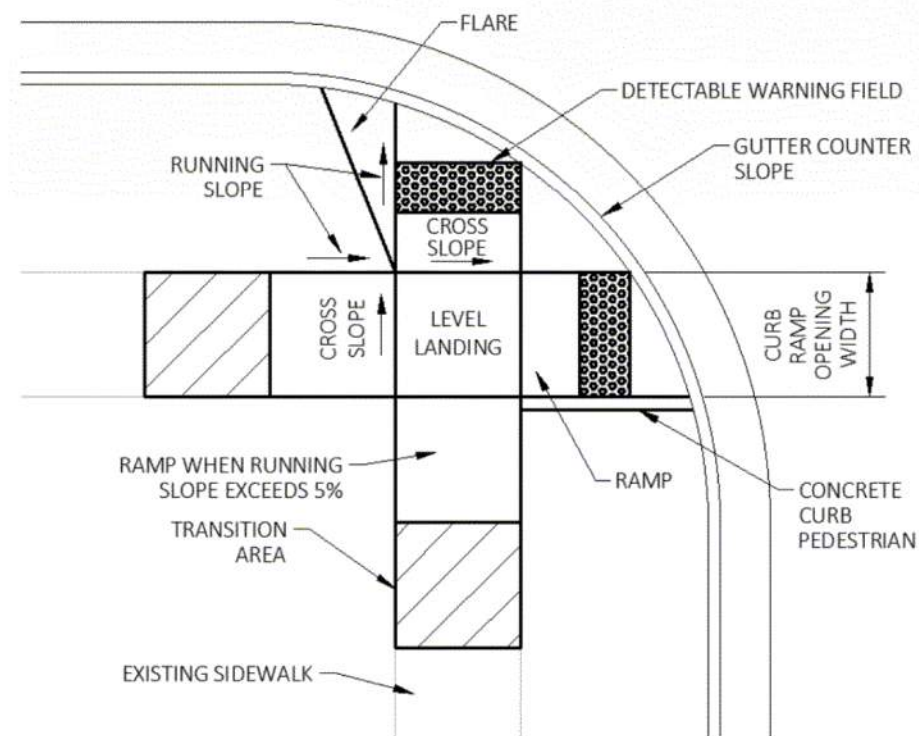


Figure 5 Curb Ramp Best Practices

(WisDOT FDM 11-46 Bicycle and Pedestrian Accommodation Guidance)

C.1.ii.b.1. Geometry - Ramps

C.1.ii.b.1.I. Width - Ramps

Curb ramps, including those within medians or pedestrian islands, must be at least five feet wide.

Field staff will measure the width of curb ramps at the top of the ramp and measure blended transitions adjacent to the street. Ramp widths will be measured at every visual change in width, using a measuring tape. The compliance score is based on the width measurement (see **Table 11 Width Scoring - Ramps**).

Table 11 Width Scoring - Ramps

Ramp Width at Bottom	Score
60 inches or more	100
59 to 54 inches	50
53 inches or less	0

C.1.ii.b.1.II. Cross Slope - Ramps

Ramp cross slopes will be measured starting from top of panel, using a standard level and measuring wheel. Cross slopes will be measured per block or 200', whichever is shorter.

Cross slope is the slope of the ramp perpendicular to the direction of travel. To be compliant, curb ramp cross slopes must be 2.0 percent or less (PROWAG R304.5.3). Greater cross slopes can make wheelchairs, walkers, and other mobility devices unstable. Field staff will record the cross slope for each ramp, and the cross-slope measurement will be used to calculate the compliance score (see **Table 12 Cross Slope Scoring - Ramps**).

[Table 12 Running Slope Scoring - Ramps](#)[Table 11 Cross Slope Scoring - Ramps](#)).

Table 12 Cross Slope Scoring - Ramps

Controlled Intersection Cross Slope	Uncontrolled Intersection Cross Slope	Score
2.0% or less	Matches road slope	100
2.1% - 4.0%		50
4.1% or more	Steeper than road slope	0

C.1.ii.b.1.III. Running Slope - Ramps

Ramp running slopes will be measured using a standard level and measuring tape. Measurements will be taken every block or 200', whichever is shorter.

Running slope is the slope of the curb ramp in the direction of travel. To be ADAAG compliant, curb ramps must have a running slope of 5.0 percent to 8.3 percent, but ramps are not required to exceed 15 feet in length to meet the maximum slope requirement (PROWAG R304.2.2 and R304.3.2). Blended transitions must have a maximum running slope of 5.0 percent (PROWAG R304.4.1). The running slope measurement for each ramp or blended transition will be used to calculate its running slope compliance score (see **Table 13 Running Slope Scoring - Ramps**

Table 13 Running Slope Scoring - Ramps

Ramp Running Slopes	Score
8.3% or less	100
8.4% to 9.3%	60
9.4% to 10.3%	40
10.4% or more	0
Ramp Length > 15 feet	100

Table 13 Detectable Warning Field Type ScoringTable 12 Running Slope Scoring - Ramps).

C.1.ii.b.2. Detectable Warning Surface

C.1.ii.b.2.I. Type

Detectable warning surfaces provide a tactile indication that a curb ramp is ending, and the street is beginning. Ramps must include a detectable warning surface composed of truncated domes (PROWAG R305).

Field staff will record the type of detectable warning surface, if any, using a standard level and measuring tape. This value will be used to calculate the score for detectable warning surface type (see **Table 14 Detectable Warning Field Type Scoring**

Table 14 Detectable Warning Field Type Scoring

Surface Type	Score
Truncated Domes	100
Pavement Grooves	50
Other	50
None	0

Table 14 Ramp Gutter Cross Slope ScoringTable 13 Detectable Warning Field Type Scoring). Upper combination ramps and other ramps not adjacent to the street will be given a score of 100 since they **do not** require detectable warnings.

C.1.ii.b.3. Gutter

C.1.ii.b.3.I. Cross Slope

Gutters lie between the end of a curb ramp and the street, creating a channel for water drainage. Though slope is required for effective drainage, excessive slope perpendicular to the direction of pedestrian travel can be hazardous to pedestrians, particularly those using mobility devices. To be compliant, gutters within pedestrian access routes must have a cross slope of 2.0 percent or less (PROWAG R304.5.3).

Table 15 Ramp Gutter Cross Slope Scoring

Cross Slope	Score
2.0% or less	100
2.1% to 4.0%	50
4.1% or more	0

Field staff will measure the cross slope of the gutter using a standard level, and the measurement will be used to calculate the gutter cross slope compliance score (see **Table 15 Ramp Gutter Cross Slope**

Scoring

Table 15 Counter Slope ScoringTable 14 Ramp Gutter Cross Slope Scoring).

C.1.ii.b.3.II. Counter Slope

Counter slope is the slope on the street side of the gutter in the direction of pedestrian travel. Gutters adjacent to curb ramps must have a counter slope of 5.0 percent or less (PROWAG R304.5.4). Higher counter slopes indicate an excessive change in angle between the curb ramp and the street, creating a tipping hazard for wheelchairs and other mobility devices.

Field staff will record the slope from the base of the gutter to the street using a standard level and measuring tape. The counter slope measurement will be used to calculate the gutter counter slope score (see **Table 16 Counter Slope Scoring**

Table 16 Counter Slope Scoring

Counter Slope	Score
5.0% or less	100
5.1% to 7.0%	75
7.1% to 9.0%	50
9.1% to 11.0%	25
11.1% or more	0

Table 16 Landing Dimension ScoringTable 15 Counter Slope Scoring)

C.1.ii.b.4. Landing

C.1.ii.b.4.I. Dimension

The ramp landing provides pedestrians with a safe area to stop or change their direction of travel. Landings that are too small may restrict the movement of pedestrians using mobility devices. To be complaint, both the length and width must be at least four feet (PROWAG R304.2.1, R304.3.1 and R407.6.4).

Field staff will record the length and width of the landing area for each ramp using a measuring tape. The minimum landing dimension will be used to calculate the compliance score (see **Table 17 Landing Dimension Scoring**

Table 17 Landing Dimension Scoring

Minimum Dimension	Score
48+ inches	100
42 inches	50
36 inches or less	0
No landing	0

[Table 17 Slope Scoring](#) [Table 16 Landing Dimension Scoring](#)).

C.1.ii.b.4.II. Slope

Landings must have a cross slope and running slope of 2.0 percent or less (PROWAG R304.2.2, R304.3.2 and R304.5.3).

Field staff will record the landing cross slope and running slope for each curb ramp using a standard level and measuring tape. The maximum slope will be used to calculate the landing slope compliance score (see **Table 18 Slope Scoring**

Table 18 Slope Scoring

Maximum Slope	Score
2.0% or less	100
2.1% to 2.9%	50
3.0% or more	0
No landing	0

[Table 18 Flare Slope Scoring](#)[Table 17 Slope Scoring](#)).

C.1.ii.b.5. Flares

C.1.ii.b.5.II. Flare Slope

Flare Slope	Score
-------------	-------

10.0% or less	100
10.1% to 12.0%	50
12.1% or more	0
No flares	100

Curb flares create a safe transition between the ramp and the adjacent surface when that surface is walkable. To be compliant, curb flares must have a slope of 10.0 percent or less (PROWAG R304.2.3).

Fare slopes that exceed that can be wheelchairs or

Table 19 Flare Slope Scoring

unsafe for pedestrians who use other mobility devices.

For ramps with curb flares, field staff will measure the slope of the flare parallel to the curb using a standard level and measuring tape. The slope measurement will be used to calculate the flare slope compliance score (see **Table 19 Flare Slope Scoring**

Table 19 Curb Ramp Vertical Displacement ScoringTable 18 Flare Slope Scoring).

C.1.ii.b.6. Hazards

C.1.ii.b.6.I. Vertical Displacements

Vertical displacements are points where the surface of the ramp is uneven, usually due to heaving or settling of panels. To be compliant, all displacements must be less than ½ inch. In addition, all faults between ¼ inch and ½ inch must be beveled or ground down to remove the displacement (PROWAG R302.7.2). Larger vertical displacements can create a tripping hazard and can impede mobility devices such as wheelchairs.

Field staff will record the size of the largest vertical displacement in each ramp using a measuring tape. The total number of vertical displacements will be recorded within the condition section (C.1.ii.b.7.II.). The largest vertical displacement will be used to calculate the compliance score (see **Table 20 Curb Ramp Vertical Displacement Scoring**

Table 20 Curb Ramp Vertical Displacement Scoring

Largest Vertical Displacement	Score
Less than ¼ inch, or beveled	100
¼ inch to ½ inch, not beveled	50
More than 1/2 inch	0

Table 20 Obstruction Scoring - RampsTable 19 Curb Ramp Vertical Displacement Scoring).

C.1.ii.b.6.II. Obstructions

Obstructions are objects that impede travel on the curb ramp. To be compliant, ramps must have a four-foot-wide clear path free from obstructions (PROWAG R210). Ramps where the clear width is less than four feet may be impassible for some users.

Table 21 Obstruction Scoring - Ramps

Field staff will record the type of the most serious obstruction present, if any, for each ramp. The most common obstruction types are grates and tree trunks or vegetation. The compliance score for curb ramp obstructions will be assigned based on whether obstructions were present (see **Table 21 Obstruction Scoring - Ramps**)

Presence of Obstruction	Score
No obstructions present	100
Partial obstruction	50
Obstructions present	0

Table 21 Surface Condition Scoring – RampsTable 20 Obstruction Scoring - Ramps)

C.1.ii.b.7 Combined Curb Ramp Conditions

C.1.ii.b.7.I. Surface Conditions - Ramps

Field staff will record the most serious condition issue, if any, present in the feature. Common surface condition issues, from least to most serious, include:

Field staff will record the most serious surface condition issue, if any, for each curb ramp and block. (see **Table 22 Surface Condition Scoring – Ramps**)

Table 22 Surface Condition Scoring – Ramps

Condition Issue	Score
None	100
Dirt/Grass	80
Worn	60
Cracking	40
Spalling	20

Table 23 Width Scoring – CrosswalkTable 21 Surface Condition Scoring – Ramps).

C.1.ii.c. Combined Ramp Score

The combined compliance score for curb ramps is calculated by weighing the scores for compliance criteria and condition scores (see **Table 23 Combined Ramp Score**). Each criterion was assigned a weight depending on its importance to curb ramp accessibility and the range of scores observed.

Table 23 Combined Ramp Score

Variable	Weight
Ramp Geometry	25%
Ramp Width	7.5%
Ramp Cross Slope	7.5%
Ramp Running Slope	10%
Detectable Warning Surface	10%
Detectable Warning Surface Type	10%

Gutter	10%
Gutter Cross Slope	5%
Gutter Counter Slope	5%
Landing	20%
Landing Dimensions	10%
Landing Cross Slope	5%
Landing Running Slope	5%
Flares	5%
Flare Slope	5%
Hazards	20%
Vertical Displacements	10%
Obstructions	10%
Condition	10%
Surface Condition	10%

C.1.iii. Crosswalks

Field staff will record crosswalk points at every marked crosswalk in the priority collection area. Marking types will be classified based on the system used by the Federal Highway Administration:

C.1.iii.a. Key Terms

Box for Exclusive Period – A painted marking indicating that, during the appropriate signal phase, pedestrians can cross the intersection in any direction.

Continental – A crosswalk marked by wide stripes perpendicular to the direction of travel.

Dashed – A crosswalk marked by dashed lines at its outer edges.

In addition, field staff will record non-standard crosswalk marking types such as:

Ladder – A crosswalk marked by wide stripes perpendicular to the direction of travel in its interior and solid lines along its outer edges.

No Painted Markings – A crossing without painted markings and indicated by the presence of a street sign.

Other – A crosswalk marked by a different type of painted marking.

Solid – A crosswalk marked by paint along the entire crossing surface.

Standard – A crosswalk marked by solid lines at its outer edges.

Zebra – A crosswalk marked by wide diagonal stripes in its interior and solid lines along its outer edges.

C.1.iii.b. Crosswalk Characteristics Assessed

Crosswalks provide a safe pedestrian crossing at street intersections and mid-block locations. ADAAG-compliant crosswalks work together with sidewalks and curb ramps to allow pedestrians of all abilities to navigate the community safely and independently.

The compliance index for crosswalks includes two criteria that correspond to PROWAG standards:

- Crosswalk width
- Cross slope

Crosswalks at intersections without stop or yield control are allowed to have cross slopes up to 5.0 percent under PROWAG, compared with the 2.0 percent threshold for cross slope in most pedestrian access routes.

C.1.iii.b.1. Width

To be ADAAG complaint, crosswalks must have a minimum width of four feet, though PROWAG standards recommend a width of at least five feet (PROWAG R302.3). Crosswalks that are too narrow may not provide a safe crossing space for all pedestrians. Field staff will measure the width of marked crosswalks, measuring from the inside of the painted markings in the case of standard or dashed crosswalks. The width measurement was used to calculate the crosswalk width compliance score (see **Table 24 Width Scoring – Crosswalk**

Table 24 Width Scoring – Crosswalk

Crosswalk Width	Score
60 inches or more	100
48 inches	100
42 inches	50
36 inches or less	0

Table 24 Slope Scoring - CrosswalkTable 23 Width Scoring – Crosswalk).

C.1.iii.b.2. Crosswalk Cross Slope

Cross slope is the slope of the crosswalk perpendicular to the direction of travel. To be ADAAG compliant, crosswalks must have cross slopes of 2.0 percent or less (PROWAG R302.6.0). Pedestrian crossings without stop control are allowed to have cross slopes up to 5.0 percent (PROWAG R302.6.1), and midblock crossings are allowed to match the grade of the street (PROWAG R302.6.2). Greater cross slopes can make wheelchairs, walkers, and other mobility devices unstable. Field staff will record the cross slope at the midpoint of each marked crosswalk, and the cross-slope measurement will be used to calculate the compliance score (see **Table 25 Slope Scoring - Crosswalk**

Table 25 Slope Scoring - Crosswalk

Table 24 Slope Scoring - Crosswalk).

Controlled	Uncontrolled	Score
2.0% or less	5.0% or less	100
2.1% to 4.0%	5.1% to 7.0%	50
4.1% or more	7.1% or more	0

C.1.iii.b.3. Surface Conditions - Crosswalk

Table 26 Surface Condition Scoring – Crosswalk

Surface Conditions for Crosswalks	Score*
Painted striping	30
Reflective paint	20
Well-maintained pavement	30
Excellent-Maintained pavement	50

*The total score for each surface condition is the sum of the scores for each of the features present.

Field staff will record the presence or absence of these features, and each feature will be assigned a point value (see **Table 26 Surface Condition Scoring - Ramps**). The score for each crosswalk surface conditions will be the sum of the points for the button accessibility features that were present.

** Because the categories are not mutually exclusive, the percentages do not sum to 100 percent.

C.1.iii.b.4. Obstructions - Crosswalk

Obstructions are objects that impede travel on the crosswalk.

Field staff will record the type of the most serious obstruction present, if any, for each crosswalk. The most common obstruction types are grates and utilities. The compliance score for crosswalk obstructions will be assigned based on whether obstructions were present (see **Table 21 Obstruction Scoring - Ramps**

Table 27 Obstruction Scoring - Ramps

Presence of Obstruction	Score
No obstructions present	100
Partial obstruction	50
Obstructions present	0

Table 21 Surface Condition Scoring – RampsTable 20 Obstruction Scoring - Ramps)

C.1.iii.b.5. Combined Crosswalk Score

The combined compliance score for crosswalks is calculated by equally weighting each of compliance criteria (see **Table 28 Combined Crosswalk Score**). Equal weights were used because both width and cross slope impact the mobility and safety of individuals with disabilities.

Table 28 Combined Crosswalk Score

Variable	Weight
Crosswalk Width	25%
Cross Slope	25%
Surface Conditions	25%

Obstructions	25%
--------------	-----

The combined score for intersection is calculated by weighing both criteria pertaining to the ramp and crosswalk. Different weights will be used due to the importance of the criteria in the safety and ease of use for pedestrians. (see **Table 31 Button Height Scoring**

Table 29 Button Position & Appearance Scoring***Table 28 Button Height Scoring***

Table 29 Button Position & Appearance Scoring

Table 30 Button Tactile Features Scoring***Table 29 Button Position & Appearance Scoring******Table 28 Button Height Scoring***

Table 29 Button Position & Appearance Scoring**Table 28 Button Height Scoring** **Score**).

Table 29 Intersection Score

Variable	Weight
Combined Ramp Score	70%
Combined Crosswalk Score	30%

The value acquired from scoring the weights translates into a rating from 1-10. The lower the rating the more essential it is for the sidewalk to be replaced. (see **Table 9 Scoring Weights - Sidewalks**)

Table 30 Scoring Rating – Intersection

Rating	Score
10	100
9	90-99
8	80-89
7	70-79
6	60-69
5	50-59
4	40-49
3	30-39
2	20-29
1	0-19

C.1.iv. Pedestrian Signals

Field staff will record pedestrian signal points for every pedestrian signal in the priority collection area. Points will be recorded at locations with pushbuttons; those with visual or audible signals; and those with both a button and a signal.

C.1.iv.a. Key Terms

At each of these locations, field staff will note the presence or absence of accessibility features:

All Weather Surface Adjacent to Button – The surface immediately adjacent to the button remains safe during inclement weather, including rain or snow.

High Contrast – The color of the pushbutton, if present, contrasts with the color of the surrounding surface.

Locator Tone – The pushbutton emits an audible tone that allows pedestrians who are blind or have low vision to find it.

Passive Pedestrian Detector – The signal is activated by a sensor that detects the presence of pedestrians without requiring them to push a button.

Pedestrian Signal – A visual, tactile, or audible signal indicating to pedestrians when they may safely cross the street.

Pedestrian Signal Pole – The button is located on the same pole that supports the pedestrian signal.

Pushbutton within 10 Feet of the Curb – The pushbutton is near enough to the curb to indicate which crossing signal it activates.

Pushbuttons at Least 10 Feet Apart – In locations with multiple buttons, the pushbuttons are mounted at least 10 feet from each other.

Stub Pole – The button is located on a dedicated pole.

Tactile Arrow – The signal or button includes a raised arrow indicating the direction of crossing to pedestrians who are blind or have low vision.

Traffic Signal Pole – The button is located on the same pole that supports the traffic signal.

Vibrotactile Button – The signal button vibrates to indicate that it has been activated.

C.1.iv.b. Pedestrian Signal Characteristics Assessed

Pedestrian signals increase pedestrian safety by providing a visual or audible cue indicating pedestrian crossing phases. ADAAG-compliant pedestrian signals have additional features that make them accessible to a wider variety of pedestrians.

Pedestrian signals and the associated pedestrian pushbuttons were analyzed for compliance with a variety of ADAAG and MUTCD criteria including:

- Button height
- Button position and appearance
- Tactile features

C.1.iv.b.2. Signals Button Height

Pushbuttons must be mounted between 15 and 48 inches above the adjacent surface (PROWAG R406.2 and R406.3). Buttons that are positioned higher or lower may be out of reach for some users.

Field staff will measure the height of the pushbutton from the ground to the center of the button using a measuring tape. This measurement will be used to calculate the compliance score (see **Table 31 Button Height Scoring**

Table 31 Button Height Scoring

Button Height	Score
49 inches or more	0
48 inches	50
42 inches	100
36 inches	50
35 inches or less	0
No pushbutton	-

Table 29 Button Position & Appearance Scoring**Table 28 Button Height Scoring**

Table 29 Button Position & Appearance Scoring

Table 30 Button Tactile Features Scoring**Table 29 Button Position & Appearance Scoring****Table 28 Button Height Scoring**

Table 29 Button Position & Appearance ScoringTable 28 Button Height Scoring).

C.1.iv.b.3. Button Position and Appearance

Table 32 Button Position & Appearance Scoring

Button Position & Appearance	Score*

To be compliant, pushbuttons must contrast with the surrounding surface and must emit a locator tone for vision-impaired pedestrians to find them (MUTCD 4E.12.02). In addition, MUTCD standards recommend that pushbuttons be at least 10 feet apart, within 10 feet of the curb, and adjacent to an “all-weather surface” (MUTCD 4E.08.04A, 4E.08.07 and 4E.08.06).

Field staff will record the presence or absence of these accessibility features, and each feature will be assigned a point value (see **Table 32 Button Position & Appearance Scoring**

Pushbuttons at least 10 feet apart*	25
Pushbuttons within 10 feet of curb	25
All weather surface adjacent to button	25
High contrast button	25
No pushbutton	-

The total score for each pedestrian signal is the sum of the scores for each of the features present.

** Because the categories are not mutually exclusive, the percentages do not sum to 100 percent.

Table 30 Button Tactile Features Scoring**Table 29 Button Position & Appearance Scoring**

Table 30 Button Tactile Features Scoring

Table 31 Combined Pedestrian Signal Score**Table 30 Button Tactile Features Scoring****Table 29 Button Position & Appearance Scoring**

Table 30 Button Tactile Features ScoringTable 29 Button Position & Appearance Scoring). The score for each pedestrian signal will be the sum of the points for the button accessibility features that were present.

