



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

**AMENDED PUBLIC WORKS COMMITTEE
TUESDAY, MAY 27, 2025 - 4:00 PM
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (MAIN LEVEL)**

Members:

Chairperson - Cathy Stoodley; Members - JaNelle Powers, Mary Jo Fesenmaier, Linda Frame, and Joel Hoiland.

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

AGENDA - AMENDED ITEM 6F WORDING

1. Call to Order
2. Roll Call
3. Comments from the public limited to 5 minutes, limited to items on this agenda
4. Approval of the minutes from April 28, 2025
5. **Staff Reports:**
 - a. Director of Public Works Report
 - b. Street Superintendent Report
 - c. Parking Manager Report
 - d. Engineer Report
6. **Kapur:**
 - a. Discussion/Recommendation regarding Approval of Task Order #44 Public Survey for Lake Geneva Blvd.
 - b. Discussion regarding Stop Sign Warrant
 - c. Discussion/Recommendation regarding Ordinance revisions for Fire Lanes and Ordinance Language for Private Roads
 - d. Discussion/Recommendation regarding reduction of speed limit along HWY 50 as recommended in Kapur Speed Study
 - e. Discussion/Recommendation for change to 2025 Street Program on upgrading crosswalk signing at the Wells Street School Crossing to RFB
 - f. **Discussion/Recommendation regarding contract changes to the construction contract with Cicchini Asphalt for Basketball & Tennis Courts Resurfacing**

7. Future Agenda Items

8. 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, APRIL 28, 2025 - 4:00 PM
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (MAIN LEVEL)**

Members: Chairperson - Cathy Stoodley; Members - JaNelle Powers, Mary Jo Fesenmaier, Linda Frame, and Joel Hoiland.

Call to Order

Chairperson Stoodley called to order the meeting at 4:04pm.

Roll Call

Present: Stoodley, Powers, Frame, Hoiland

Absent: Fesenmaier

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

There was no public comments.

Approval of the minutes from March 24, 2025

Motion to approve by Hoiland, Second by Frame.

Motion carried 4-0.

No further discussion.

Staff Reports:

Director of Public Works Report

Public Works Director Tom Earle gave an overview of his report that was included in the packet.

Earle explained various topics included in the report at committee members' request.

Committee members and Earle further discussed the Driehaus Foundation regarding the Riviera Plaza.

Street Superintendent Report

Public Works Superintendent Neil Waswo gave an overview of his report that was included in the packet.

Parking Manager Report

Parking Manager Beth Gehris-Padro gave an overview of her report that was included in the packet.

Hoiland and Gehris-Padro discussed parking kiosk operations.

Engineer Report

Noami Rauch from Kapur explained her memorandum that was included in the packet.

Committee members and Rauch discussed HWY 50 speed limit reduction.

Kapur:

Discussion/Recommendation for approval of Temporary Limited Easement (TLE) for STH 50 Improvements on City-Owned Properties (Parcel 15, 17 and 23).

Motion by Frame to approve, Second by Hoiland.

Rauch explained Parcel 23 requirements and differences between permanent, temporary and FEE easements.

Motion carried 4-0.

No further discussion.

Discussion/Recommendation for approval of Permanent Limited Easement (PLE) for STH 50 Improvements on City-Owned Property (Parcel 23)

Motion to approve by Frame, Second by Powers.

Motion carried 4-0.

No further discussion.

Discussion/Recommendation for approval of Right-of-Way designation FEE for STH 50 improvements on City-Owned Property (Parcel 123)

Motion to approve by Hoiland, Second by Powers.

Rauch clarified that it is Parcel 23 but has a different use .

Hoiland and Rauch discussed assessing City-Owned Property.

Motion carried 4-0.

No further discussion.

Discussion/Recommendation for approval of the 2025 Lake Geneva Street Program Bids

Motion to approve by Frame, Second by Powers.

Rauch explained the bid results that were included in the packet.

Motion carried 4-0.

No further discussion.

Discussion/Recommendation regarding 2025 preliminary resolution for sidewalk assessments

Motion by Hoiland to approve, Second by Frame.

Committee members and Earle discussed sidewalks in Veterans Park.

Motion carried 4-0.

No further discussion.

Future Agenda Items

- Broad and Dodge intersection

Adjournment

Motion to adjourn by Frame, Second by Hoiland.

Motion carried 4-0.

No further discussion.