C.1.iv.b.4. Button Tactile Features

To be compliant, pedestrian signals must be accompanied by a tactile arrow indicating the direction of crossing (MUTCD 4E.12.01). In addition, signals must have a vibrotactile walk indicator (MUTCD 4E.11.02).

Field staff will record the presence or absence of tactile features, and each feature will be assigned a point value (see **Table 33 Button Tactile Features Scoring**

Table 33 Button Tactile Features Scoring

Tactile Features	Score*
Tactile arrow	50
Audible Click	25
Countdown Timer	25
Visible Signals	50

* The total score for each pedestrian signal is the sum of the scores for each of the features present.

** Because the categories are not mutually exclusive, the percentages do not sum to 100 percent.

Table 31 Combined Pedestrian Signal Score**Table 30 Button Tactile Features Scoring**

Table 31 Combined Pedestrian Signal Score

Table 31 Combined Pedestrian Signal ScoreTable 30 Button Tactile Features Scoring

Table 31 Combined Pedestrian Signal ScoreTable 30 Button Tactile Features Scoring). The compliance score for each pedestrian signal will be the sum of the points for the tactile features that were present

C.1.iv.b.5. Pedestrian Signal Scoring

Table 34 Combined Pedestrian Signal Score

Variable	Weight
Height	33.4
Position & Appearance	33.3
Tactile Features	33.3

The combined compliance score for pedestrian signals will be calculated by weighing the compliance criteria (see **Table 34 Combined Pedestrian Signal Score**

Table 31 Combined Pedestrian Signal Score

Table 31 Combined Pedestrian Signal Score

Table 31 Combined Pedestrian Signal Score). Signals with pushbuttons will be scored using all the possible compliance criteria, while signals without buttons will be scored based only on the tactile features criterion. For signals with pushbuttons, the weights will reflect the fundamental importance of button size and height in allowing pedestrians with disabilities to activate a pushbutton, as well as the number of possible accessibility features that make buttons and signals accessible to a wide range of users.

The value acquired from scoring the weights translates into a rating from 1-10. The lower the rating the more essential it is for the pedestrian signal to be replaced. (see **Table 9 Scoring Weights - Sidewalks**)

Table 35 Scoring Rating – Pedestrian Signal

Rating	Score
10	100
9	90-99
8	80-89
7	70-79
6	60-69
5	50-59
4	40-49
3	30-39
2	20-29
1	0-19

C.2. No Pedestrian Access ROW

In addition, the inventory will record the following for possible areas of extension to the pedestrian network (Public Right-of-Way without existing sidewalk or pedestrian/bike paths):

C.2.i. Right of Way (ROW) availability – The areas outside of the surfaced and vehicle-traveled portion in which pedestrian access could be constructed.

C.2.ii. Cross-slope – the existing cross-slope between back of curb and ROW that may impact cost to installation of ADAAG compliant walkways.

C.2.iii. Obstructions – the existing structures (pole, signpost, hydrant, bollard, grade, vegetation, etc.) between back of curb and ROW that may impact the cost of installation of ADAAG compliant walkways.

C.2.iv. Proximity to existing sidewalk – the distance to the nearest sidewalk or other pedestrian infrastructure.

C.2.i.b.1. Right of way (ROW) Availability – No Pedestrian Access

Right of way widths will be measured to the nearest inch from back of curb to the Right of Way, every 100-ft, and at every visual change in width, using a measuring tape or computer aided program.

The compliance score for each feature is based on this minimum width measurements (see **Table 1 Width & Passing Zone Scor**) and whether appropriate Right of Way is available.

Table 36 Right of way (ROW) Availability – No Pedestrian Access

Width	Score
Less than 7 Feet	0
7-9 feet	50
Greater than 9 Feet	100

C.2.i.b.2. Cross Slope – No Pedestrian Access

Cross slope is the slope of the ground perpendicular to the proposed direction of travel. To be ADAAG compliant, sidewalk cross slopes must be 2.0 percent or less (PROWAG R302.6). Greater cross slopes can make wheelchairs, walkers, and other mobility devices unstable. To ensure the feasibility and practicality of adding pedestrian access the cross slope of the existing terrain will be measured.

Field staff will record the terrain cross slopes at several points for each block using a standard level. The score for cross slope is based on the maximum value of the section. (see **Table 4 Cross Slope Scoring – No Pedestrian Access**).

Table 37 Cross Slope Scoring – No Pedestrian Access

Maximum Cross Slope	Score
2.0% or less	100
2.1% - 10%	75
10.1% - 20%	50
20.1% - 30%	25
30.1% or more	0

C.2.i.b.3. Obstructions – No Pedestrian Access

the existing structures (pole, signpost, hydrant, bollard, vegetation, etc.) between back of curb and ROW that may impact the cost of installation of ADAAG compliant walkways.

Sidewalks must have a four-foot-wide clear path free from obstructions (PROWAG R302.3). Obstructions are any foreign objects that intrude on the pedestrian path, reducing its passable width below the allowed minimum (48-inches). Construction requires space for the crew as well. Field staff will record the type of obstruction present within the anticipated construction area, if any, for each section of proposed sidewalk. The compliance score for No pedestrian Access obstructions is based on the number of obstructions per 100 feet, (see **Table 38 Frequency of Obstructions – No Pedestrian Access**). Field staff will record the presence of the following categories of obstructions:

- Pole or Signpost
- Hydrant
- Bollard
- Grate
- Tree roots or trunk
- Vegetation
- Other

Table 38 Frequency of Obstructions – No Pedestrian Access

Number of Obstructions	Score
0 obstructions present per 100'	100
>0 & ≤1 obstruction present per 100'	75
>1 & ≤2 obstructions present per 100'	50
>2 & ≤3 obstructions present per 100'	25
>3 obstructions present per 100'	0

C.2.i.b.4. Proximity to Existing Sidewalk – No Pedestrian Access

Proximity to Existing Sidewalk and pedestrian infrastructure ensures that adding sidewalk is enhancing and substantial to pedestrian movement. The distance to the nearest sidewalk or other pedestrian infrastructure will be taken into account.

Table 219 Proximity to Existing Sidewalk – No Pedestrian Access

Proximity to Existing Sidewalk	Score
Connecting	100
Less than 200 Feet	50
More than 200 Feet	0

Field staff will record the distance to existing sidewalk and pedestrian infrastructure from the edge of the proposed sidewalk. The score for proximity to existing sidewalk is based on the maximum distance to existing sidewalk (see **Table 3 Vertical Displacement Scoring**).

C.2.iii.b.5. Combined No Pedestrian Access Score

The combined compliance score for no pedestrian Access score is calculated by equally weighting each of the criteria (see **Table 28 Combined Crosswalk Score**).

Table 40 Combined No Pedestrian Access Score

Variable	Weight
Right-Of-Way Width	40%
Proximity to Existing Sidewalk	30%
Maximum Cross Slope	20%
Number of obstructions	10%

The value acquired from scoring the weights translates into a letter grading system. The lower the grade letter rating the less essential and feasible to construct sidewalk. (see **Table 9 Scoring Weights - Sidewalks**)

Table 41 Scoring Rating – Sidewalks

Rating	Score
A	80-100
B	60-79
C	40-59
D	20-39
F	0-19

D. Compliance

One of the primary goals of creating and implementing a sidewalk inventory assessment and is to allow for an initial assessment of Americans with Disabilities Act (ADAAG) compliance. This assessment of compliance is the first step in the self-assessment process required by the Act as part of each agency's ADAAG transition plan.

To assess preliminary compliance with ADAAG, the scoring indices were developed. The scoring indices convert measurements taken as part of the inventory to quantifiable ratings corresponding to PROWAG standards and general conditions. Lower scores indicate measurements outside of the compliant range, with the lowest scores indicating the greatest deviation from the standard. The scales were developed based on a review of sidewalk assessments performed in other regions as well as the distribution of observed values for each type of measurement.

For each feature type, an overall score is in place to summarize the level of compliance with current accessibility standards. Scores for individual criteria are aggregated for each feature according to predefined weights. The weights reflect the relative importance to overall accessibility of each individual criterion. The scores offer a valuable benchmark of ADAAG compliance, but because not all relevant PROWAG standards were included in the inventory, they are not a definitive measure of compliance or noncompliance.

The design of the scoring indices, with their concept of varying levels of compliance, may at first seem at odds with the structure of PROWAG standards. While PROWAG operates under an assumption of strict compliance or noncompliance, such a binary assessment provides minimal guidance in prioritizing features for improvement, as required in the ADAAG transition plan. Knowing the degree to which a feature meets or fails to meet relevant standards offers a much richer set of information to local agency staff and officials, allowing them to prioritize the "worst offenders" and defer work on features that fall only slightly outside the PROWAG specifications.

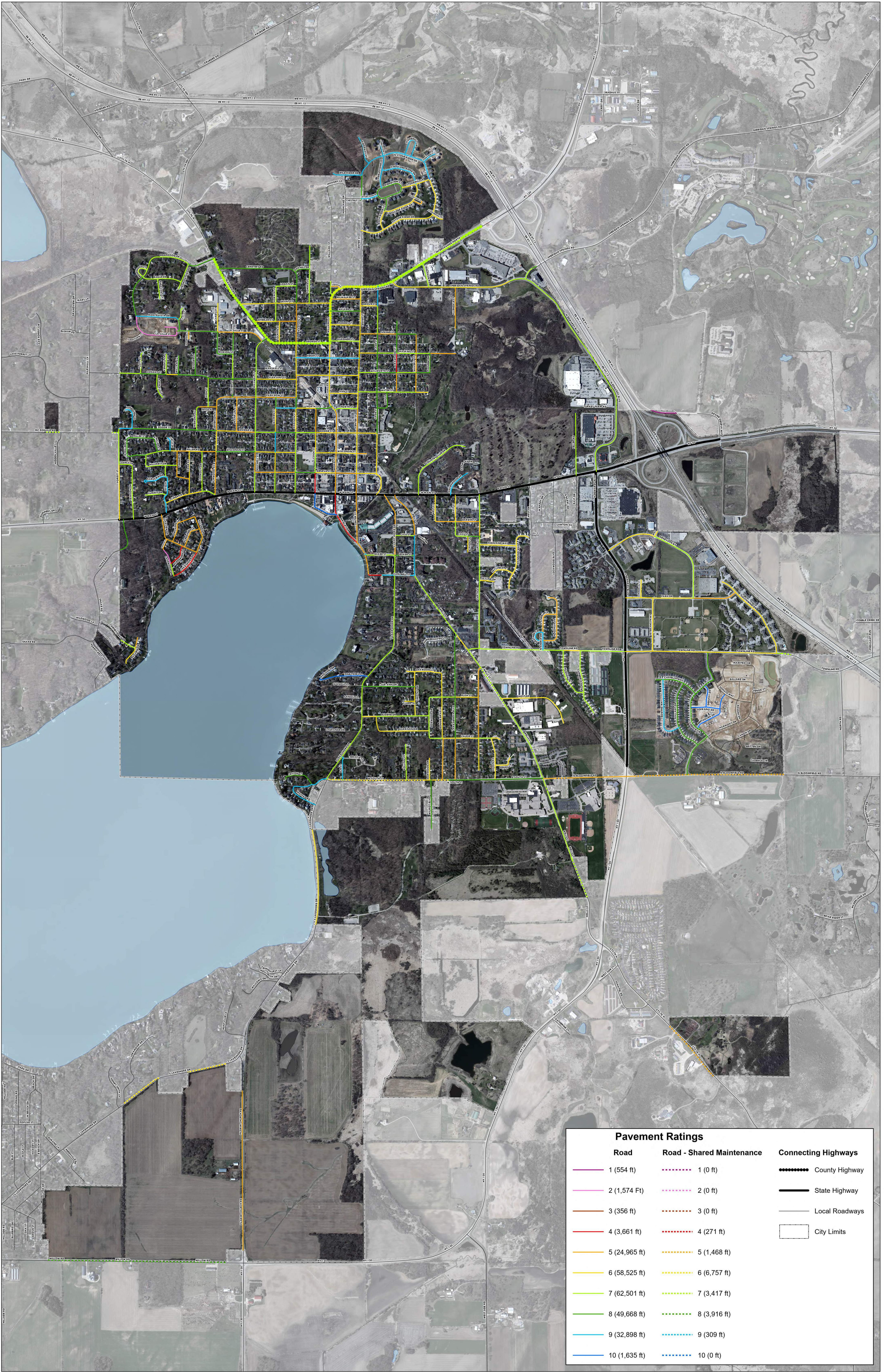
E. Work Cited

“City of Lake Geneva, Municipal Code” *City of Lake Geneva, WI Code*, ecode360.com/LA3000.

Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). U.S. Dept. of Transportation, Federal Highway Administration, 2012.

Prow-Sup-SNPRM-2013.PDF, www.access-board.gov/files/prowag/PROW-SUP-SNPRM-2013.pdf.

“U.S. Access Board.” *ADA Accessibility Standards*, www.access-board.gov/ada/.

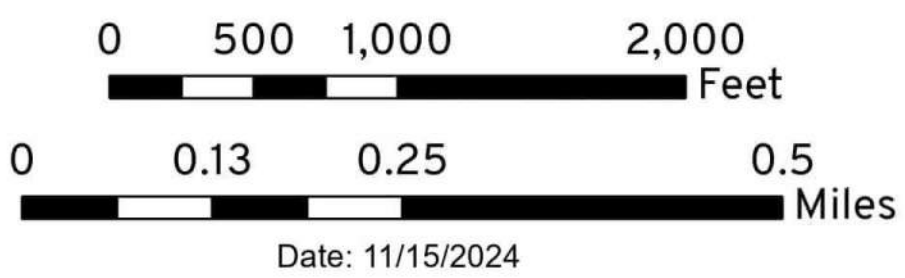


Pavement Ratings		
Road	Road - Shared Maintenance	Connecting Highways
 1 (554 ft)	 1 (0 ft)	 County Highway
 2 (1,574 Ft)	 2 (0 ft)	 State Highway
 3 (356 ft)	 3 (0 ft)	 Local Roadways
 4 (3,661 ft)	 4 (271 ft)	 City Limits
 5 (24,965 ft)	 5 (1,468 ft)	
 6 (58,525 ft)	 6 (6,757 ft)	
 7 (62,501 ft)	 7 (3,417 ft)	
 8 (49,668 ft)	 8 (3,916 ft)	
 9 (32,898 ft)	 9 (309 ft)	
 10 (1,635 ft)	 10 (0 ft)	



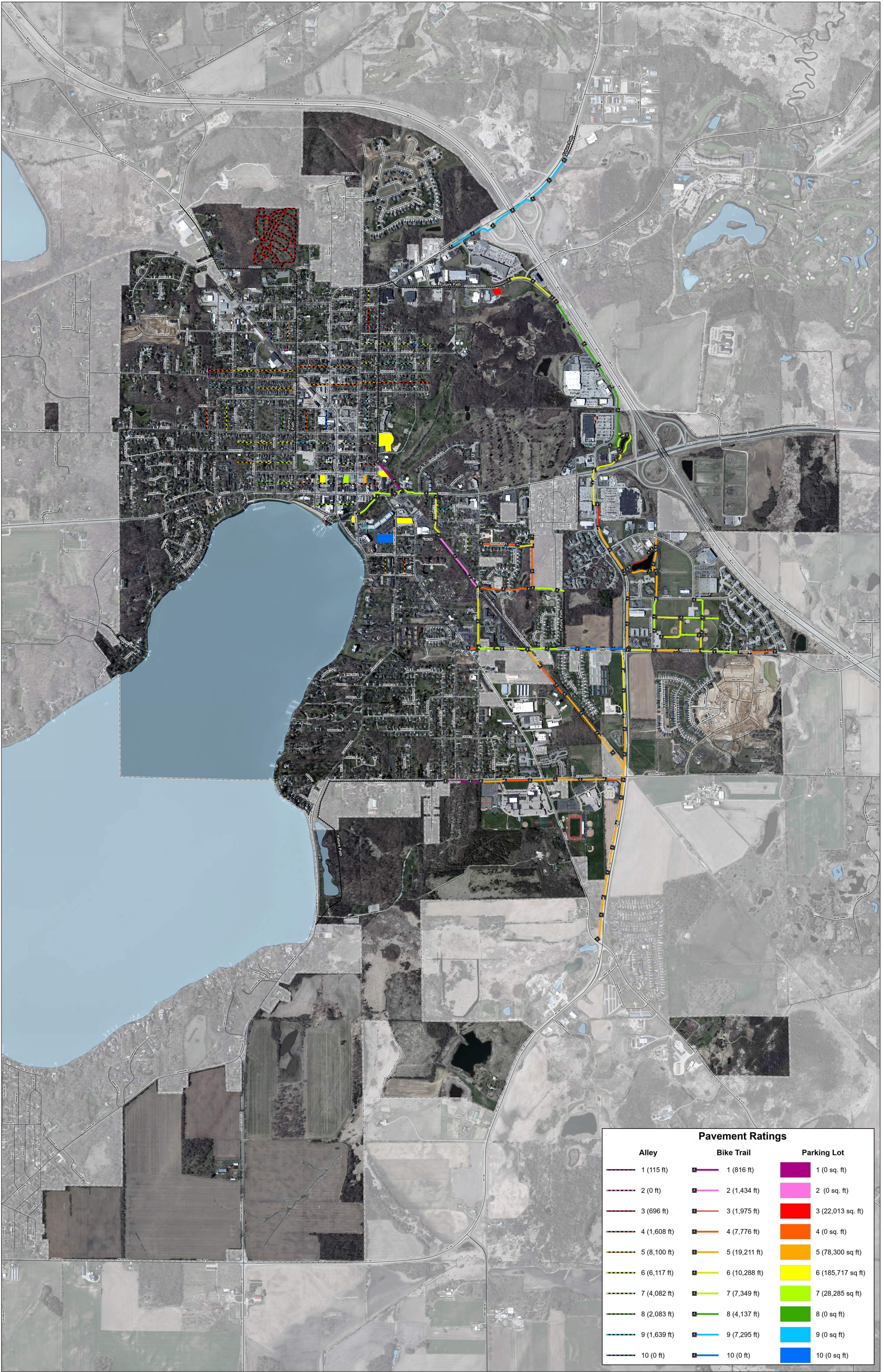
DRAFT

City of Lake Geneva 2024 Pavement Ratings



Date: 11/15/2024



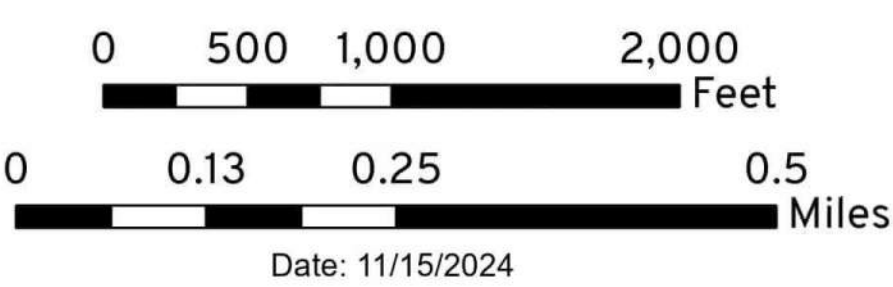


Pavement Ratings		
Alley	Bike Trail	Parking Lot
1 (115 ft)	1 (816 ft)	1 (0 sq. ft)
2 (0 ft)	2 (1,434 ft)	2 (0 sq. ft)
3 (696 ft)	3 (1,975 ft)	3 (22,013 sq. ft)
4 (1,608 ft)	4 (7,776 ft)	4 (0 sq. ft)
5 (8,100 ft)	5 (19,211 ft)	5 (78,300 sq ft)
6 (6,117 ft)	6 (10,288 ft)	6 (185,717 sq ft)
7 (4,082 ft)	7 (7,349 ft)	7 (28,285 sq ft)
8 (2,083 ft)	8 (4,137 ft)	8 (0 sq ft)
9 (1,639 ft)	9 (7,295 ft)	9 (0 sq ft)
10 (0 ft)	10 (0 ft)	10 (0 sq ft)



DRAFT

City of Lake Geneva
2024 Pavement Ratings



Date: 11/15/2024



MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Neil Waswo, Tom Earle
From: Bridget Barry, Mumangi Nyangureta
CC: Naomi Rauch, Mike Timmers
Date: November 15, 2024
Re: Pay Request #3 for 2024 Lake Geneva Street Program

A review of the Request for **Payment No. 3** from **Wolf Paving** for the **2024 Lake Geneva Street Program** construction contract has been completed.

Payment in the amount of **\$275,160.82** 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	\$275,160.82	\$523,874.38	\$818,960.02
Retainage (5% until 50% complete)		(\$19,924.82)	(\$19,924.82)
Total Approved for Payment	\$275,160.82	\$543,799.20	\$799,035.20

Contract Base Bid, based on plan quantities:	\$796,992.95
Contract Base Bid, including change orders:	\$876,992.95

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

Contractor's Application for Payment No.