To: Public Works Committee
From: Tom Earle, Director of Public Works
RE: May 2025 Director's Report

PUBLIC WORKS OFFICE & ADMINISTRATION

- Discuss Hwy 50 with LGUC and WisDOT several times, ongoing.
- Meet with DOT regarding LTE and PE's for Hwy 50.
- Research past documents regarding Main St White River crossing. Lost files, found limited copies.
- Research existing documents regarding Main St construction. Ongoing
- Meet with Driehaus Foundation regarding Driehaus Plaza rehab several times.
- Research documents related to Driehaus Plaza and Fountain.
- Research MOU's with State and County regarding STH 120. Ongoing
- Meet with WisDOT regarding Hwy 120. Ongoing. Discuss possible signal and walks, SSIP Grant
- Prepare DPW CDL compliance. Complete, 1 issue found, employee corrected immediately.
- DPW participated in DOT/County info exchange regarding CTH H, George St., ongoing
- DPW continues to work on ADA compliance areas, Main St. area. Grinding (complete) Looking at Resolution areas again in downtown area, weather permitting.
- Accept RFPs for City crack filling, project let to Fahrner, should start soon Weather Dependent
- (2) 1-ton cab and chassis have been delivered, took to Monroe for upfitting equipment. Awaiting completion. Hopefully September delivery. Not delivered yet... Continued. Trucks delivered, used one week and are now back at Monroe truck with PTO issues. Trucks now back at DPW. Update, trucks now back at Monroe.... Trucks redelivered last week, seem to be working ok.
- Had 2 heavy plow cab and chassis delivered, waiting to send to MTE
- Discuss Riv fountain lighting and Main St pond with BC, contract accepted. Waiting for material, discuss with electrician, looks like spring install
- Meet with contractors regarding access to Disc Golf
- Meet regarding spillway lighting
- Attend DRT meetings.
- Attend Staff meetings.
- Attend Administrator discussions
- Currently working on ~~13 15 16~~, 11 CIP projects
- Assist City Engineer with multiple projects. Including 2024/25 Street Improvement, sea wall and spillway. WISLR 2025 paving, sealcoating, etc.
- Assisted Harbormaster with pier and wall RFP's
- Summer Ops begin
- 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. Attend Cemetery Board in Jan. Updates on project, Kapur working on task order for Cemetery Board. Ongoing
- Assist with sealing at seepage cells, UC, postponed...



City of Lake Geneva

Department of Public Works

1065 Carey St.

Lake Geneva, WI 53147

262.248.6644

- Begin CIP project of remodeling break room for DPW Staff. Floors and ceiling complete, HVAC and electric about 90% (complete), cabinets being prepared for install.
- Meet with Mayor concerning Vets Park buildings, waiting for Alliant Energy, ongoing, waiting for numbers
- Meet with Contractor regarding electrical service for new location of Vets Park storage building. Ongoing, waiting on numbers
- Meet with Alliant concerning Vets Park Storage building, see above Ongoing
- Consult with City Attorney on several issues. Ongoing
- Several issues at Oak Hill are being resolved, ongoing, met with Sexton and several families, ongoing. Cemetery Board action. Continued due to new information received, discuss with cemetery Board Chair. Many ownership issues lately, assisted numerous families for ownership issues.
- Address past errors in record keeping at Oak Hill, ongoing.....
- Address unapproved items being placed at Oak Hill
- Address several ADA issues around downtown area, ongoing
- Review ROW permits, meet with B&Z.
- Discuss daily issues with DPW Super
- Daily activities, signage, roads, salt allocation, salt application seminars, etc. Signage issues around town.
- Look into FROST camera system for winter ops with WalCo. City will participate
- Meet with PD on several items
- Meet with several sales execs regarding equipment, ERF, main loader and blower, ongoing, loader and blower approved, should be delivered by end of summer.
- Discuss Tier info with Lakeside IH regarding motors on new plows. Several times, one C&C at lakeside, awaiting other. (delivered, see above) waiting for Monroe Truck
- Investigate DEF issues on several pieces of equipment. 2 heavy plows. Ongoing, again, so far resolved.
- Balcony for fuel delivery, monitoring issue begun, CIP, RFP soon
- Meet with designer/engineer on salt shed addition. Ongoing, scan complete, waiting on plan set
- Look into possible changes in parking on North St, complete. Waiting on signage. Complete
- Ongoing address issue regarding brush dump. \$8000 repair from concrete in pile. Possible scenarios on PWC Agenda Complete. Currently accepting residents during office hours with photo ID. Update, new hours have cut material over 75%, working great.
- RFP out for Oak Hill Chapel roof.
- RFP soon for Oak Hill Chapel windows.
- North wall of 1070 building, material dropped off by Contractor last week, hopefully start soon.
- Memorial Day weekend prep in full swing.



DPW April Operational Report

Crews have been out stump grinding.

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

Working with City Engineer on 2025 street program.

Crews have been putting out tables and benches in city parks.

Crews have been out cleaning up the parks. Doing tree ring edging and mulching.

Crews are out thatching parks.

Crews have been out every week picking up brush and garden waste along the curbside.

Staff have been working on the new breakroom in the 1070 building.

Have been working on potholes as they present and weather permitting.

Staff are still doing downtown and park garbage pickup Mondays, Fridays and Sundays.

Superintendent has been working with Kapur on 2025 street program and 2024 punch list.

2025 Crack filling project has been awarded.

Crews have been out updating street signs.

DPW office have been getting a lot of visitors for the brush drop off.

The replumbing has been completed in the Seminary Park restrooms.

Superintendent has been working with contractors on Strom drain repairs.

City hosted a tree planting dedication for Arbor Day.