3

Application Period:		Application Date: 11/15/2024
To (Owner): City of Lake Geneva 626 Geneva Street, Lake Geneva WI 53147	From (Contractor): Wolf Paving	Via (Engineer): Kapur & Associates 1224 S. Pine St. Burlington WI 53105
Project: 2024 Lake Geneva Street Program	Contract: 2024 Lake Geneva Street Program	
Owner's Contract No.:	Contractor's Project No.:	Engineer's Project No.: 24.0268

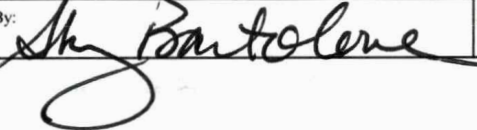
Application For Payment Change Order Summary

Approved Change Orders		
Number	Additions	Deductions
CO.1	\$63,506.00	
CO.2	\$16,500.00	
TOTALS	\$80,006.00	
NET CHANGE BY CHANGE ORDERS	\$80,006.00	

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: 11/15/2024

1. ORIGINAL CONTRACT PRICE.....	\$	\$796,992.95
2. Net change by Change Orders.....	\$	\$80,006.00
3. Current Contract Price (Line 1 + 2).....	\$	\$876,998.95
4. TOTAL COMPLETED AND STORED TO DATE (Column F total on Progress Estimates).....	\$	\$818,960.02
5. RETAINAGE:		
a. 5% X \$398,496.48 Work Completed.....	\$	\$19,924.82
b. X Stored Material.....	\$	
c. Total Retainage (Line 5.a + Line 5.b).....	\$	\$19,924.82
6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5.c).....	\$	\$799,035.20
7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application).....	\$	\$523,874.38
8. AMOUNT DUE THIS APPLICATION.....	\$	\$275,160.82
9. BALANCE TO FINISH, PLUS RETAINAGE (Column G total on Progress Estimates + Line 5.c above).....	\$	\$19,924.82

Payment of: \$ Two hundred seventy five thousand one hundred sixty dollars and eighty two cents
 (Line 8 or other - attach explanation of the other amount)

is recommended by:  11/15/2024
 (Engineer) (Date)

Payment of: \$
 (Line 8 or other - attach explanation of the other amount)

is approved by: _____
 (Owner) (Date)

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



POND VIEW LN (AT DODGE 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		
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	403.22	-	1760.00	\$ 7,656.00
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	84.40	-	87.60	\$ 1,314.00
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	-	257.45	-	257.45	\$ 21,110.90
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	-	144.00	-	144.00	\$ 252.00
690.0250	Sawing Concrete	LF	30	\$ 2.35	\$ 70.50	-	30.00	-	30.00	\$ 70.50
SPV.0060.01	Adjusting Valve Boxes	EACH	2	\$ 250.00	\$ 500.00	-	-	1.00	1.00	\$ 250.00
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	SY	40	\$ 7.80	\$ 312.00	-	-	8.80	8.80	\$ 68.64
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	POND VIEW LN SUBTOTAL - Paid to Date				\$ 56,527.45
Subtotal \$ per Estimate - Pond View Ln						\$ 31,755.40	\$ 24,453.41	\$ 318.64		

DODGE ST (BETWEEN POND VIEW LN / MCDONALD RD)

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		
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	-	129.56	-	129.56	\$ 11,660.40
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	-	-	624.00	624.00	\$ 3,432.00
646.6120	Marking Stop Line Epoxy 18-Inch	LF	14	\$ 22.00	\$ 308.00	-	-	14.00	14.00	\$ 308.00
690.0150	Sawing Asphalt	LF	153	\$ 1.75	\$ 267.75	-	88.00	-	88.00	\$ 154.00
690.0250	Sawing Concrete	LF	15	\$ 2.35	\$ 35.25	-	10.00	-	10.00	\$ 23.50
SPV.0060.01	Adjusting Valve Boxes	EACH	1	\$ 250.00	\$ 250.00	-	-	1.00	1.00	\$ 250.00
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	SY	25	\$ 19.80	\$ 495.00	-	-	3.60	3.60	\$ 71.28
SPV.0180.02	Geotextile NX750 (Undistributed)	SY	200	\$ 5.00	\$ 1,000.00	-	-	-	0.00	\$ -
DODGE ST SUBTOTAL				\$	51,897.75	DODGE ST SUBTOTAL - Paid to Date				\$ 33,171.44
Subtotal \$ per Estimate - Dodge St						\$ 17,272.26	\$ 11,837.90	\$ 4,061.28		

CIRCLE DR (AT MILLER RD)

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		
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	-	171.32	-	171.32	\$ 14,562.20
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	-	-	4.34	4.34	\$ 802.90
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	-	34.00	-	34.00	\$ 59.50
690.0250	Sawing Concrete	LF	66	\$ 2.35	\$ 155.10	-	79.00	-	79.00	\$ 185.65

690.0250	Sawing Concrete	LF	66	\$ 2.35	\$ 155.10		79.00	-	79.00	\$ 185.65
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	SY	150	\$ 7.80	\$ 1,170.00	-	-	22.70	22.70	\$ 177.06
SPV.0180.02	Geotextile NX750 (Undistributed)	SY	260	\$ 5.00	\$ 1,300.00	-	-	-	0.00	\$ -
CIRCLE DR SUBTOTAL				\$	69,958.35	CIRCLE DR SUBTOTAL - Paid to Date \$ 59,017.12				
Subtotal \$ per Estimate - Circle Dr						\$ 43,229.81	\$ 14,807.35	\$ 979.96		

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		
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	-	-	2.00	2.00	\$ 44.00
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	30	\$ 18.00	\$ 540.00	-	-	12.00	12.00	\$ 216.00
690.0150	Sawing Asphalt	LF	220	\$ 1.75	\$ 385.00	-	220.00	-	220.00	\$ 385.00
690.0250	Sawing Concrete	LF	120	\$ 2.35	\$ 282.00	-	120.00	-	120.00	\$ 282.00
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	SY	140	\$ 7.80	\$ 1,092.00	-	-	91.00	91.00	\$ 709.80
HENRY ST SUBTOTAL				\$	28,038.00	HENRY ST SUBTOTAL - Paid to Date \$ 27,004.00				
Subtotal \$ per Estimate - Henry St						\$ 25,367.20	\$ 667.00	\$ 969.80		

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		
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	5.21	-	11.08	\$ 6,094.00
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	-	-	1.50	1.50	\$ 427.50
646.6120	Marking Stop Line Epoxy 18-Inch	LF	5	\$ 22.00	\$ 110.00	-	-	27.00	27.00	\$ 594.00
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	25	\$ 18.00	\$ 450.00	-	-	123.30	123.30	\$ 2,219.40
690.0150	Sawing Asphalt	LF	380	\$ 1.75	\$ 665.00	-	380.00	-	380.00	\$ 665.00
690.0250	Sawing Concrete	LF	100	\$ 2.35	\$ 235.00	-	100.00	-	100.00	\$ 235.00
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	SY	55	\$ 7.80	\$ 429.00	-	-	110.90	110.90	\$ 865.02
NORTH ST SUBTOTAL				\$	40,864.00	NORTH ST SUBTOTAL - Paid to Date \$ 42,644.92				
Subtotal \$ per Estimate - North St						\$ 34,773.50	\$ 3,765.50	\$ 4,105.92		

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		
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	-	62.00	70.00	\$ 770.00
205.0100	Excavation Common - EBS (Undistributed)	CY	2	\$ 100.00	\$ 200.00	-	-	65.00	65.00	\$ 6,500.00
305.0120	Base Aggregate Dense 1 1/4-Inch - EBS (Undistributed)	TON	3	\$ 100.00	\$ 300.00	-	-	20.00	20.00	\$ 2,000.00
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	-	1,686.50	1718.50	\$ 12,029.50
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	50	\$ 55.00	\$ 2,750.00	-	-	50.00	50.00	\$ 2,750.00
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	-	-	15.00	15.00	\$ 270.00
690.0150	Sawing Asphalt	LF	350	\$ 1.75	\$ 612.50	-	350.00	-	350.00	\$ 612.50
690.0250	Sawing Concrete	LF	120	\$ 2.35	\$ 282.00	-	120.00	-	120.00	\$ 282.00

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	SY	140	\$ 7.80	\$ 1,092.00	-	-	285.30	285.30	\$ 2,225.34
DODGE ST SUBTOTAL				\$ 61,116.50		DODGE ST SUBTOTAL - Paid to Date				\$ 52,049.14
Subtotal \$ per Estimate - Dodge St						\$ 24,921.80	\$ 894.50	\$ 26,232.84		

GEORGE ST / WHEELER ST ALLEYWAY (BETWEEN CTH 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			
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	-	146.20	165.20	\$ 1,156.40	
630.0500	Seed Water	MGAL	1	\$ 80.00	\$ 80.00	-	-	-	0.00	\$ -	
690.0150	Sawing Asphalt	LF	50	\$ 1.75	\$ 87.50	-	50.00	-	50.00	\$ 87.50	
690.0250	Sawing Concrete	LF	15	\$ 2.35	\$ 35.25	-	15.00	-	15.00	\$ 35.25	
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	SY	10	\$ 19.80	\$ 198.00	-	-	17.40	17.40	\$ 344.52	
GEORGE ST / WHEELER ST ALLEYWAY SUBTOTAL				\$	13,340.75	GEORGE ST / WHEELER ST ALLEYWAY SUBTOTAL - Paid to Date			\$	15,431.17	
Subtotal \$ per Estimate - George St / Wheeler St Alleyway						\$	10,940.50	\$	3,122.75	\$	1,367.92

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		
204.0100	Removing Concrete Pavement (Driveways)	SY	25	\$ 15.00	\$ 375.00		31.70	-	31.70	\$ 475.50
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		21.70	-	21.70	\$ 325.50
204.0155	Removing Concrete Sidewalk	SY	12	\$ 15.00	\$ 180.00		10.60	-	10.60	\$ 159.00
416.0180	Concrete Driveway 8-Inch	SY	25	\$ 84.00	\$ 2,100.00		31.70	-	31.70	\$ 2,662.80
465.0110	Asphaltic Surface Patching	TON	1	\$ 2,250.00	\$ 2,250.00		1.00	-	1.00	\$ 2,250.00
601.0110	Concrete Curb Type D	LF	30	\$ 84.00	\$ 2,520.00		30.00	-	30.00	\$ 2,520.00
602.0415	Concrete Sidewalk 6-Inch	SF	100	\$ 7.00	\$ 700.00		95.00	-	95.00	\$ 665.00
630.0500	Seed Water	MGAL	1	\$ 80.00	\$ 80.00		-	-	0.00	\$ -
690.0150	Sawing Asphalt	LF	65	\$ 1.75	\$ 113.75		26.00	-	26.00	\$ 45.50
690.0250	Sawing Concrete	LF	10	\$ 2.35	\$ 23.50		15.00	-	15.00	\$ 35.25
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	SY	10	\$ 19.80	\$ 198.00		-	8.10	8.10	\$ 160.38
NORTH ST / DODGE ST ALLEYWAY SUBTOTAL				\$	12,095.25	NORTH ST / DODGE ST ALLEYWAY SUBTOTAL - Paid to Date			\$	12,298.93
Subtotal \$ per Estimate - North St / Dodge St Alleyway				\$	-	\$	12,138.55	\$	160.38	

LAKE GENEVA BOAT PARKING LOT F

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		
204.0110	Removing Asphaltic Surface - FULL DEPTH	SY	2775	\$ 10.00	\$ 27,750.00	-	2,805.11	-	2805.11	\$ 28,051.10
204.0150	Removing Curb & Gutter	LF	360	\$ 6.00	\$ 2,160.00	-	-	468.00	468.00	\$ 2,808.00
204.0155	Remove Concrete Sidewalk	SY	135	\$ 11.00	\$ 1,485.00	-	-	147.80	147.80	\$ 1,625.80
205.0100	Excavation Common	CY	1317	\$ 15.00	\$ 19,755.00	-	-	810.60	810.60	\$ 12,159.00
205.0100	Excavation Common - EBS (Undistributed)	CY	640	\$ 15.00	\$ 9,600.00	-	-	393.90	393.90	\$ 5,908.50
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1615	\$ 19.00	\$ 30,685.00	-	-	1,293.61	1293.61	\$ 24,578.59
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	1280	\$ 19.00	\$ 24,320.00	-	-	620.00	620.00	\$ 11,780.00
416.0180	Concrete Driveway 8-Inch	SY	30	\$ 84.00	\$ 2,520.00	-	-	30.10	30.10	\$ 2,528.40
460.5223	HMA Pavement Type 3LT 58-28 S	TON	391	\$ 81.00	\$ 31,671.00	-	453.42	40.23	493.65	\$ 39,985.65
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack coat (455.0605)	TON	309	\$ 87.00	\$ 26,883.00	-	280.03	-	280.03	\$ 24,362.61
530.0110	Culvert Pipe Corrugated Polyethylene 10-Inch	LF	18	\$ 165.00	\$ 2,970.00	-	-	18.00	18.00	\$ 2,970.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	360	\$ 66.00	\$ 23,760.00	-	-	468.00	468.00	\$ 30,888.00
602.0405	Concrete Sidewalk 6-Inch	SF	1700	\$ 8.00	\$ 13,600.00	-	-	1,549.37	1549.37	\$ 12,394.96
602.0505	Curb Ramp Detectable Warning Field Yellow	SF	10	\$ 55.00	\$ 550.00	-	-	22.00	22.00	\$ 1,210.00
628.2004	Erosion Mat Urban Class I Type B (NON-NETTED)	SY	215	\$ 2.00	\$ 430.00	-	-	1,626.60	1626.60	\$ 3,253.20
628.7020	Inlet Protection Type D	EACH	1	\$ 145.00	\$ 145.00	-	-	2.00	2.00	\$ 290.00
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	-	-	3.00	3.00	\$ 855.00
646.1020	Marking Line Epoxy 4-Inch (White)	LF	1280	\$ 5.50	\$ 7,040.00	-	-	1.90	1.90	\$ 10.45
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	-	101.00	-	101.00	\$ 176.75
690.0250	Sawing Concrete	LF	32	\$ 2.35	\$ 75.20	-	56.00	-	56.00	\$ 131.60
SPV.0105.01	Traffic Control	LS	1	\$ 22,000.00	\$ 22,000.00	-	0.50	0.50	1.00	\$ 22,000.00
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40	SY	363	\$ 7.80	\$ 2,831.40	-	-	1,737.10	1737.10	\$ 13,549.38
SPV.0180.02	Geotextile NX/750 (Undistributed)	SY	1375	\$ 5.00	\$ 6,875.00	-	-	2,408.00	2408.00	\$ 12,040.00
BOAT PARKING LOT F SUBTOTAL				\$	259,426.85	BOAT PARKING LOT F SUBTOTAL - Paid to Date			\$	253,556.99
Subtotal \$ per Estimate - Lake Geneva Boat Parking Lot F						\$	-	\$ 100,449.08	\$ 153,107.91	

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		
204.0120	Removing Asphaltic Surface Milling (Full Depth 3"	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	-	-	104.10	104.10	\$ 1,561.50
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	200	\$ 19.00	\$ 3,800.00	-	-	440.00	440.00	\$ 8,360.00
311.0110	Breaker Run (3" Crushed Allowed) - EBS (Undistributed)	TON	64	\$ 19.00	\$ 1,216.00	-	-	305.29	305.29	\$ 5,800.51
460.5224	HMA Pavement Type 4 LT 58-28 S (LIGHT LOAD - 12 TON MAX. PER TRUCK). Item also includes tack coat	TON	250	\$ 109.00	\$ 27,250.00	-	240.35	-	240.35	\$ 26,198.15
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	-	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	SY	840	\$ 7.80	\$ 6,552.00	-	-	843.90	843.90	\$ 6,582.42
TOWNLINE ROAD BIKE PATH SUBTOTAL				\$	58,773.00	TOWNLINE ROAD BIKE PATH SUBTOTAL - Paid to Date				\$ 74,582.58
Subtotal \$ per Estimate - Townline Road Bike Path						\$ 22,080.00	\$ 30,198.15	\$ 22,304.43		

GINO'S DRIVEWAY APRON - COMBINED										
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		
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	-	11.10	-	11.10	\$ 2,164.50
460.5224	HMA Pavement Type 4 LT 58-28 S. Item also includes tack coat (455.0605)	TON	13	\$ 225.00	\$ 2,925.00	-	8.70	-	8.70	\$ 1,957.50
465.0110	Asphaltic Surface Patching	TON	9	\$ 960.00	\$ 8,640.00	-	11.30	-	11.30	\$ 10,848.00
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	-	142.00	-	142.00	\$ 248.50
690.0250	Sawing Concrete	LF	30	\$ 2.35	\$ 70.50	-	27.00	-	27.00	\$ 63.45
SPV.0180.01	Restore Disturbed Areas - Includes Topsoil (625.0100), Fertilizer Type A (629.0205), Seeding Mix No. 40	SY	10	\$ 19.80	\$ 198.00	-	-	-	0.00	\$ -
SPV.0105.01	Traffic Control	LS	1	\$ 4,500.00	\$ 4,500.00	-	1.00	-	1.00	\$ 4,500.00
GINO'S DRIVEWAY APRON SUBTOTAL				\$ 40,691.00		IVEWAY APRON SUBTOTAL - Paid to Date \$ 19,781.95				
Subtotal \$ per Estimate - Gino's Driveway Apron						\$ -	\$ 19,781.95	\$ -		

SPRING ST / GROVE ST ALLEY										
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		
204.0100	Removing Concrete Pavement (Driveways)	SY	25	\$ 11.00	\$ 275.00	5.10	-	20.00	25.10	\$ 276.10
204.0120	Removing Asphaltic Surface Milling (Full Depth 3"	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	0.20	-	100.20	\$ 10,020.00
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	-	82.00	-	82.00	\$ 143.50
690.0250	Sawing Concrete	LF	270	\$ 2.35	\$ 634.50	-	253.00	-	253.00	\$ 594.55
SPV.0105.01	Traffic Control	LS	1	\$ 4,500.00	\$ 4,500.00	-	1.00	-	1.00	\$ 4,500.00
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	-	-	230.30	230.30	\$ 1,796.34
SPV.0180.02	Geotextile NX750 (Undistributed)	SY	150	\$ 5.00	\$ 750.00	238.00	62.70	-	300.70	\$ 1,503.50
SPRING ST / GROVE ST ALLEY SUBTOTAL				\$	28,073.00	SPRING ST / GROVE ST ALLEY SUBTOTAL - Paid to Date			\$	56,054.29
Subtotal \$ per Estimate - Spring St / Grove St Alley						\$ 48,466.40	\$ 5,571.55	\$ 2,016.34		

EDWARDS BLVD SIDEWALK										
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		
204.0155	Removing Concrete Sidewalk	SY	4	\$ 25.00	\$ 100.00	-	-	-	0.00	\$ -
205.0100	Excavation Common	CY	145	\$ 25.00	\$ 3,625.00	-	-	141.20	141.20	\$ 3,530.00
305.0120	Base Aggregate Dense 1 1/4-Inch	TON	145	\$ 22.00	\$ 3,190.00	-	-	100.00	100.00	\$ 2,200.00
602.0405	Concrete Sidewalk 4-Inch	SF	5825	\$ 7.00	\$ 40,775.00	-	-	5,775.00	5775.00	\$ 40,425.00
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	-	-	3.00	3.00	\$ 855.00
690.0250	Sawing Concrete	LF	10	\$ 2.35	\$ 23.50	-	5.00	-	5.00	\$ 11.75
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	SY	820	\$ 7.80	\$ 6,396.00	-	-	1,093.00	1093.00	\$ 8,525.40
EDWARDS BLVD SIDEWALK SUBTOTAL				\$	61,049.50	EDWARDS BLVD SIDEWALK SUBTOTAL - Paid to Date				\$ 59,547.15
Subtotal \$ per Estimate - Edwards Blvd Sidewalk						\$ -	\$ 11.75	\$ 59,535.40		

CO1										
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		
CO 4.1	Mill Patches 4" Deep (W. Main Street)	SY	214	\$ 78.00	\$ 16,692.00	-	64.20	-	64.20	\$ 5,007.60
CO 4.2	HMA Pavement Type 4LT 58-28 S 4" (Asphaltic Patching)	TON	50	\$ 305.00	\$ 15,250.00	-	12.00	-	12.00	\$ 3,660.00
CO 4.3	Mill 4" Deep for approximately 667 SY (from Maxwell st. 200 Ft East on W.Main St.)	SY	667	\$ 12.00	\$ 8,004.00	-	687.00	-	687.00	\$ 8,244.00
CO 4.4	HMA Pavement Type 4LT 58-28 S 4" (From Maxwell st. 200 Ft East on W.Main St)	TON	155	\$ 152.00	\$ 23,560.00	-	127.90	-	127.90	\$ 19,440.80
Subtotal \$ per Estimate - CO1						\$ -	\$ 36,352.40	\$ -		

CO2										
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		
CO 1.1	HMA Pavement Type 4 LT 58-28 S	TON	125	\$ 132.00	\$ 16,500.00	-	158.64	-	158.64	\$ 20,940.48
Subtotal \$ per Estimate - CO2						\$ -	\$ 20,940.48	\$ -		

Subtotal \$ per Estimate	\$ 258,806.88	\$ 284,992.32	\$ 275,160.82
Retainage per Estimate	\$ (12,940.34)	\$ (6,984.48)	
Total Paid per Estimate	\$ 245,866.54	\$ 278,007.84	\$ 275,160.82

TOTAL - BASE BID		\$	796,992.95	TOTAL - Paid to Date		\$	818,960.02
		Less Retainage Held				\$	(19,924.82)
		TOTAL - Paid to Date, Less Retainage				\$	799,035.20

Memo to City of Lake Geneva

To: Public Works Committee **Date:** November 15, 2024

From: Bridget Barry
262-806-9194

CC: Neil Waswo, Streets Superintendent, Lake Geneva Public Works

Subject: Lake Geneva Blvd and South Street Crossing Pedestrian Improvements

Lake Geneva Blvd.

Direction from January 22nd, 2024, PWC Meeting was as follows:

Discussion / Recommendation Lake Geneva Blvd. (Sidewalk Options) [KAPUR]

Connect and head up to the corner of Wells and Lake Geneva Blvd. Provided another option in order to make ramp ADA compliant would need about 15-foot easement given to the city. A survey was conducted and there are a few options. One more complication with first option to be exactly along the curb and gutter and would need a 6-foot sidewalk. Concern if could fit a car there.

Second option to site distance off of wells and onto LG Blvd. Looking to cross at south entrance to Summer Haven connects to existing sidewalk. The utility box might have to be relocated and seems like a more positive result. Ald. Yager with option 2 how would continue to go down Wells if property still has issues with ADA compliance. Help folks reach that area ramp the ADA ramps would cause issues. Want to pursue and easement can start having those conversations. Ald. Yager 1st option parking might be issue for one garage would be blocking sidewalk. Don't have a cars width at the easement. Shift to west-side of street for extra room.

Ald. Howell asked which one recommended. Dir. Earle stated option 2.

Ald. Howell motioned to approve option 2 regarding the Lake Geneva Blvd., seconded by Ald. Yunker. Motion carried 5-0.

The second option was designed. Please see both the attached proposed design as well as the exhibits that were brought to the January 22nd, 2024, PWC Meeting.

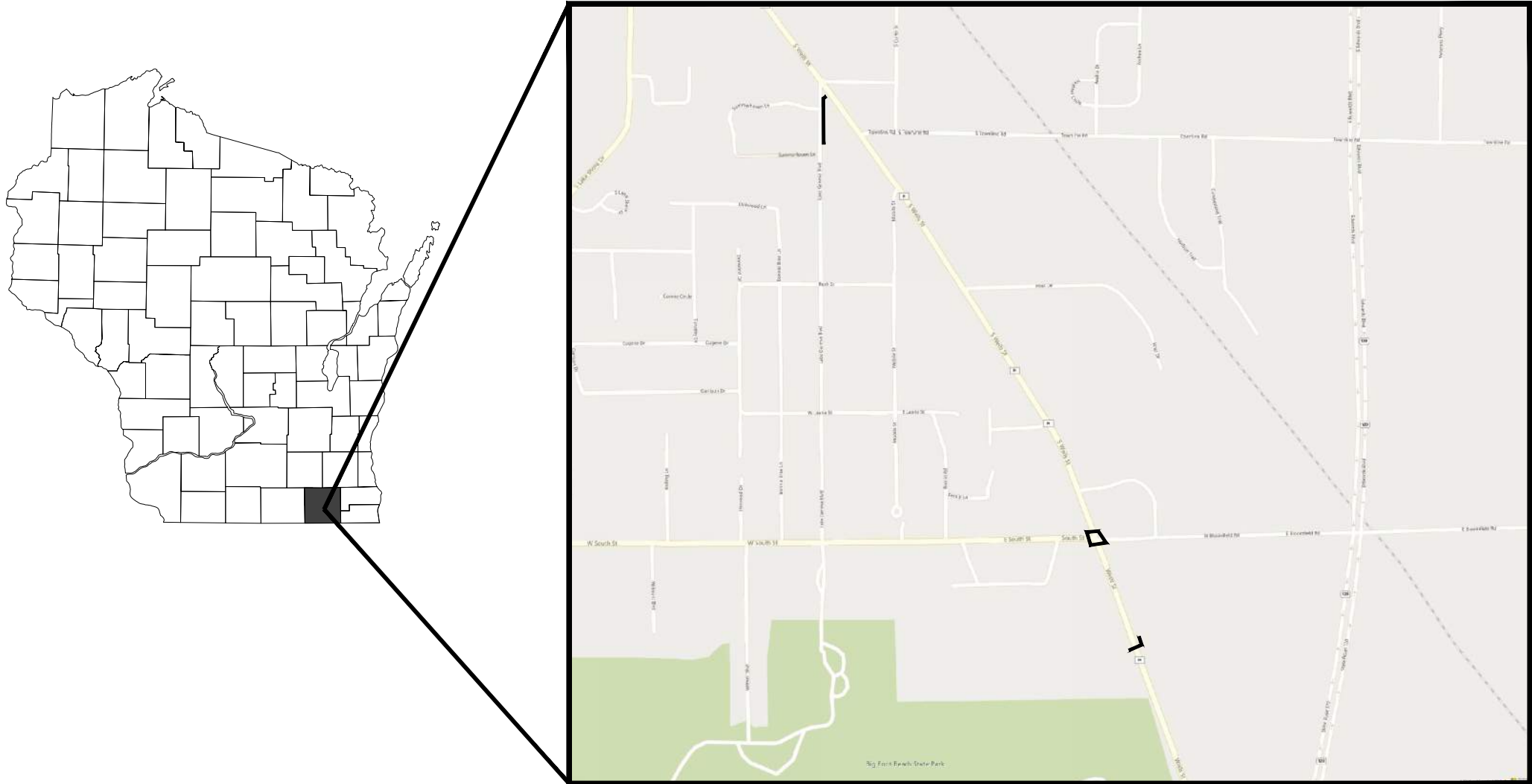
South Street Sidewalk

The intersection of Wells and South Street as well as Wells and the High School proposed improvements are attached.

FILENAME: D:\Waltham_Co\Lake_Geneva_City\Gov\230152 2023 Lake Geneva General Engineering\PHSE 17 Lake Geneva Blvd_Edwards_Sidewalk Program\Design\230152 10_TITLE & DETAILS.dwg DATE/TIME: 11/15/2024 11:46 AM PLOTTED BY: BRIDGET BARRY

SIDEWALK PROGRAM

CITY OF LAKE GENEVA, WISCONSIN



LOCATION MAP

SHEET INDEX	
TITLE	1.0
NOTES	1.1
DETAILS	1.2 - 1.4
LAKE GENEVA BLVD REMV	2.0
LAKE GENEVA BLVD PROP	2.1
SOUTH & WELLS REMV	3.0
SOUTH & WELLS PROP	3.1-3.3
WELLS & SCHOOL REMV.	3.4
WELLS & SCHOOL PROP	3.5-3.7

COORDINATES ON THE PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WALWORTH COUNTY.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM (NGVD29).



**ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF LAKE GENEVA LAND DEVELOPMENT STANDARDS, AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION; LATEST ADDITIONS AND REVISIONS.

BENCHMARKS

BM #	ELEVATION	NORTHING	EASTING	DESCRIPTION
------	-----------	----------	---------	-------------



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK PROGRAM

LOCATION:

CITY OF LAKE GENEVA, WALWORTH COUNTY

CLIENT:



RELEASE:

PRELIMINARY PLANS

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:



SCALE: NO SCALE

SEAL:

all in

SHEET:

TITLE

PROJECT MANAGER: NR

PROJECT NUMBER: 23.0152.10

DATE: 06-27-2024

SHEET NUMBER:

1.0

DRAFT

FILENAME: D:\Vilworth_Co\Lake_Geneva_City\Gov\230152 2023 Lake Geneva General Engineering\PHSE 17 Lake Geneva BLD_Edwards_Sidewalk Program\Design\230152.10_TITLE & DETAILS.dwg DATE/TIME: 11/15/2024 11:46 AM PLOTTED BY: BROCKET BARRY

GENERAL NOTES

GENERAL CONSTRUCTION

THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. IT IS THE CONTRACTOR’S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

EXCAVATION BELOW SUBGRADE (EBS), IF DETERMINED BY THE ENGINEER, SHALL BE PAID FOR AS COMMON EXCAVATION. THE LOCATION OF EBS WILL BE DETERMINED BY THE ENGINEER. SUCH EBS IS NOT USED TO BALANCE YARDAGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ANY LOCAL CODES AND ORDINANCES.

ALL PAVEMENT MARKING SHALL BE INSTALLED IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ANY LOCAL CODES AND ORDINANCES.

ALL SIGNS & SIGN POSTS REMOVED SHALL BE DELIVERED TO THE CITY OF LAKE GENEVA.

WHEN THE QUANTITY OF BASE AGGREGATE DENSE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

CONCRETE CONSTRUCTION

PROPERTY CORNERS: CONTRACTOR SHALL LOCATE, PROTECT AND, IF REMOVED OR DISTURBED, REPLACE PROPERTY CORNERS AT CONTRACTOR’S EXPENSE.

TRANSVERSE JOINTS IN CONCRETE WALKS SHALL BE CONSTRUCTED AT INTERVALS EQUAL TO THE WIDTH OF THE CONCRETE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONCRETE SIDEWALK SHALL BE REMOVED TO NEAREST JOINT, OR SAWCUT BEYOND NEAREST JOINT, OR AS DIRECTED BY THE ENGINEER. MINIMUM LENGTH OF SLAB NOT TO BE LESS THAN 3 FEET, OR HALF THE WIDTH, WHICHEVER IS GREATER.

PLACE 1/2–INCH WIDE TRANSVERSE EXPANSION JOINT FILLER THROUGH THE SIDEWALK AT UNIFORM INTERVALS NO GREATER THAN 96 FEET APART.

½–INCH FELT EXPANSION JOINT MATERIAL REQUIRED BETWEEN BACK OF CURB AND FRONT OF WALK, WHERE APPLICABLE.

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL RADIUS POINTS IN CURB AND GUTTER ADJACENT TO ASPHALTIC PAVEMENT.

CONCRETE CURB AND GUTTER JOINT SPACING SHALL BE 10 FEET UNLESS AUTHORIZED BY THE ENGINEER.

CONCRETE SIDEWALK, CURB & GUTTER, AND DRIVEWAYS, IF SOFT OR UNSTABLE MATERIALS EXIST, EXCAVATE TO SUITABLE MATERIAL, PLACE & COMPACT BASE AGGREGATE DENSE TO PROPER SUBGRADE ELEVATION (PER ENGINEER). COST TO EXCAVATE, UP TO 4” BELOW SUBGRADE, SHALL BE INCIDENTAL TO THE COST OF CORRESPONDING CONCRETE OR CONCRETE REMOVAL ITEM. EXCAVATION OVER 4” WILL BE PAID AS COMMON EXCAVATION. AGGREGATE TO BE PAID FOR UNDER BASE AGGREGATE DENSE ITEM.

ALL SIDEWALK TO BE MIN. 60–INCHES WIDE

ASPHALT CONSTRUCTION

A SAWED JOINT IS REQUIRED WHERE NEW ASPHALTIC CONCRETE SURFACES MEET EXISTING ASPHALTIC CONCRETE SURFACES.

TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION RATE OF 0.050 – 0.070 GALLONS PER SQUARE YARD AND WILL BE PLACED BETWEEN LAYERS OF ASPHALTIC PAVEMENT, INCIDENTAL TO PAVING ITEM.

PROOF ROLLING REQUIRED BEFORE PAVING.

STANDARD DETAIL DRAWINGS SEE PROJECT MANUAL EXHIBIT A

S.D.D.	TITLE
08D01–a	CONCRETE CURB AND GUTTER
08D01–b	CONCRETE GUTTER, TIES, AND CURB AND GUTTER APPLICATIONS
08D05–a–g	CURB RAMPS TYPES 1, 1–A, 2, 3, 4B, 4B1, 5, 6, 7A, 7B AND 8; CURB RAMP DETECTABLE WARNING FIELD PLATES AND APPLICATIONS
08D16	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08E09	SILT FENCE
08E10	INLET PROTECTION, TYPES A, B, C AND D
13C19–03	HMA LOGITUDINAL JOINTS
15C05–05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO–WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07–a–c	PAVEMENT MARKING SYMBOLS, WORDS, ARROWS
15C08–a–d	PAVEMENT MARKING, MAINLINE AND TURN LANES
15C33	STOP LINE AND CROSS WALK PAVEMENT MARKINGS
15D20–a–c	TRAFFIC CONTROL SINGLE LANE CLOSURE

EROSION CONTROL NOTES

1. CONTRACTOR TO INSTALL AND MAINTAIN EROSION CONTROL MEASURES AS INDICATED ON THIS PLAN AND PER THE LATEST WDNR TECHNICAL STANDARDS. TECHNICAL STANDARDS MAY BE VIEWED ONLINE AT: HTTP://DNR.WI.GOV/RUNOFF/STORMWATER/TECHSTDS.HTM

2. INLETS AND CATCH BASINS SHALL BE PROTECTED WITH INLET FILTERS THAT ARE PHASED IN WITH CONSTRUCTION TO REDUCE SEDIMENT FROM ENTERING THESE AREAS PER WDNR TECHNICAL STANDARD 1060 AS FOLLOWS:

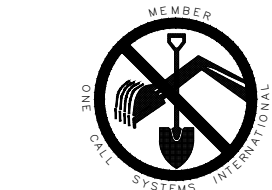
- A. ALL FABRIC BARRIERS SELECTED FOR INLET/CATCH BASIN PROTECTION DEVICES SHALL BE SELECTED FROM THE LIST OF APPROVED FABRICS CERTIFIED FOR INLET PROTECTION, GEOTEXTILE FABRIC, TYPE FF IN THE CURRENT EDITION OF THE WDOT PRODUCT ACCEPTABILITY LIST, TO OBTAIN THE PAL, PLEASE REFER TO THIS WEBSITE: HTTP://WWW.DOT.WISCONSIN.GOV/BUSINESS/ENGRSERV/PAL.HTM
 - B. INLET PROTECTION SHALL BE AT A MINIMUM INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT OF 1/2 INCH OR GREATER DURING A 24–HOUR PERIOD.
 - C. PLACEMENT OF SPOIL MATERIAL, DEBRIS, SOILS, ETC. ON TOP OF INLETS/CATCH BASINS, EVEN IF TEMPORARY, IS STRICTLY DISCOURAGED AND PROHIBITED.
 - D. SEDIMENT DEPOSITS SHALL BE REMOVED AND THE INLET PROTECTION DEVICE RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED BETWEEN 1/3 TO 1/2 THE DESIGN DEPTH OF THE DEVICE, OR WHEN THE DEVICE IS NO LONGER FUNCTIONING PER MANUFACTURER’S SPECIFICATIONS. ALL SEDIMENT COLLECTED SHALL BE PROPERLY DISPOSED OF TO PREVENT DISCHARGE INTO AREA WATERWAYS AND WETLANDS.
 - E. DUE CARE SHALL BE TAKEN TO ENSURE SEDIMENT DOES NOT FALL INTO THE INLETS/CATCH BASINS AND IMPEDE THE INTENDED FUNCTION OF THE DEVICE. ANY MATERIAL FALLING INTO THE INLET/CATCH BASIN SHALL BE REMOVED AND PROPERLY DISPOSED OF PER NOTE D ABOVE.
 - F. INLET FILTERS MAY BE REMOVED AND PROPERLY DISPOSED OF UPON COMPLETION OF CONSTRUCTION, HAULING OR MOVEMENT OF CONSTRUCTION EQUIPMENT THROUGHOUT THE SITE, AND ONCE THE SITE IS ADEQUATELY STABILIZED, UNLESS AS OTHERWISE NOTIFIED BY THE WDNR.
3. THE CONSTRUCTION SITE PERIMETER AND TOPSOIL STOCKPILE AREA SHALL BE PROTECTED WITH SILT FENCE AS SHOWN ON THE PLAN SHEET PRIOR TO THE START OF CONSTRUCTION TO INTERCEPT AND REDUCE THE FLOW OF SEDIMENT–LADEN SHEET FLOW RUNOFF FROM THE CONSTRUCTION SITE PER WDNR TECHNICAL STANDARD 1056 AS FOLLOWS:

- A. SILT FENCE ENDS SHALL BE EXTENDED UPSLOPE TO PREVENT WATER FROM FLOWING AROUND THE ENDS OF THE FENCE AS SHOWN ON THE PLAN SHEET.
- B. INSTALLED SILT FENCE SHALL BE A MINIMUM 14 INCHES HIGH AND SHALL NOT EXCEED 28 INCHES IN HEIGHT MEASURED FROM THE INSTALLED GROUND ELEVATION.
- C. SILT FENCE SHALL BE SUPPORTED BY EITHER STEEL OR WOOD SUPPORT POSTS.
- D. THE MAXIMUM SPACING OF POSTS FOR NONWOVEN SILT FENCE SHALL BE 3 FEET OR FOR WOVEN FABRIC 8 FEET.
- E. SILT FENCE SHALL HAVE A SUPPORT CORD AT THE TOP OF THE FENCE.
- F. WHERE JOINTS ARE NEEDED, EACH END OF THE FABRIC SHALL BE SECURELY FASTENED TO A POST. THE POSTS SHALL BE WRAPPED AROUND EACH OTHER TO PRODUCE A STABLE AND SECURE JOINT OR SHALL BE OVERLAPPED THE DISTANCE BETWEEN TWO POSTS.
- G. A MINIMUM OF 20 INCHES OF THE POSTS SHALL EXTEND INTO THE GROUND AFTER INSTALLATION.
- H. SILT FENCE SHALL BE ANCHORED BY SPREADING AT LEAST 8 INCHES OF THE FABRIC IN A 4 INCH WIDE BY 6 INCH DEEP TRENCH, OR 6 INCH DEEP V–TRENCH ON THE UPSLOPE SIDE OF THE FENCE. THE TRENCH SHALL BE BACKFILLED AND COMPACTED. TRENCHES SHALL NOT BE EXCAVATED ANY WIDER OR DEEPER THAN NECESSARY FOR PROPER INSTALLATION.
- I. ON THE TERMINAL ENDS OF THE SILT FENCE THE FABRIC SHALL BE WRAPPED AROUND THE POST SUCH THAT THE STAPLES ARE NOT VISIBLE.
- J. GEOTEXTILE FABRIC SPECIFICATIONS SHALL MEET VALUES ESTABLISHED IN TECHNICAL STANDARD 1056.
- K. SILT FENCE SHALL BE REMOVED ONCE THE SITE IS ADEQUATELY STABILIZED.
- L. WHEN PLACING SILT FENCE NEAR TREES, CARE SHALL BE TAKEN TO MINIMIZE DAMAGE TO THE ROOT SYSTEM BY AVOIDING COMPACTION AND ROOT CUTTING WITHIN 1.5 FEET MULTIPLIED BY THE INCH DIAMETER OF THE TREE.
- M. THE CONTRACTOR MAY FURTHER STRENGTHEN THE SILT FENCE BY USING HAY BALES ON THE DOWN SLOPE SIDE AS NEEDED.
- N. SILT FENCE SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES 1/2 INCH OF RAIN OR MORE DURING A 24 HOUR PERIOD.
- O. DAMAGED OR DECOMPOSED SILT FENCE, UNDERCUTTING, OR FLOW CHANNELS AROUND THE END OF BARRIERS SHALL BE REPAIRED OR CORRECTED.
- P. SEDIMENT SHALL BE PROPERLY DISPOSED OF ONCE THE DEPOSITS REACH 1/2 THE HEIGHT OF THE FENCE TO PREVENT DISCHARGE INTO AREA WATERWAYS AND WETLANDS.

- 4. A COPY OF EROSION CONTROL INSPECTION REPORTS AND THE APPROVED EROSION CONTROL PLANS SHALL BE KEPT ON SITE.
- 5. CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL PRACTICES BY THE END OF EACH WORKDAY.
- 6. LOCAL ROADS SHALL BE CLEAN BY THE END OF EACH WORKDAY. CONTRACTOR SHALL HAVE LOCAL ROADS SWEEPED WHERE SEDIMENT ACCUMULATES.

7. SEEDING AND/OR SODDING TECHNIQUES SHALL BE USED AT AREAS OF EXPOSED SOIL WHERE THE ESTABLISHMENT OF VEGETATION IS DESIRED. TEMPORARY SEEDING APPLIES TO DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND–DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 30 DAYS, REQUIRING VEGETATIVE COVER FOR LESS THAN ONE YEAR. SEED AND EROSION MAT SHALL BE UTILIZED THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH TEMPORARY VEGETATION TO HELP REDUCE EROSION PER WDNR TECHNICAL STANDARDS 1059 AND 1058 RESPECTIVELY AS FOLLOWS:

- A. TEMPORARY SEEDING REQUIRES A SEEDBED OF LOOSE SOIL TO A MINIMUM DEPTH OF 2 INCHES.
- B. FERTILIZER APPLICATION IS NOT GENERALLY REQUIRED FOR TEMPORARY SEEDING.
- C. ALL SEED SHALL CONFORM TO THE REQUIREMENTS OF THE WISCONSIN STATE STATUTES AND OF THE ADMINISTRATIVE CODE CHAPTER ATCP 20.01 REGARDING NOXIOUS WEED SEED CONTENT AND LABELING. SEED SHALL NOT BE USED LATER THAN ONE YEAR AFTER THE TEST DATE ON THE LABEL.
- D. IN THE SPRING AND SUMMER CONTRACTOR SHALL USE OATS APPLIED AT 131 LBS/ACRE FOR TEMPORARY SEEDING PURPOSES. IN THE FALL THE CONTRACTOR SHALL USE WINTER WHEAT APPLIED AT 131 LBS/ACRE. NO MULCH SHALL BE USED ON THIS PROJECT. DORMANT SEED SHALL BE USED WHEN SOIL TEMPERATURE IS CONSISTENTLY BELOW 53 DEGREES FAHRENHEIT (TYPICALLY OCT. 15 UNTIL SNOW COVER ANNUALLY). NEVER PLACE SEED ON TOP OF SNOW. IF COVER IS NEEDED AFTER SNOW FALL, CONTRACTOR MAY CHOOSE TO USE A DRY, NONTOXIC TYPE B SOIL STABILIZER PER MANUFACTURER’S SPECIFICATIONS AS REQUIRED BY THE WDNR. SOIL STABILIZERS SHALL NOT BE USED WITHIN 30 FEET OF WETLANDS OR WATERS.
- E. SEEDING SHALL NOT TAKE PLACE WHEN THE SOIL IS TOO WET.
- F. CONTRACTOR MAY CONSIDER WATERING TO HELP ESTABLISH THE SEED. WATER APPLICATION RATES SHALL BE CONTROLLED TO HELP PREVENT RUNOFF AND EROSION.
- G. DURING CONSTRUCTION, AREAS THAT HAVE BEEN SEEDED AND MATTED SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES ½ INCH OF RAIN OR MORE DURING A 24 HOUR PERIOD. INSPECT WEEKLY DURING THE GROWING SEASON UNTIL VEGETATION IS DENSELY ESTABLISHED OR THE SOD IS PLACED. REPAIR AND RESEED/RESOD AREAS THAT HAVE EROSION DAMAGE AS NECESSARY.
- H. CONTRACTOR IS TO LIMIT VEHICLE TRAFFIC AND OTHER FORMS OF COMPACTION IN AREAS THAT ARE SEEDED AS MUCH AS POSSIBLE. RESEED DRIVEN OVER AREAS AS NEEDED.
- I. THIS PROJECT SHALL USE URBAN CLASS I, TYPE B (NON–NETTED) EROSION MATTING INSTALLED IN PLACE OF MULCH. FOLLOW MANUFACTURER’S RECOMMENDATIONS FOR INSTALLATION.



TO OBTAIN LOCATION OF PARTICIPANTS’ UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

UTILITIES

AT&T
MIKE VAN BOVEN
MV3658@att.com
OFFICE (262)–636–0514
MOBILE (262)–676–3958

ALLIANT ENERGY
CURT EILERTSON
curtseilertson@alliantenergy.com
EMERGENCY 1–800–261–5325
DIRECT (262)–741–0935

TIME WARNER CABLE
STEVE STORM
Wis.engineering@twcable.com
OFFICE (414)–908–4789

WE–ENERGIES – GAS
SCOTT HOLSTEIN
Scott.Holstein@we–energies.com
EMERGENCY 1–800–261–5325
DIRECT (262)–763–1084

CITY OF LAKE GENEVA–
WATER UTILITY
JOSH GAJEWSKI
UTILITY DIRECTOR
jjgajewski@utilities.org
(262)–248–2311 xt. 403

CITY OF LAKE GENEVA–DPW
TOM EARLE
DIRECTOR OF PUBLIC WORKS
tearle@cityoflakegeneva.com
(262)–248–6644

CALL DIGGERS HOTLINE

1–800–242–8511

TOLL FREE

TELEFAX 1–800–338–3860

TDD(FOR HEARING IMPAIRED)1–800–542–2289

WISCONSIN STATUTE 182.0175 (1974)
REQUIRES MINIMUM OF 3 WORK DAYS



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK PROGRAM

LOCATION:

CITY OF LAKE GENEVA,
WALWORTH COUNTY

CLIENT:



RELEASE:

PRELIMINARY PLANS

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:



SCALE: NO SCALE

SEAL:

all in

SHEET:

NOTES

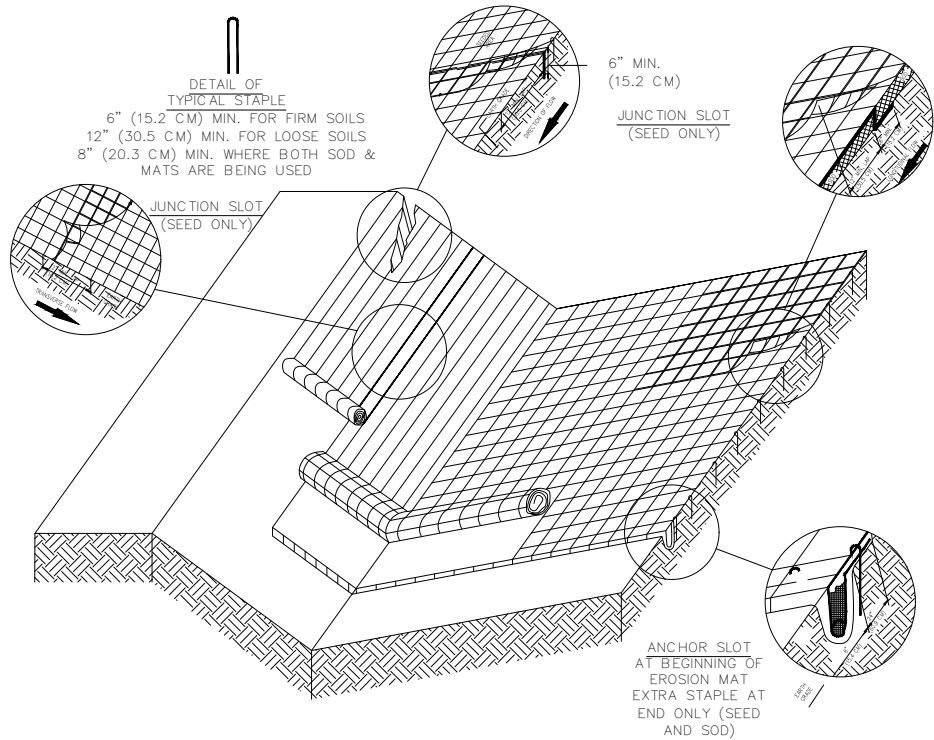
PROJECT MANAGER:	NR
PROJECT NUMBER:	23.0152.10
DATE:	06-27-2024

SHEET NUMBER:

1.1

PLOTTED BY: BRIDGET BARRY

FILENAME: D:\Widworth_Co\Lake Geneva_City\Gov\230152 2023 Lake Geneva General Engineering\PHSE 17 Lake Geneva BLD_Edwards_Sidewalk Program\Design\230152 10_TITLE & DETAILS.dwg DATE/TIME: 11/15/2024 11:46 AM



GENERAL NOTES:
DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

VARIATIONS IN THE DIMENSIONS OR MATERIALS SHOWN HEREON SHALL BE PERMITTED IF THEY PROVIDE EQUIVALENT PROTECTION AND MATERIAL STRENGTH AND IF PRIOR APPROVAL OF THE ENGINEER IS OBTAINED.

LAP JOINTS SHALL NOT BE PLACED IN THE BOTTOM OF V-SHAPED DITCHES.

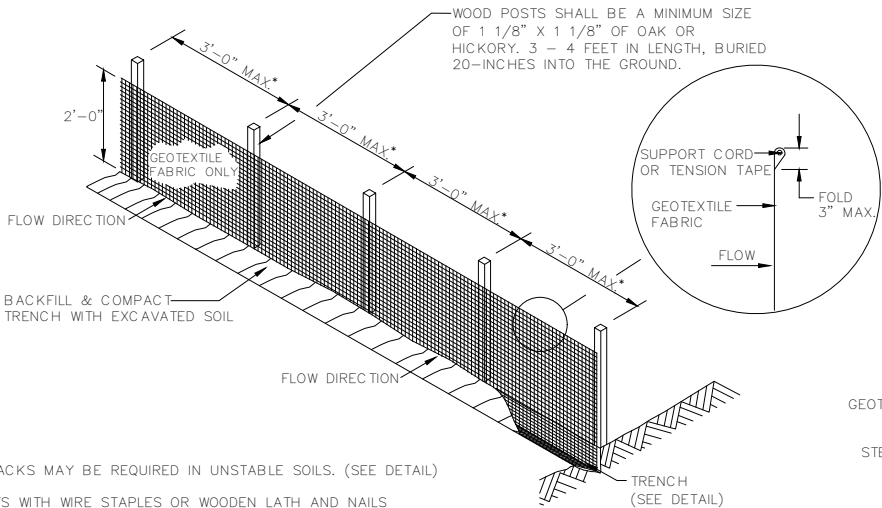
JUNCTION SLOTS ON ADJACENT STRIPS OF MATTING SHALL BE STAGGERED A MINIMUM OF 4 FEET (1.219 M) APART.

EROSION MAT SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATION.

EROSION MAT OVER SOD:
A. ONLY JUTE FABRIC WILL BE PERMITTED OVER SOD.
B. WOOD STAKES FOR SOD MAY BE OMITTED BY THE ENGINEER IF EXISTING SLOPE AND SOIL CONDITIONS SO WARRANT.
C. THE WIDTH OF EROSION MAT SHALL ALWAYS EXCEED THE SOD WIDTH.

EROSION MAT OVER SOD:
JUNCTION OR ANCHOR SLOTS SHALL BE AT MINIMUM INTERVALS OF 100 FEET (30.48 M) ON GRADES UP TO AND INCLUDING 3 PERCENT. AND 50 FEET (15.24 M) ON GRADES EXCEEDING 3 PERCENT.

1 EROSION MAT
N.T.S.



GENERAL NOTES:

ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS. (SEE DETAIL)

ATTACH THE FABRIC TO THE POSTS WITH WIRE STAPLES OR WOODEN LATH AND NAILS

*8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

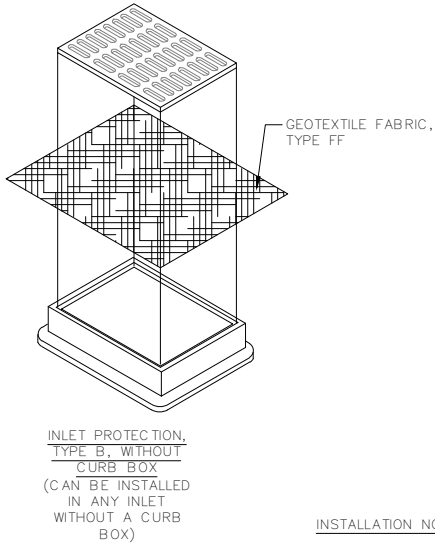
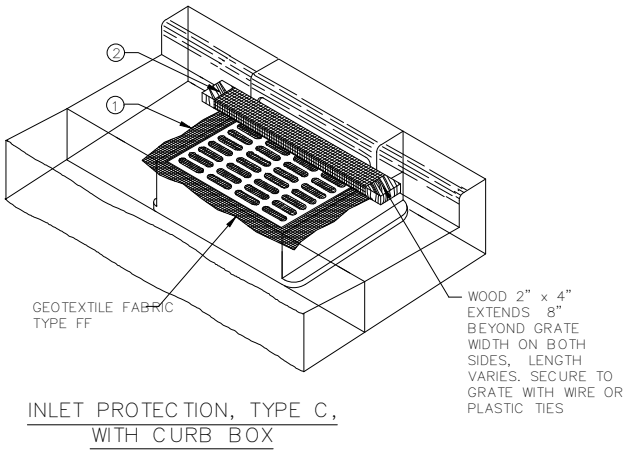
IF POSSIBLE, CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL TO AVOID JOINTS. IF A JOINT IS NECESSARY, USE ONE OF THE FOLLOWING METHODS:

(1)TWIST METHOD: OVERLAP END POSTS & TWIST AT LEAST 180 DEGREES.

(2)HOOK METHOD: HOOK THE END OF EACH SILT FENCE LENGTH.

AXONIMETRIC VIEW

3 SILT FENCE
N.T.S.

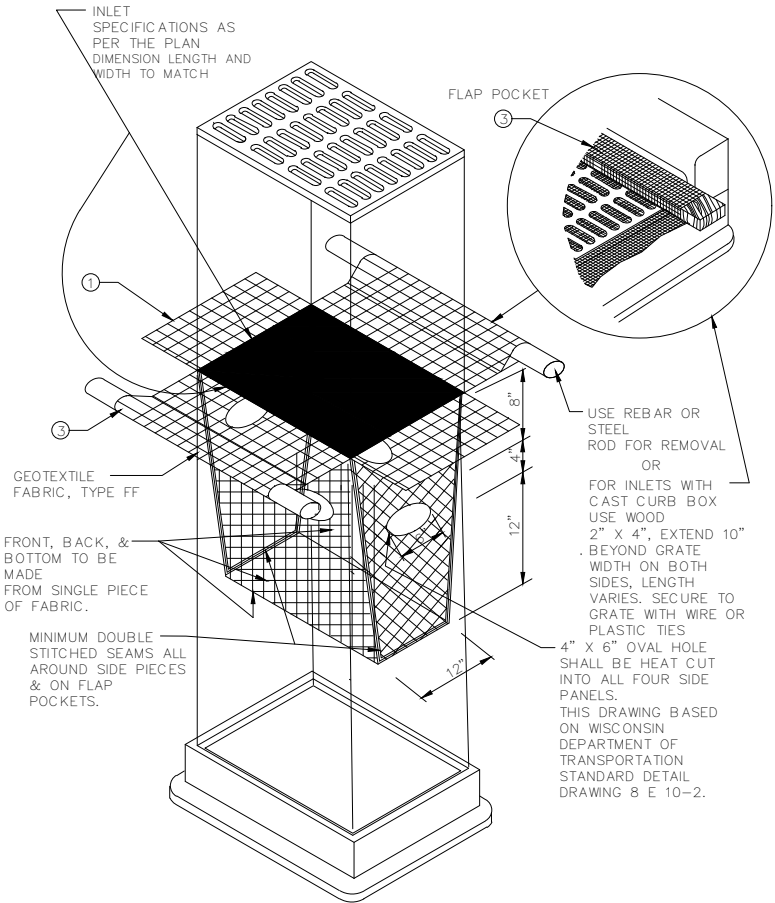


INSTALLATION NOTES

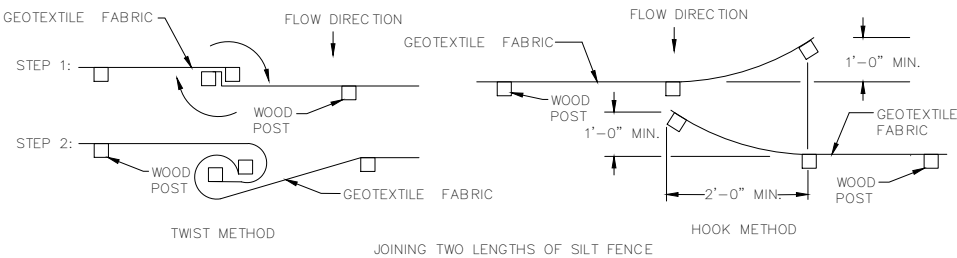
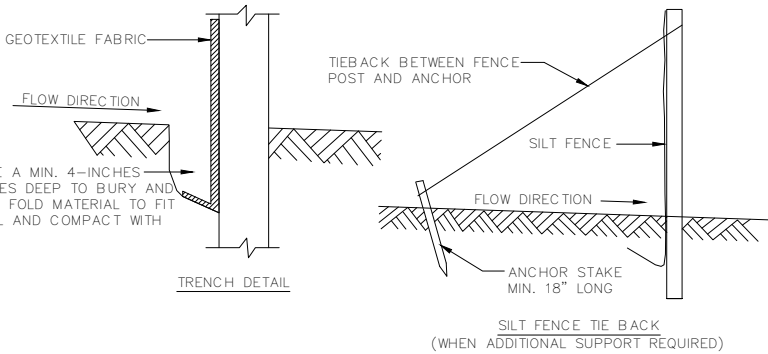
TYPE B & C
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D
DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.



2 INLET PROTECTION
N.T.S.



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK
PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH COUNTY

CLIENT:



RELEASE:

PRELIMINARY
PLANS

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:



SCALE: NO SCALE

SEAL:

all in

SHEET:

DETAILS

PROJECT MANAGER: NR

PROJECT NUMBER: 23.0152.10

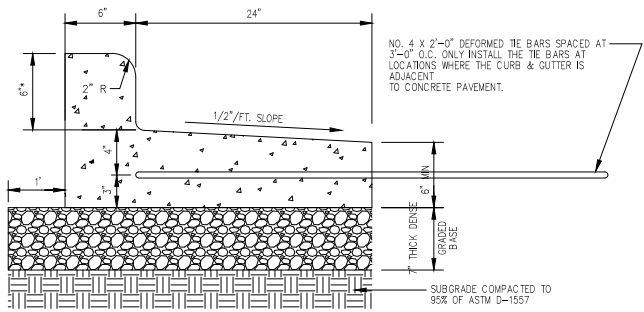
DATE: 06-27-2024

SHEET NUMBER:

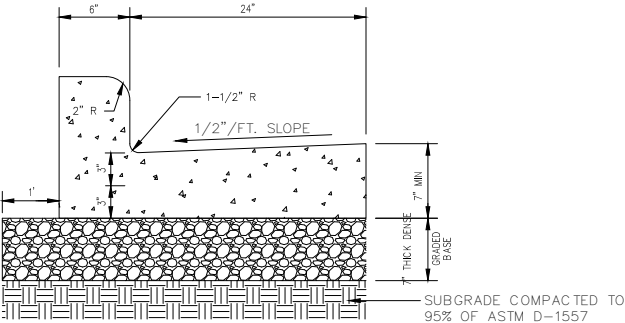
1.2

PLOTTED BY: BRIDGET BARRY

FILENAME: D:\Wauworth_Co\Lake_Geneva_City\Gov\230152 2023 Lake Geneva General Engineering\PHSE 17 Lake Geneva Blvd_Edwards_Sidewalk Program\Design\230152.10_TITLE & DETAILS.dwg DATE/TIME: 11/15/2024 11:46 AM



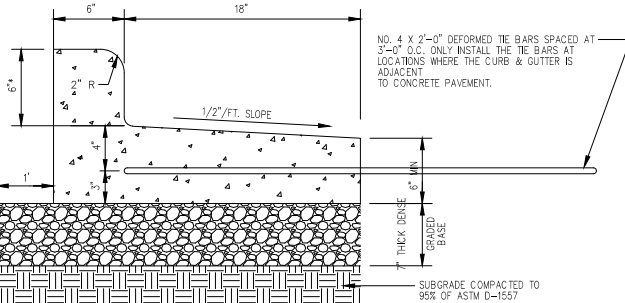
HIGH SIDE



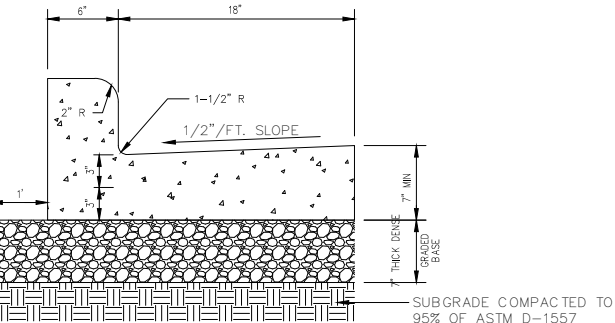
LOW SIDE

*CURB HEIGHT MAY VARY. SEE SITE GRADING PLAN FOR EXACT CURB HEIGHTS. CONTACT ENGINEER WITH ANY QUESTIONS THAT ARISE.

4 30-INCH BARRIER CONCRETE CURB & GUTTER
N.T.S.



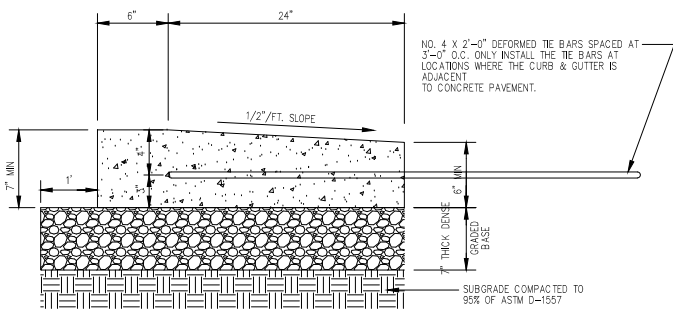
HIGH SIDE



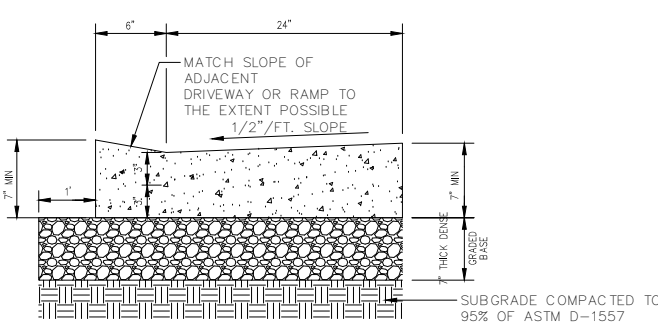
LOW SIDE

*CURB HEIGHT MAY VARY. SEE SITE GRADING PLAN FOR EXACT CURB HEIGHTS. CONTACT ENGINEER WITH ANY QUESTIONS THAT ARISE.

6 24-INCH BARRIER CONCRETE CURB & GUTTER
N.T.S.



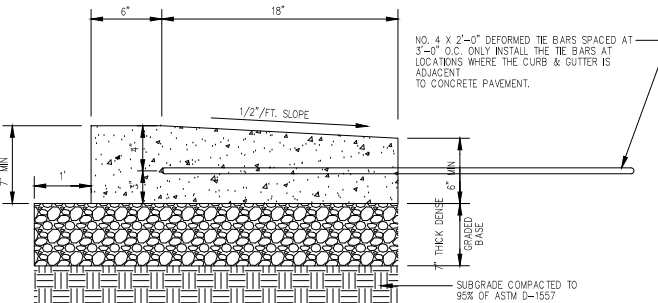
HIGH SIDE



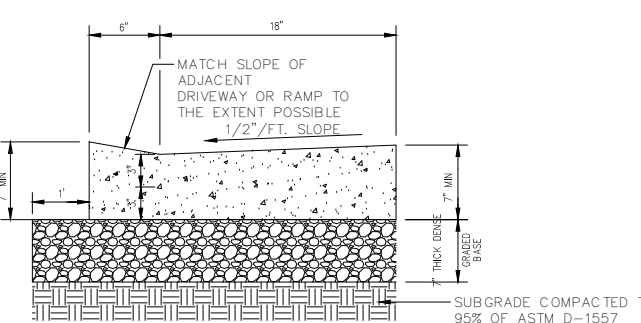
LOW SIDE

*CURB HEIGHT MAY VARY. SEE SITE GRADING PLAN FOR EXACT CURB HEIGHTS. CONTACT ENGINEER WITH ANY QUESTIONS THAT ARISE.

5 30-INCH DEPRESSED CONCRETE CURB & GUTTER
N.T.S.



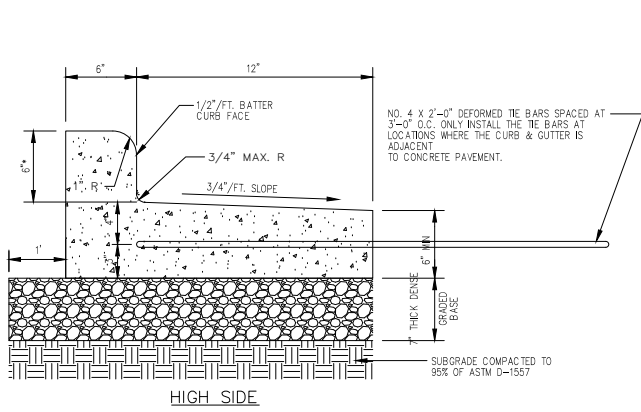
HIGH SIDE



LOW SIDE

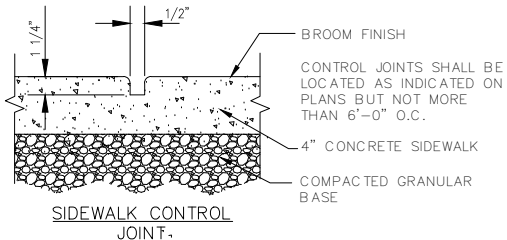
*CURB HEIGHT MAY VARY. SEE SITE GRADING PLAN FOR EXACT CURB HEIGHTS. CONTACT ENGINEER WITH ANY QUESTIONS THAT ARISE.

7 24-INCH DEPRESSED CONCRETE CURB & GUTTER
N.T.S.

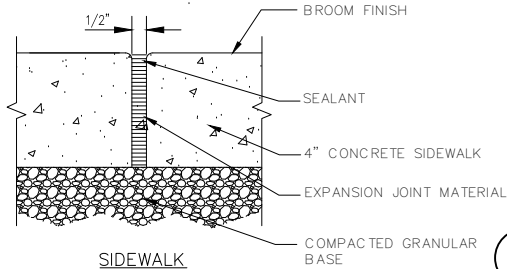


HIGH SIDE

8 18-INCH BARRIER CONCRETE CURB & GUTTER
N.T.S.

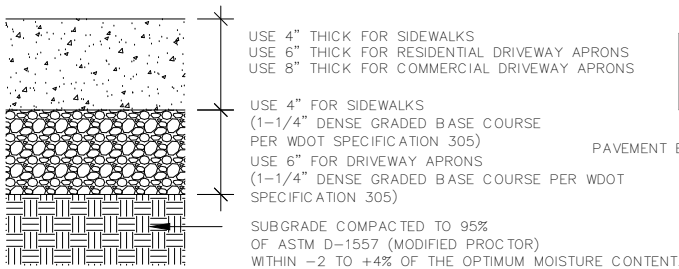


SIDEWALK CONTROL JOINT

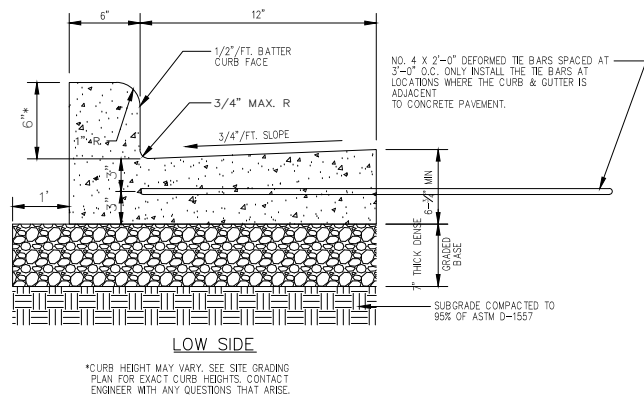


SIDEWALK CONSTRUCTION JOINT

9 SIDEWALK JOINT DETAILS (TYP.)
N.T.S.



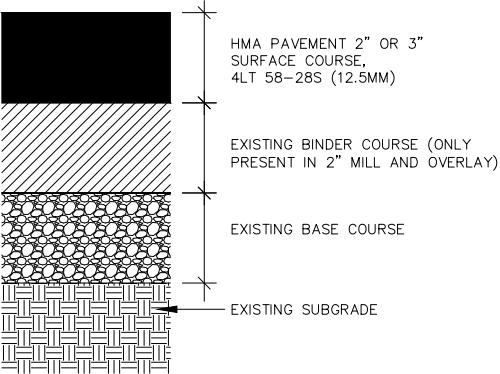
11 CONCRETE SIDEWALK/DRIVEWAY APRON
N.T.S.



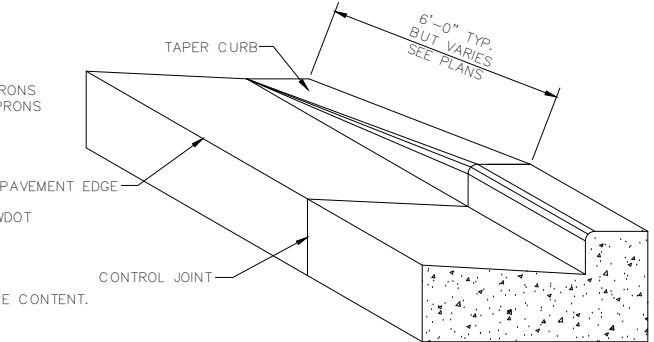
LOW SIDE

*CURB HEIGHT MAY VARY. SEE SITE GRADING PLAN FOR EXACT CURB HEIGHTS. CONTACT ENGINEER WITH ANY QUESTIONS THAT ARISE.

10 NEW ASPHALT PAVEMENT MILL & OVERLAY
N.T.S.



12 CONCRETE CURB & GUTTER TRANSITION TO ZERO-FACE CURB
N.T.S.



11 CONCRETE SIDEWALK/DRIVEWAY APRON
N.T.S.

12 CONCRETE CURB & GUTTER TRANSITION TO ZERO-FACE CURB
N.T.S.



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK PROGRAM

LOCATION:

CITY OF LAKE GENEVA,
WALWORTH COUNTY

CLIENT:



RELEASE:

PRELIMINARY PLANS

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:



SCALE: NO SCALE

SEAL:

all in

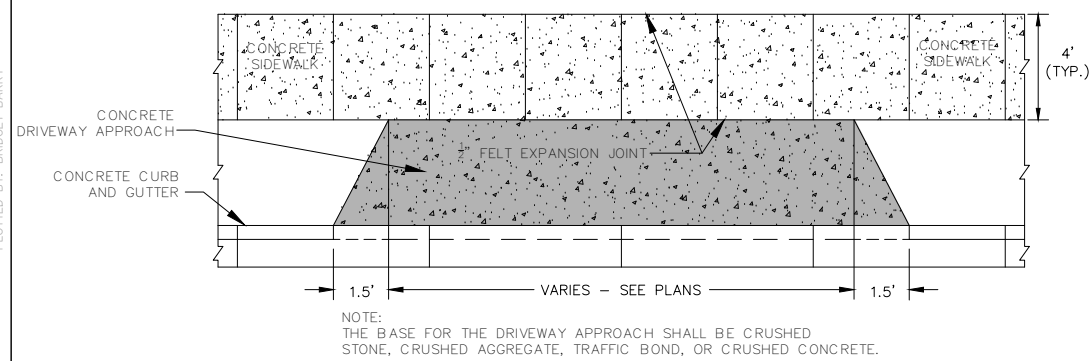
SHEET:

DETAILS

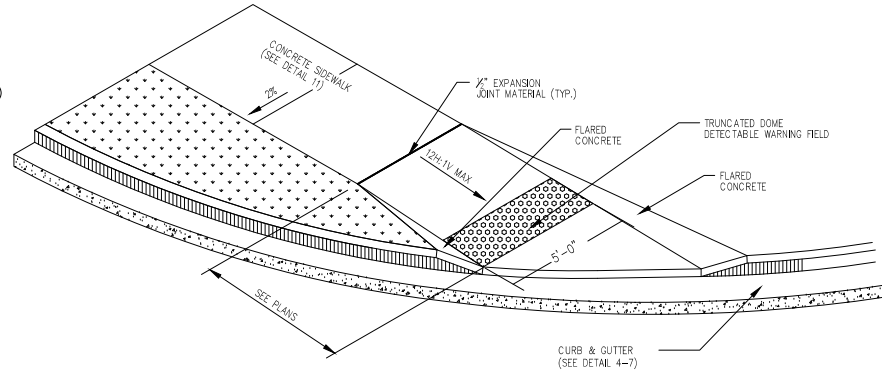
PROJECT MANAGER: NR
PROJECT NUMBER: 23.0152.10
DATE: 06-27-2024

SHEET NUMBER:

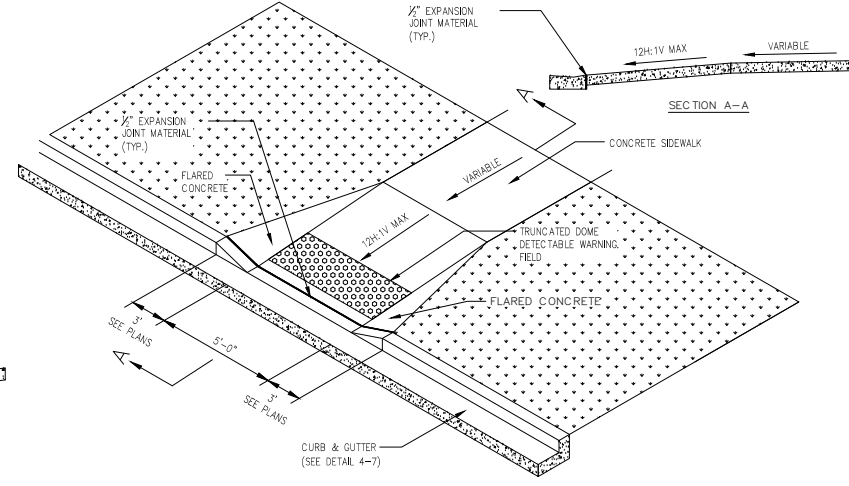
1.3



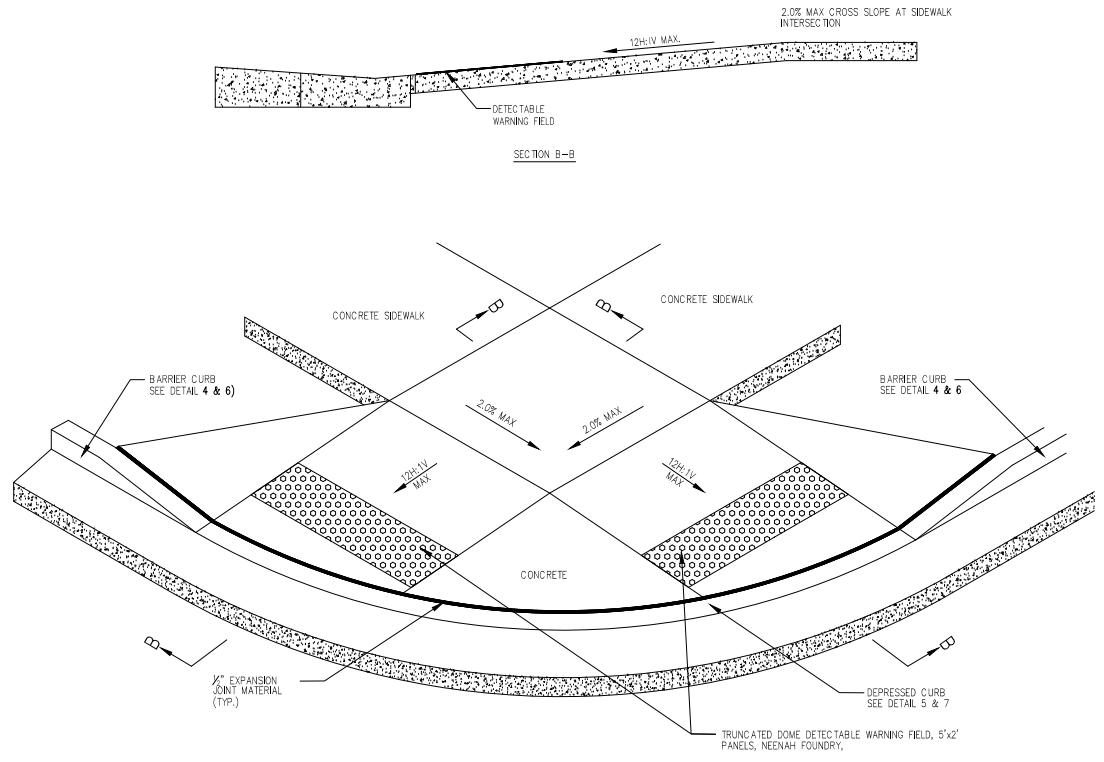
13 STANDARD CONCRETE DRIVEWAY
N.T.S.



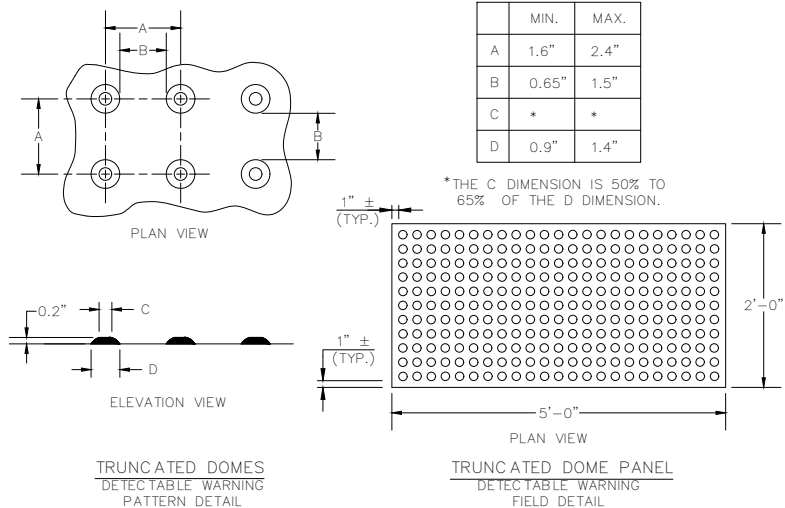
14 ACCESSIBILITY RAMP DETAIL WITH TRUNCATED
N.T.S. DOME DETECTABLE WARNING FIELD



15 ACCESSIBILITY RAMP DETAIL WITH TRUNCATED
N.T.S. DOME DETECTABLE WARNING FIELD



16 ACCESSIBILITY RAMP DETAIL WITH TRUNCATED
N.T.S. DOME DETECTABLE WARNING FIELD



GENERAL NOTES

TRUNCATED DOME DETECTABLE WARNING FIELD SHALL CONSIST OF CAST IRON PLATES WITH A FEDERAL YELLOW POWDER-COATED FINISH, SUCH AS THOSE MANUFACTURED BY NEENAH FOUNDRY. IF 24"x60" PLATES ARE NOT AVAILABLE, 20"x30" PLATES SHALL BE USED. THE DETECTABLE WARNING FIELD SHALL BE LOCATED SO THAT IT IS CENTERED IN THE CURB RAMP WITH THE EDGE NEAREST THE BACK OF CURB A MINIMUM OF 6" AND A MAXIMUM OF 8" AWAY FROM THE BACK OF CURB. IN LOCATIONS WHERE THE RAMP IS SKEWED TO THE CURB, THE DETECTABLE WARNING FIELD IS TO RUN PERPENDICULAR TO THE DIRECTION OF TRAVEL, WITH THE EDGE NEAREST THE BACK OF CURB 4" AWAY FROM THE BACK OF CURB.

17	TRUNCATED DOME DETECTABLE WARNING FIELD N.T.S.
----	---

PROJECT:

2024 SIDEWALK PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT: _____



RELEASE:

PRELIMINARY PLANS

REVISIONS:

[illegible]

NORTH ARROW.



SCALE: / / / / / / / / / / / / / / / / NO SCALE

DATE: // //

all in

SHEET:

DETAILS

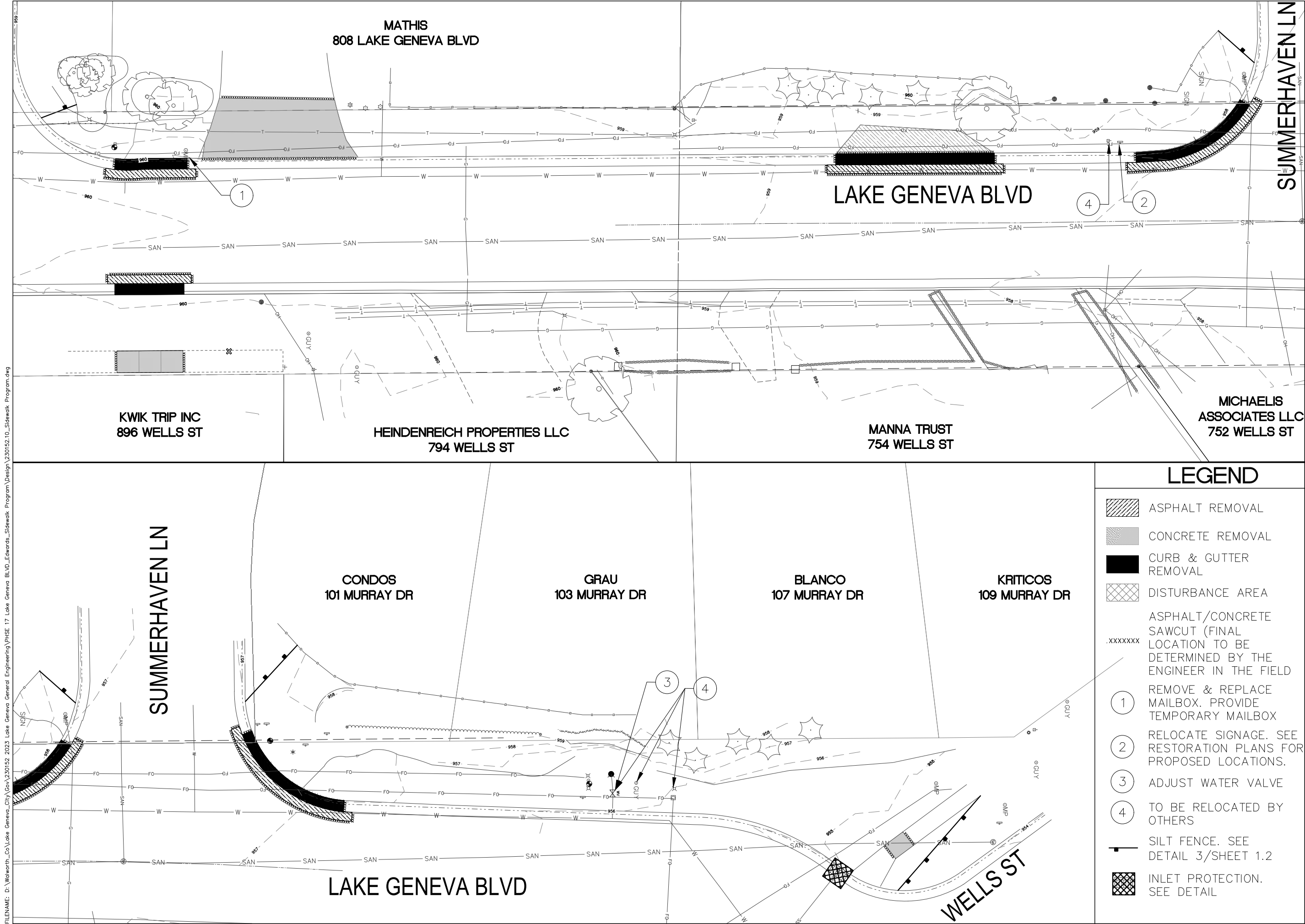
PROJECT MANAGER:	NR
PROJECT NUMBER:	23.0152.10
DATE:	06-27-2024

SHEET NUMBER:

11

14

1.4



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK
PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH COUNTY

CLIENT:



RELEASE:

PRELIMINARY
PLANS

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

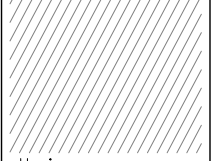


SCALE:



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:



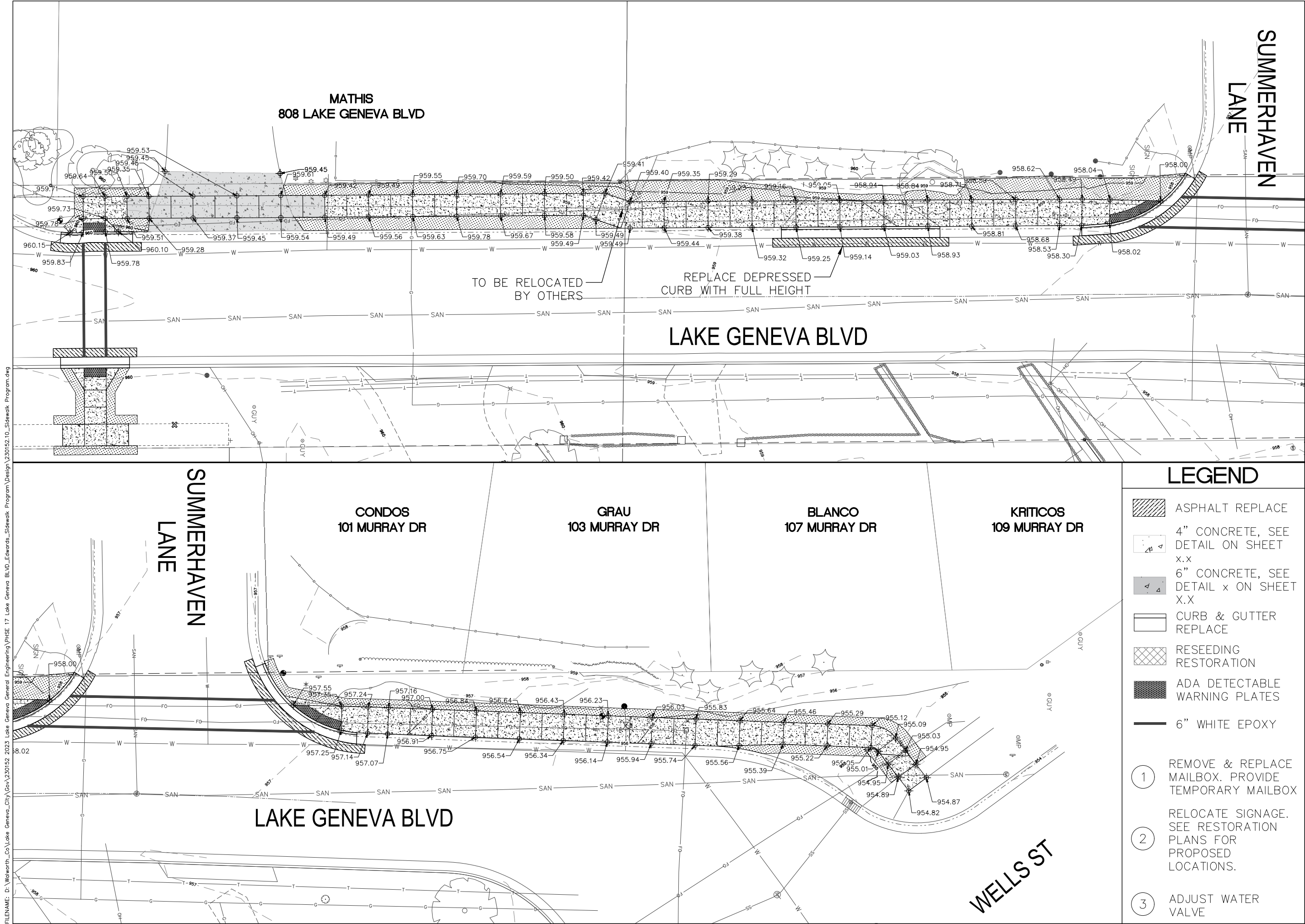
SHEET:

LAKE GENEVA BLVD
REMOVALS

PROJECT MANAGER: NR
PROJECT NUMBER: 23.0152.10
DATE: 06-27-2024

SHEET NUMBER:

2.0



FILENAME: D:\Wauwatosa_City\Lake Geneva_City\230152 2023 Lake Geneva General Engineering\PHSE 17 Lake Geneva Blvd_Edwards_Sidewalk Program\Design\230152.10_Sidewalk Program.dwg



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK
PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



RELEASE:

PRELIMINARY
PLANS

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:



SCALE:
0 20' 40'

IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:

all in

SHEET:

LAKE GENEVA BLVD
GRADING

PROJECT MANAGER: NR
PROJECT NUMBER: 230152.10
DATE: 06-27-2024

SHEET NUMBER:

2.1

PROJECT:

LOCATION:

CLIENT:



REVISIONS:

NORTH ARROW: _____



SEAL: _____



SHEET: _____

PROJECT MANAGER:	NR
------------------	----

PROJECT NUMBER:	23.0152.10
DATE:	06-27-2024

SHEET NUMBER:

Page 70 of 8

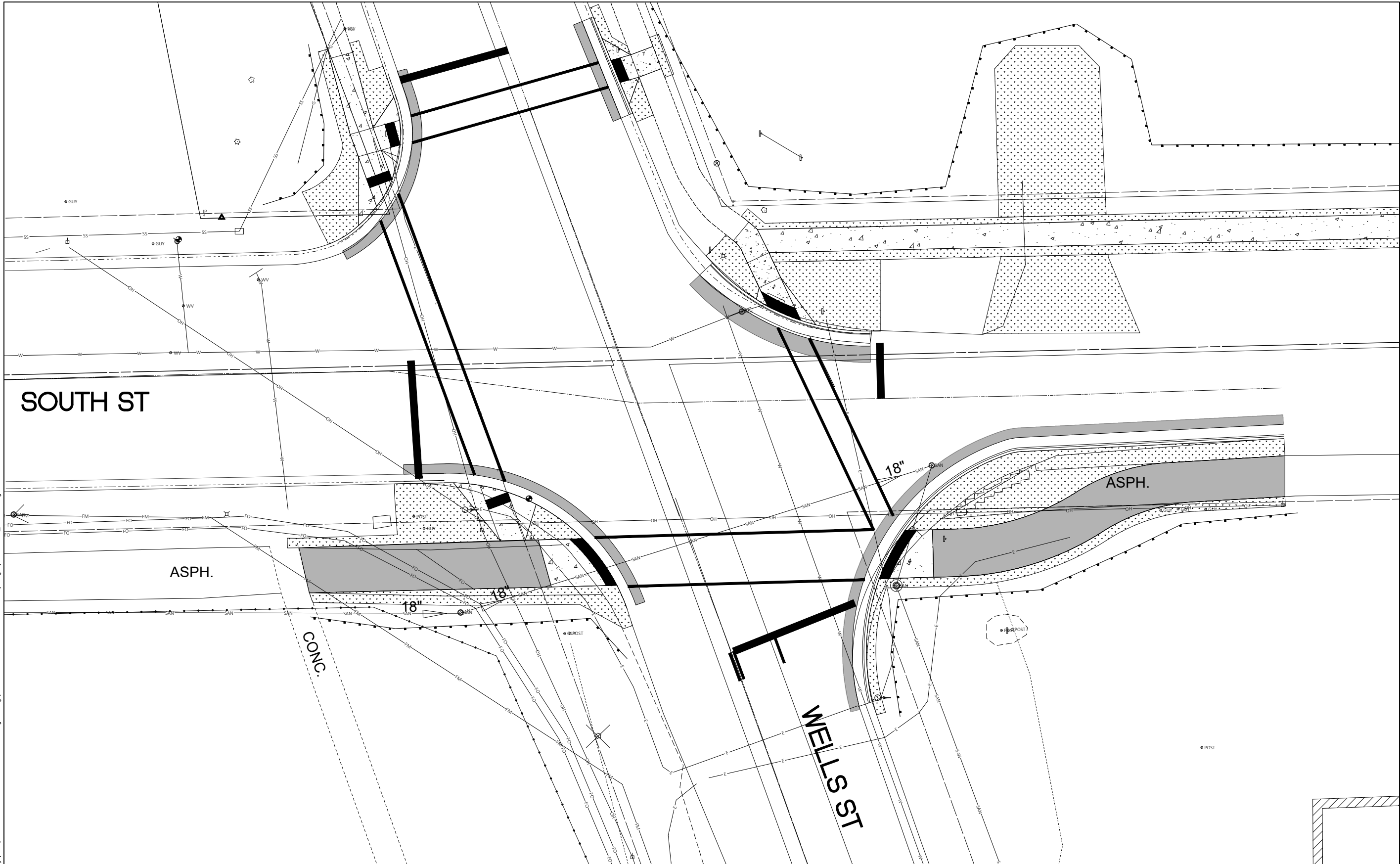


WELLS ST

	ASPHALT REMOVAL		REMOVE CURB AND GUTTER
	CONCRETE REMOVAL		REMOVE PAINT
	INSTALL INLET PROTECTION TYPE D (SEE DETAIL 2, SHEET 1.2)		SILT FENCE (SEE DETAIL 3, SHEET 1.2)
			SAWING ASPHALT/CONCRETE. FINAL LOCATIONS DETERMINED BY ENGINEER IN FIELD.

1. LOCATION AND ACCURACY OF EXISTING UTILITY INFORMATION IS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
2. MATCH EXISTING PAVEMENT ELEVATION AT ALL SAWCUT & PAVING LIMIT LOCATIONS UNLESS OTHERWISE NOTED.
3. ALL CURB & GUTTER, SIDEWALK, AND DRIVE APPROACH REPLACEMENTS ARE APPROXIMATE (TO BE FIELD DETERMINED). REMOVE TO NEAREST JOINT
4. EXISTING WATER VALVE BOXES TO BE ADJUSTED. INCIDENTAL TO ASPHALT PAVING.
5. TRAFFIC CONTROL TO BE MAINTAINED AT ALL TIMES. MAINTAIN ACCESS FOR LOCAL TRAFFIC AT ALL TIMES. ACCESS TO SOME SIDE ROADS MAY BE TEMPORARILY CLOSED AS APPROVED BY ENGINEER. EMERGENCY ACCESS AVAILABLE AT ALL TIMES.
6. INSTALL INLET PROTECTION WITHIN REASONABLE PROXIMITY TO PAVING LIMITS.

FILENAME: D:\Waltham_Co\Lake_Geneva_City\Gov\240166 2024 Lake Geneva General Engineering\PHSE 04 South Street Crosswalks\Design\24.0166.04 DESIGN.dwg



LEGEND

REPLACE ASPHALT

REPLACE CONCRETE

ADA DETECTABLE WARNING

CONCRETE CURB AND GUTTER

SEEDING AND RESTORATION

①

ADJUST MANHOLE

②

ADJUST CURB BOX AND VALVE BOX

③

ADJUST INLET

NOTES:

1.

LOCATION AND ACCURACY OF EXISTING UTILITY INFORMATION IS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.

2.

MATCH EXISTING PAVEMENT ELEVATION AT ALL SAWCUT & PAVING LIMIT LOCATIONS UNLESS OTHERWISE NOTED.

3.

ALL CURB & GUTTER, SIDEWALK, AND DRIVE APPROACH REPLACEMENTS ARE APPROXIMATE (TO BE FIELD DETERMINED). REMOVE TO NEAREST JOINT

4.

EXISTING WATER VALVE BOXES TO BE ADJUSTED. INCIDENTAL TO ASPHALT PAVING.

5.

TRAFFIC CONTROL TO BE MAINTAINED AT ALL TIMES. MAINTAIN ACCESS FOR LOCAL TRAFFIC AT ALL TIMES. ACCESS TO SOME SIDE ROADS MAY BE TEMPORARILY CLOSED AS APPROVED BY ENGINEER. EMERGENCY ACCESS AVAILABLE AT ALL TIMES.

6.

INSTALL INLET PROTECTION WITHIN REASONABLE PROXIMITY TO PAVING LIMITS.

1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK
PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:

RELEASE:

PRELIMINARY
PLANS

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE:

IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:

all in 6-27-24

SHEET:

SOUTH & WELLS
GRADING

PROJECT MANAGER: NR

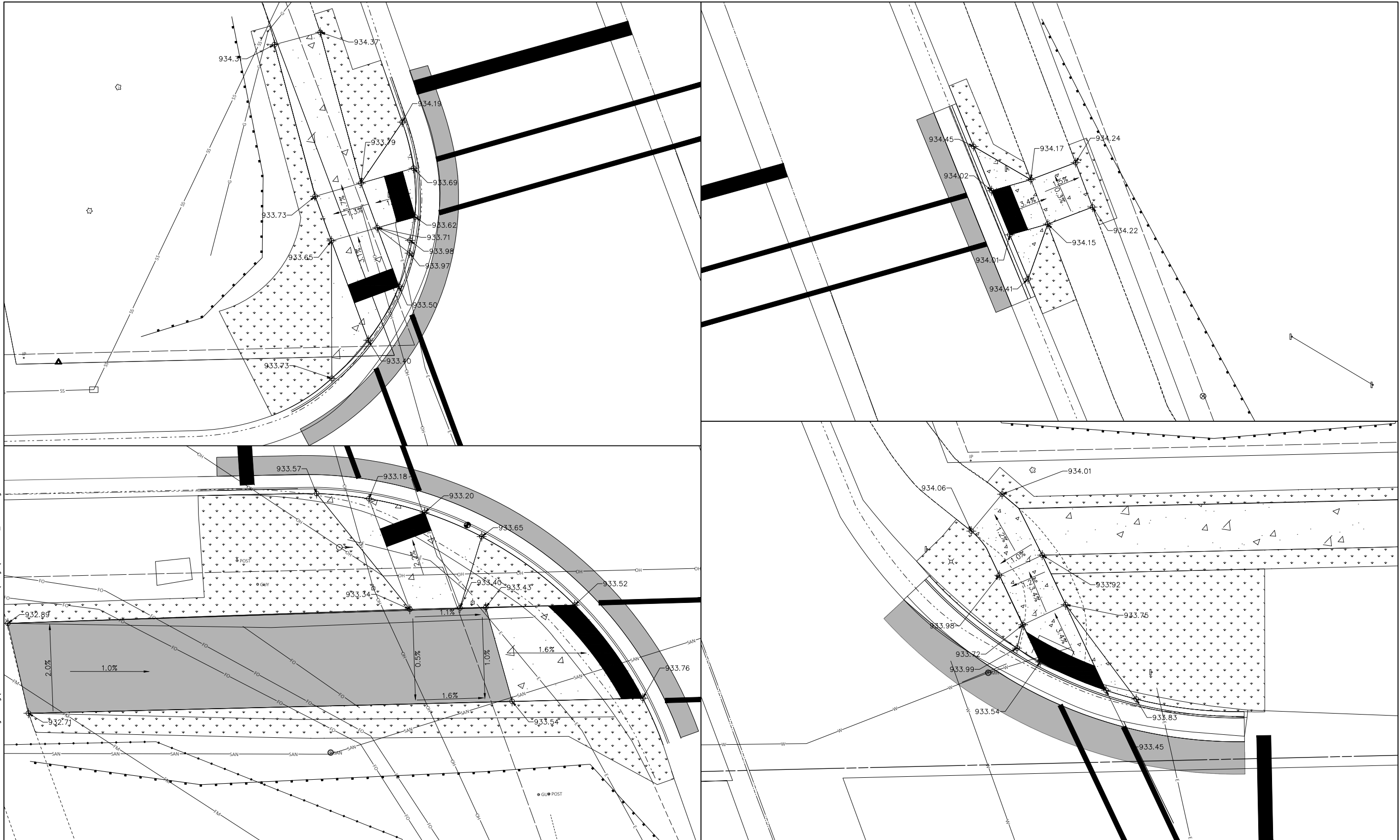
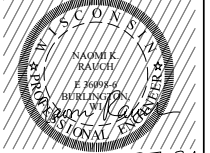
PROJECT NUMBER: 23.0152.10

DATE: 06-27-2024

SHEET NUMBER:

3.1

Page 71 of 88



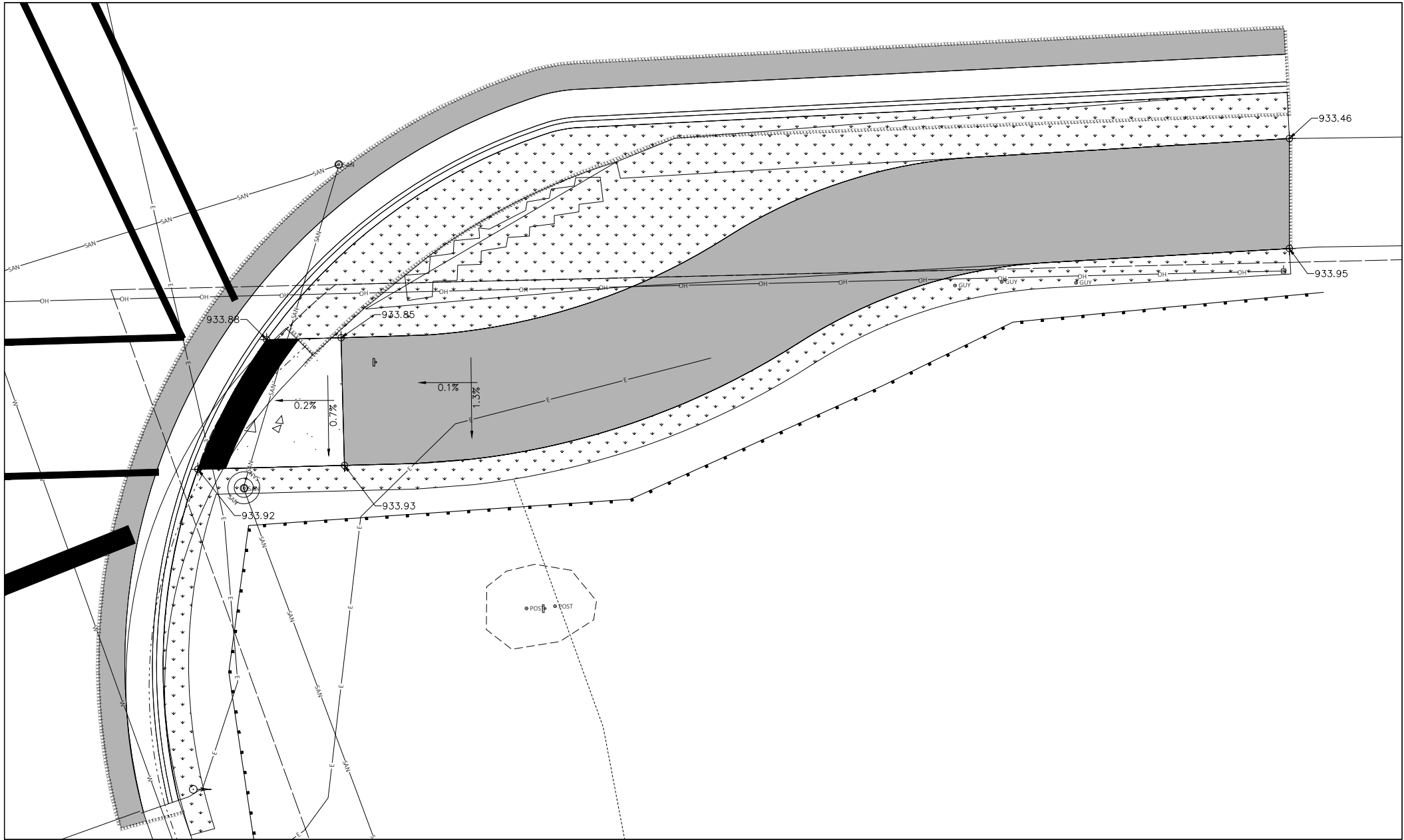
LEGEND

- | | | | |
|---|--------------------------|---|-------------------------------|
|  | REPLACE ASPHALT |  | SEEDING AND RESTORATION |
|  | REPLACE CONCRETE | ① | ADJUST MANHOLE |
|  | ADA DETECTABLE WARNING | ② | ADJUST CURB BOX AND VALVE BOX |
|  | CONCRETE CURB AND GUTTER | ③ | ADJUST INLET |

NOTES:

1. LOCATION AND ACCURACY OF EXISTING UTILITY INFORMATION IS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
2. MATCH EXISTING PAVEMENT ELEVATION AT ALL SAWCUT & PAVING LIMIT LOCATIONS UNLESS OTHERWISE NOTED.
3. ALL CURB & GUTTER, SIDEWALK, AND DRIVE APPROACH REPLACEMENTS ARE APPROXIMATE (TO BE FIELD DETERMINED). REMOVE TO NEAREST JOINT
4. EXISTING WATER VALVE BOXES TO BE ADJUSTED. INCIDENTAL TO ASPHALT PAVING.
5. TRAFFIC CONTROL TO BE MAINTAINED AT ALL TIMES. MAINTAIN ACCESS FOR LOCAL TRAFFIC AT ALL TIMES. ACCESS TO SOME SIDE ROADS MAY BE TEMPORARILY CLOSED AS APPROVED BY ENGINEER. EMERGENCY ACCESS AVAILABLE AT ALL TIMES.
6. INSTALL INLET PROTECTION WITHIN REASONABLE PROXIMITY TO PAVING LIMITS.

FILENAME: D:\Waltham_Co\Lake_Geneva_City\Gov\240166 2024 Lake Geneva General Engineering\PHSE 04 South Street Crosswalks\Design\24.0166.04_DESIGN.dwg



LEGEND

- | | |
|--|---|
|  REPLACE ASPHALT |  SEEDING AND RESTORATION |
|  REPLACE CONCRETE | ① ADJUST MANHOLE |
|  ADA DETECTABLE WARNING | ② ADJUST CURB BOX AND VALVE BOX |
|  CONCRETE CURB AND GUTTER | ③ ADJUST INLET |

NOTES:

1. LOCATION AND ACCURACY OF EXISTING UTILITY INFORMATION IS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
2. MATCH EXISTING PAVEMENT ELEVATION AT ALL SAWCUT & PAVING LIMIT LOCATIONS UNLESS OTHERWISE NOTED.
3. ALL CURB & GUTTER, SIDEWALK, AND DRIVE APPROACH REPLACEMENTS ARE APPROXIMATE (TO BE FIELD DETERMINED). REMOVE TO NEAREST JOINT
4. EXISTING WATER VALVE BOXES TO BE ADJUSTED. INCIDENTAL TO ASPHALT PAVING.
5. TRAFFIC CONTROL TO BE MAINTAINED AT ALL TIMES. MAINTAIN ACCESS FOR LOCAL TRAFFIC AT ALL TIMES. ACCESS TO SOME SIDE ROADS MAY BE TEMPORARILY CLOSED AS APPROVED BY ENGINEER. EMERGENCY ACCESS AVAILABLE AT ALL TIMES.
6. INSTALL INLET PROTECTION WITHIN REASONABLE PROXIMITY TO PAVING LIMITS.



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK
PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



RELEASE:

PRELIMINARY
PLANS

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:



SCALE:



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:



all in 6-27-24

SHEET:

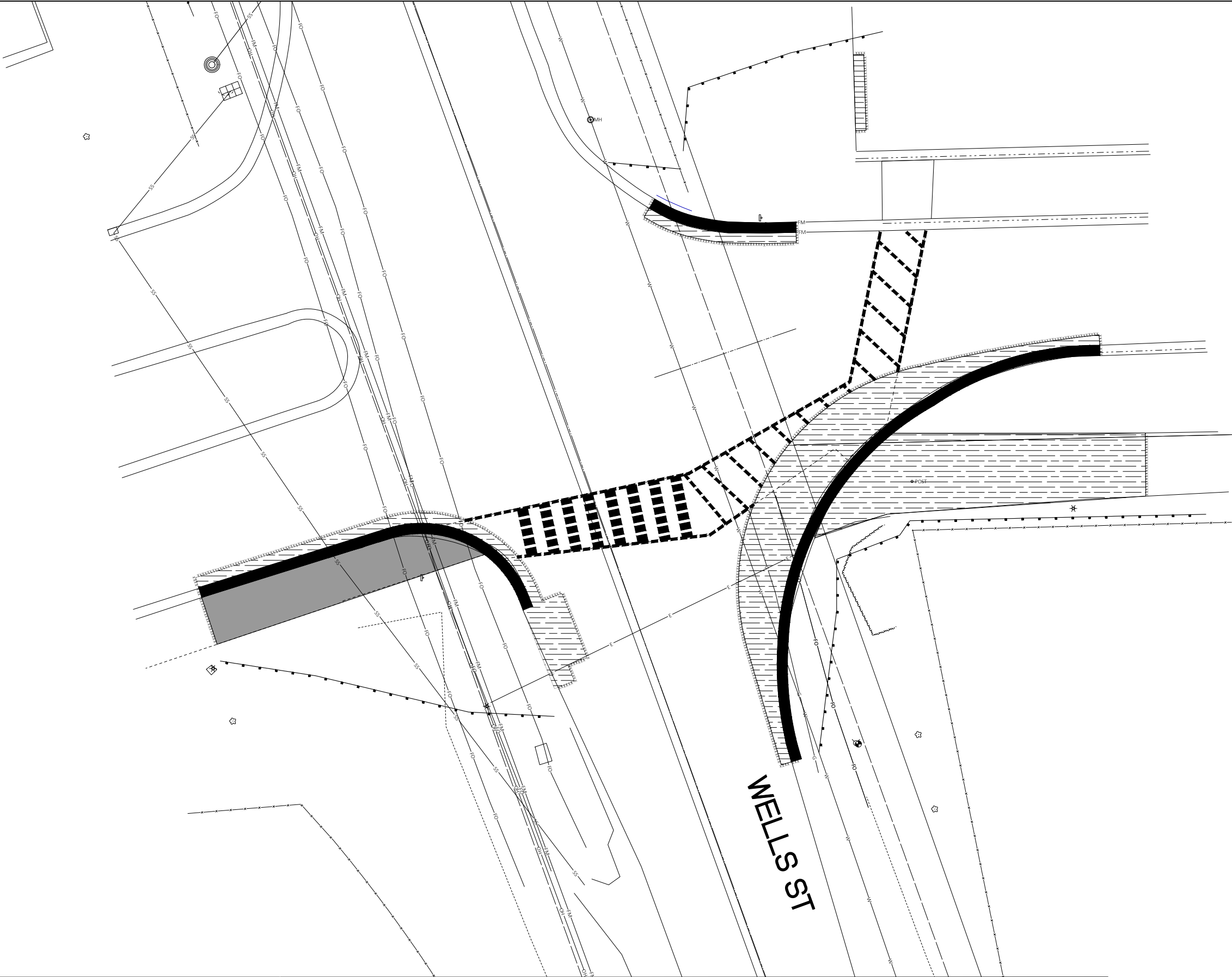
SOUTH & WELLS
CROSSWALK
DETAILS

PROJECT MANAGER: NR
PROJECT NUMBER: 23.0152.10
DATE: 06-27-2024

SHEET NUMBER:

3.3

FILENAME: D:\Walworth_Co\Lake_Geneva_City\Gov\240166 2024 Lake Geneva General Engineering\PHSE 04 South Street Crosswalks\Design\24.0166.04_DESIGN.dwg



LEGEND

- | | | | |
|--|---|--|---|
| | ASPHALT REMOVAL | | REMOVE CURB AND GUTTER |
| | CONCRETE REMOVAL | | REMOVE PAINT |
| | INSTALL INLET PROTECTION TYPE D (SEE DETAIL 2, SHEET 1.2) | | SILT FENCE (SEE DETAIL 3, SHEET 1.2) |
| | | | SAWING ASPHALT/CONCRETE, FINAL LOCATIONS DETERMINED BY ENGINEER IN FIELD. |

NOTES:

1. LOCATION AND ACCURACY OF EXISTING UTILITY INFORMATION IS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
2. MATCH EXISTING PAVEMENT ELEVATION AT ALL SAWCUT & PAVING LIMIT LOCATIONS UNLESS OTHERWISE NOTED.
3. ALL CURB & GUTTER, SIDEWALK, AND DRIVE APPROACH REPLACEMENTS ARE APPROXIMATE (TO BE FIELD DETERMINED). REMOVE TO NEAREST JOINT
4. EXISTING WATER VALVE BOXES TO BE ADJUSTED. INCIDENTAL TO ASPHALT PAVING.
5. TRAFFIC CONTROL TO BE MAINTAINED AT ALL TIMES. MAINTAIN ACCESS FOR LOCAL TRAFFIC AT ALL TIMES. ACCESS TO SOME SIDE ROADS MAY BE TEMPORARILY CLOSED AS APPROVED BY ENGINEER. EMERGENCY ACCESS AVAILABLE AT ALL TIMES.
6. INSTALL INLET PROTECTION WITHIN REASONABLE PROXIMITY TO PAVING LIMITS.



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK
PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



RELEASE:

PRELIMINARY
PLANS

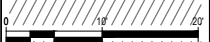
REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:



SCALE:



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:



all in 6-27-24

SHEET:

WELLS & HIGH
SCHOOL REMOVALS

PROJECT MANAGER: NR
PROJECT NUMBER: 23.0152.10
DATE: 06-27-2024

SHEET NUMBER:

3.4

FILENAME: D:\Walworth_Co\Lake_Geneva_City\Gov\240166 2024 Lake Geneva General Engineering\PHSE 04 South Street Crosswalks\Design\24.0166.04 DESIGN.dwg

SOUTH ST

WELLS ST

LEGEND

-  REPLACE ASPHALT
-  REPLACE CONCRETE
-  ADA DETECTABLE WARNING
-  CONCRETE CURB AND GUTTER

-  SEEDING AND RESTORATION
-  ADJUST MANHOLE
-  ADJUST CURB BOX AND VALVE BOX
-  ADJUST INLET

NOTES:

1. LOCATION AND ACCURACY OF EXISTING UTILITY INFORMATION IS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
2. MATCH EXISTING PAVEMENT ELEVATION AT ALL SAWCUT & PAVING LIMIT LOCATIONS UNLESS OTHERWISE NOTED.
3. ALL CURB & GUTTER, SIDEWALK, AND DRIVE APPROACH REPLACEMENTS ARE APPROXIMATE (TO BE FIELD DETERMINED). REMOVE TO NEAREST JOINT
4. EXISTING WATER VALVE BOXES TO BE ADJUSTED. INCIDENTAL TO ASPHALT PAVING.
5. TRAFFIC CONTROL TO BE MAINTAINED AT ALL TIMES. MAINTAIN ACCESS FOR LOCAL TRAFFIC AT ALL TIMES. ACCESS TO SOME SIDE ROADS MAY BE TEMPORARILY CLOSED AS APPROVED BY ENGINEER. EMERGENCY ACCESS AVAILABLE AT ALL TIMES.
6. INSTALL INLET PROTECTION WITHIN REASONABLE PROXIMITY TO PAVING LIMITS.



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK
PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



RELEASE:

PRELIMINARY
PLANS

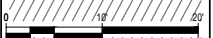
REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

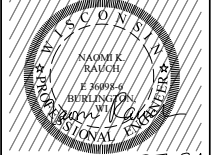


SCALE:



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:



all in 6-27-24

SHEET:

WELLS & HIGH
SCHOOL GRADING

PROJECT MANAGER: NR
PROJECT NUMBER: 23.0152.10
DATE: 06-27-2024

SHEET NUMBER:

3.5

PROJECT:

2024 SIDEWALK PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



RELEASE:

PRELIMINARY PLANS

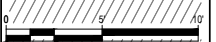
REVISIONS:

[illegible]

NORTH ARROW: _____

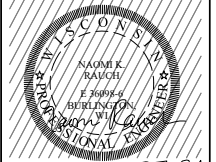


SCALE: _____



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL: _____



all in 6-27-24

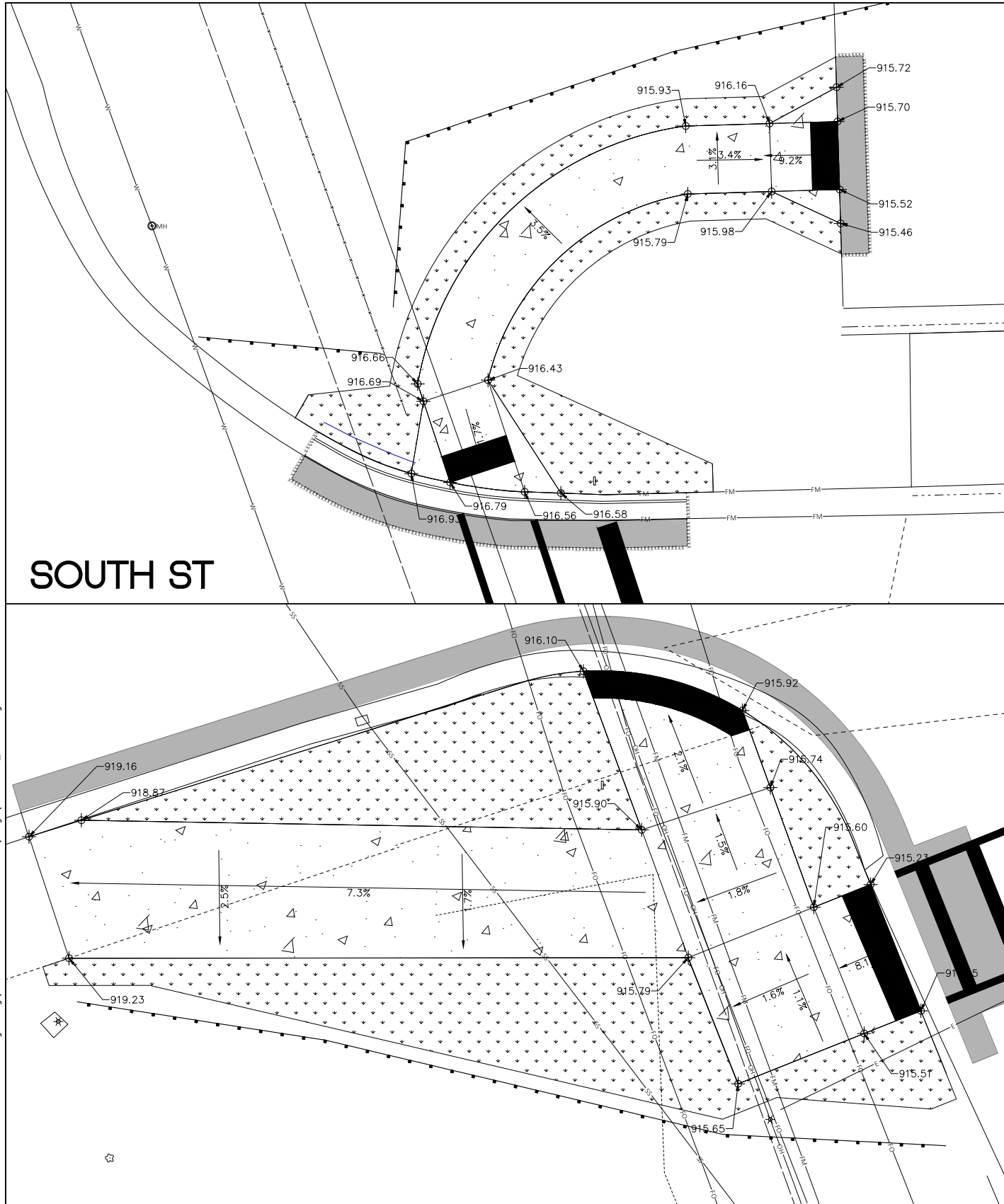
SHEET:
WELLS & HIGH
SCHOOL
CROSSWALK
DETAILS

PROJECT MANAGER:	NR
PROJECT NUMBER:	23.0152.10
DATE:	06-27-2024

SHEET NUMBER:

3.6

Page 76 of 8



MELLS ST

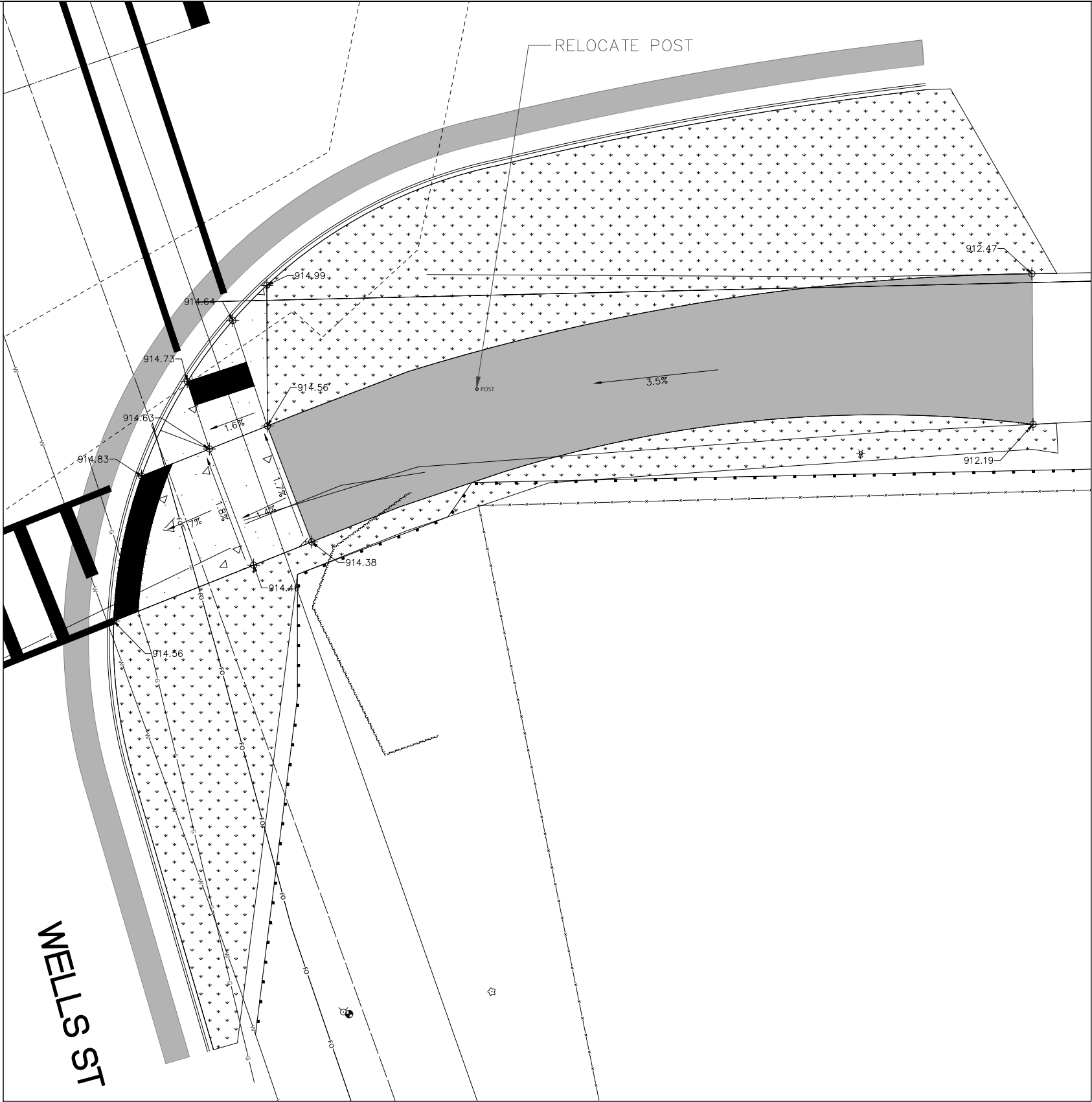
LEGEND

	REPLACE ASPHALT		SEEDING AND RESTORATION
	REPLACE CONCRETE	①	ADJUST MANHOLE
	ADA DETECTABLE WARNING	②	ADJUST CURB BOX AND VALVE BOX
	CONCRETE CURB AND GUTTER	③	ADJUST INLET

NOTES:

1. LOCATION AND ACCURACY OF EXISTING UTILITY INFORMATION IS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
2. MATCH EXISTING PAVEMENT ELEVATION AT ALL SAWCUT & PAVING LIMIT LOCATIONS UNLESS OTHERWISE NOTED.
3. ALL CURB & GUTTER, SIDEWALK, AND DRIVE APPROACH REPLACEMENTS ARE APPROXIMATE (TO BE FIELD DETERMINED). REMOVE TO NEAREST JOINT
4. EXISTING WATER VALVE BOXES TO BE ADJUSTED. INCIDENTAL TO ASPHALT PAVING.
5. TRAFFIC CONTROL TO BE MAINTAINED AT ALL TIMES. MAINTAIN ACCESS FOR LOCAL TRAFFIC AT ALL TIMES. ACCESS TO SOME SIDE ROADS MAY BE TEMPORARILY CLOSED AS APPROVED BY ENGINEER. EMERGENCY ACCESS AVAILABLE AT ALL TIMES.
6. INSTALL INLET PROTECTION WITHIN REASONABLE PROXIMITY TO PAVING LIMITS.

FILENAME: D:\Walworth_Co\Lake Geneva_City\Gov\240166 2024 Lake Geneva General Engineering\PHSE 04 South Street Crosswalks\Design\24.0166.04_DESIGN.dwg



LEGEND

- | | | | |
|---|--------------------------|---|-------------------------------|
|  | REPLACE ASPHALT |  | SEEDING AND RESTORATION |
|  | REPLACE CONCRETE | ① | ADJUST MANHOLE |
|  | ADA DETECTABLE WARNING | ② | ADJUST CURB BOX AND VALVE BOX |
|  | CONCRETE CURB AND GUTTER | ③ | ADJUST INLET |

NOTES:

1. LOCATION AND ACCURACY OF EXISTING UTILITY INFORMATION IS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
2. MATCH EXISTING PAVEMENT ELEVATION AT ALL SAWCUT & PAVING LIMIT LOCATIONS UNLESS OTHERWISE NOTED.
3. ALL CURB & GUTTER, SIDEWALK, AND DRIVE APPROACH REPLACEMENTS ARE APPROXIMATE (TO BE FIELD DETERMINED). REMOVE TO NEAREST JOINT
4. EXISTING WATER VALVE BOXES TO BE ADJUSTED. INCIDENTAL TO ASPHALT PAVING.
5. TRAFFIC CONTROL TO BE MAINTAINED AT ALL TIMES. MAINTAIN ACCESS FOR LOCAL TRAFFIC AT ALL TIMES. ACCESS TO SOME SIDE ROADS MAY BE TEMPORARILY CLOSED AS APPROVED BY ENGINEER. EMERGENCY ACCESS AVAILABLE AT ALL TIMES.
6. INSTALL INLET PROTECTION WITHIN REASONABLE PROXIMITY TO PAVING LIMITS.



1224 S. Pine Street
Burlington, Wisconsin
53105

kapurinc.com

PROJECT:

2024 SIDEWALK
PROGRAM

LOCATION:

CITY OF LAKE
GENEVA,
WALWORTH
COUNTY

CLIENT:



RELEASE:

PRELIMINARY
PLANS

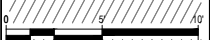
REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:



SCALE:



IF NOT ONE INCH ADJUST SCALE
ACCORDINGLY

SEAL:



all in 6-27-24

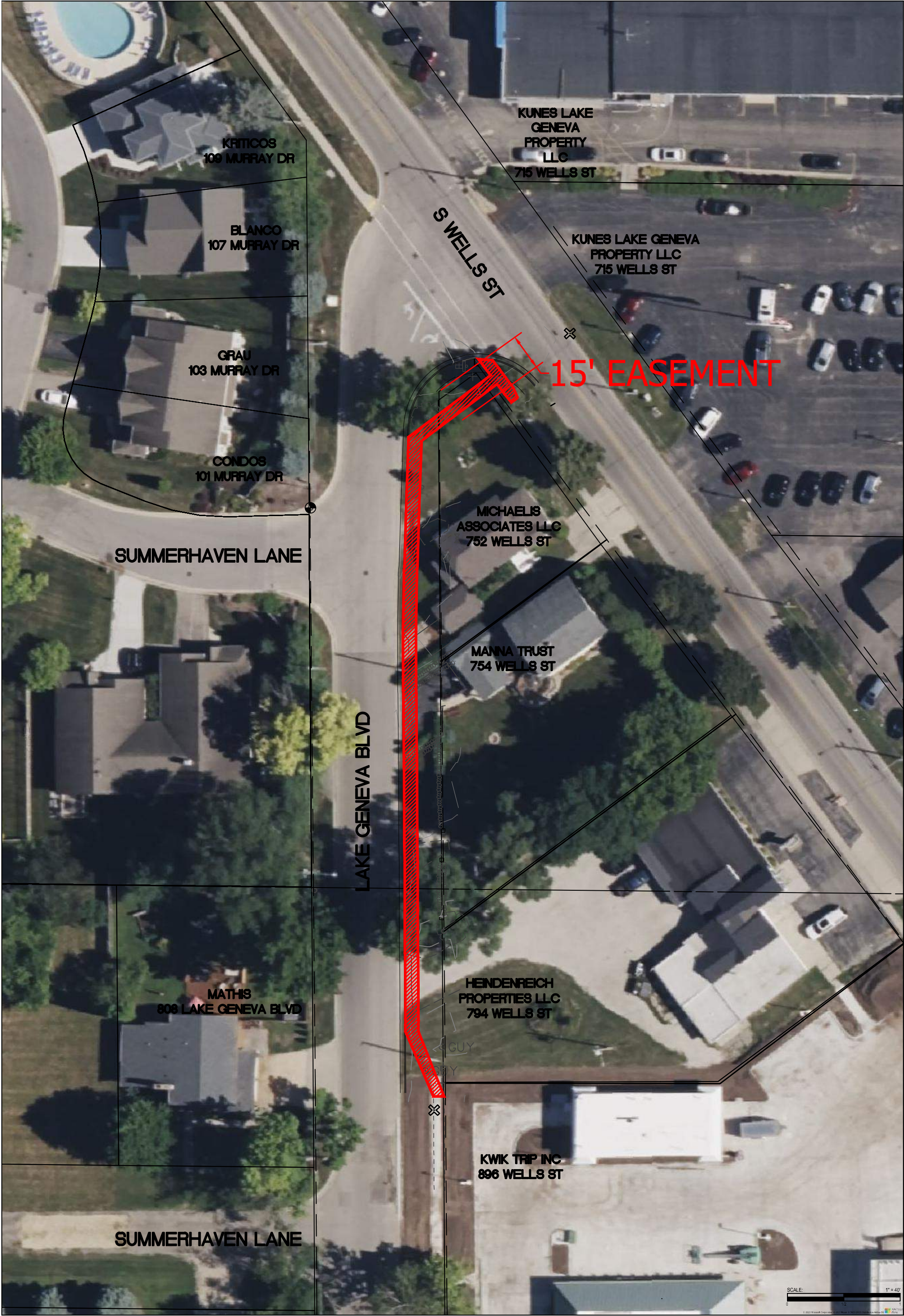
SHEET:

WELLS & HIGH
SCHOOL
CROSSWALK
DETAILS

PROJECT MANAGER: NR
PROJECT NUMBER: 23.0152.10
DATE: 06-27-2024

SHEET NUMBER:

3.7



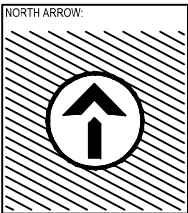
1224 South Pine Street
Burlington, WI 53105
kapurinc.com

CLIENT:

CITY OF LAKE GENEVA

SEAL:

all in



REVISIONS:		
#	DATE	DESCRIPTION

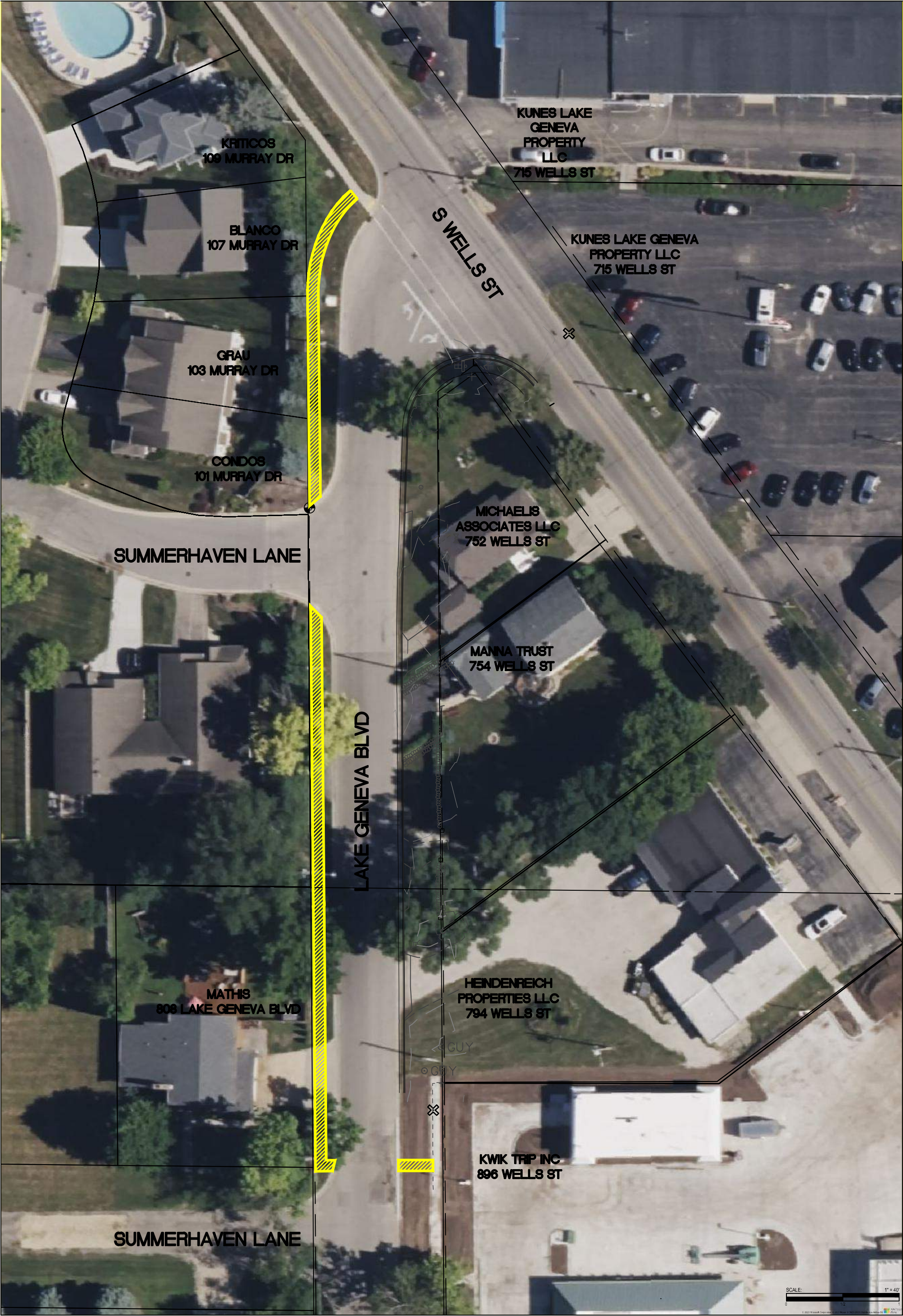
RELEASE:
XXXX

LOCATION:
LAKE GENEVA
BLVD

PROJECT:
2024 SIDEWALK
IMPROVEMENT
PROJECT

SHEET:
OPTION 1

PROJECT MANAGER: NR
PROJECT NUMBER: 230152.10
DATE: 12/8/2023
SHEET NUMBER:
1



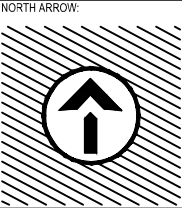
1224 South Pine Street
Burlington, WI 53105
kapurinc.com

CLIENT:

CITY OF LAKE GENEVA

SEAL:

all in



REVISIONS:		
#	DATE	DESCRIPTION

RELEASE:
XXXX

LOCATION:
LAKE GENEVA
BLVD

PROJECT:
2024 SIDEWALK
IMPROVEMENT
PROJECT

SHEET:
OPTION 2

PROJECT MANAGER: NR
PROJECT NUMBER: 230152.10
DATE: 12/8/2023

SHEET NUMBER:

2

Item Number	Item Description	Unit	Qty.	Unit Price	Total
Center Street Mid-Block Crossing					
204.0155	Removing Concrete Sidewalk	SY	3	\$ 50.00	\$ 150.00
602.0405	Concrete Sidewalk 4-inch	SF	27	\$ 35.00	\$ 945.00
637.2210	Signs Type II Reflective H (Crossing R9-8)(2)	SF	4	\$ 75.00	\$ 300.00
637.2230	Signs Type II Reflective F (Crossing W11-15)(2)	SF	8	\$ 75.00	\$ 600.00
637.2230	Signs Type II Reflective F (Crossing R1-6)(2)	SF	6	\$ 75.00	\$ 450.00
638.2602	Removing Signs Type I	EACH	2	\$ 50.00	\$ 100.00
646.1020	Marking line Paint 4-Inch (Dashed)	LF	100	\$ 1.50	\$ 150.00
646.1020	Marking line Paint 4-Inch	LF	115	\$ 1.00	\$ 115.00
646.5220	Marking Symbol Epoxy - Motorcycle	EACH	4	\$ 200.00	\$ 800.00
646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	105	\$ 10.00	\$ 1,050.00
646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	80	\$ 20.00	\$ 1,600.00
646.8320	Marking Removal Line 4-inch	LF	190	\$ 10.00	\$ 1,900.00
690.0250	Sawing Concrete	LF	20	\$ 4.00	\$ 80.00
SPV	Sign Post V-LOC Sign Support & Square Post	EACH	2	\$ 400.00	\$ 800.00
SPV	Compact Car Signs	EACH	2	\$ 150.00	\$ 300.00
SPV	Motorcycle Signs	EACH	4	\$ 150.00	\$ 600.00
SUB TOTAL					\$ 9,940.00
20% CONSTRUCTION CONTINGENCY					\$ 1,988.00
TOTAL					\$ 11,928.00