Staff have been out doing some traffic light and Pedestrian light replacement and repairs.

Staff have been putting up banners for Library and LG Whiskey weekend.

Superintendent is working with a contractor to have repairs done for the Riviera Roof due to some wind damage.

Staff have been out replacing faded No Parking signs.

There have been 3 permitted events the past month.



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Lighting has been fixed at the fountain Infront of the Riv. The angle is back up and the fountain is running.

Superintendent has completed 16 ROW driveway apron inspections.



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Parking Operations Report May 2025

Current Parking Permits:

- 6,069 (5,609 Resident – 249 WalCo Resident - 211 Business)
- 31/40 Parking Lot Permits for 2025

2025 Revenue

Month	Parkmobile-App	Flowbird-Kiosks
2025-01	\$ -	\$ 1,016.72
2025-02	\$ 59,369.00	\$ 89,258.76
2025-03	\$ 69,120.00	\$ 105,650.17
Total Q1	\$ 128,489.00	\$ 195,925.65
	Q1 Grand Total	\$ 324,414.65
2025-04	\$ 65,362.00	\$ 100,489.71
2025-05	\$ 64,655.00	\$ 105,211.25
2025-06	\$ -	\$ -
Total Q2	\$ 130,017.00	\$ 205,700.96
	Q2 Grand Total	\$ 335,717.96

Information pulled 5/19/2025

Ongoing Plan for 2025

- LSV for Department ordered. Delivery est. early June
- Stripe Seminary Park Parking Lot F for Use
 - Striping quote from Crowley Construction through DPW
 - Weather contingent
 - Tentatively scheduled week of May 27
 - Walk-through of lot to identify signs and posts needed is complete
 - Signs ordered (will use both Parkmobile and temporary Flowbird)
 - Discussion for kiosk placement ongoing
- Sign Survey-
 - Alley at 150 Center St. -Permanent signposts installed. Signs posted.
 - Seminary Park -DPW walkthrough complete, signs ordered

- Identification of areas requiring more signs or signposts
 - Disabled Parking Spaces-possible update
- Compact Car signs-review language
- New Parking Enforcement Officer- hired and trained.
- Staff discussion on use of 2 spaces west of mid-block crosswalk at Mill St on south side of Main St for possible safety concerns
- Ongoing participation in Hwy 50 Construction Task Group

2025-Revenue Impact

- Winterfest Jan 29-Feb 2, Impact -\$6,360
- Sunday Parking Placards, Impact -\$44,280
- YMCA 5k April 26, Impact -\$640
- Lake Geneva Food Pantry, Mon-Wed-Fri 9am-11:30a, Impact -\$4320
- Farmer's Market, Thursday's May 1-Oct 30, Impact -\$11,016

Upcoming Events/Waived Fees:

- Concerts in the Park, Thursdays Jun 26-Aug 7, Impact -\$560
- MYA Concert, Jul 19, Impact -\$200
- Art in the Park Aug 8-Aug 10, Impact -\$8,160
- Venetian Festival Aug 12-Aug 18, Impact -\$21,752
- Fat Tire Charity Ride, Sept 13, Impact -TBD
- Walk to End Alzheimer's, Sept 20, Impact -\$400
- Dragon Days, Oct 3-5, Impact -\$480
- Oktoberfest, TBD

2024-Total Impact

- **-\$148,022 of Parking Revenue from Waiver of Parking Fees**

Winterfest Parking

Governed by City Ordinance:

Sec. 74-221 Parking Meters

(e) Hours. The limited parking in the parking station zones shall apply from 9:00 a.m. to 7:00 p.m., Monday through Sunday.

[Amended 4-25-2016 by Ord. No. 16-03]

(1) Exceptions. Each year from November 15 until the end of January of the following year, free parking shall be established for all parking station zones except in the following zones where parking is free all year long.

[Amended 10-12-2020 by Ord. No. 20-15]

Please consider:

- Ordinance language would need to be amended to something like: Exceptions. Each year from November 15 until the end of January of the following year—concluding on the first Wednesday of the designated local winter event (Winterfest) or on January 31, whichever occurs earlier—free parking shall be established for all parking station zones, except in the following zones where parking is free year-round.
- The start of paid parking coincides with the biennial re-issue of resident parking stickers each even-numbered year.
- Establishing a consistent and clearly defined start date for paid parking each year will help reduce confusion and frustration among the public, particularly visitors, and will reinforce the perception that the policy is driven by operational consistency rather than revenue generation.

TASK ORDER NUMBER #44

CIVIL ENGINEERING SERVICES

This task order is made as of March 17th, 2025, under the terms and conditions established in the MASTER AGREEMENT FOR ENGINEERING SERVICES, (the Agreement), between the **City of Lake Geneva** (Owner) and **Kapur & Associates, Inc.** (Engineer). This Task Order is made for the following purpose:

To provide Public Involvement services for gathering and synthesizing public input on sidewalk improvements along Lake Geneva Boulevard, at the request of the Public Works Committee. Data gathering will be performed for residents within the Summerhaven Subdivision as well as properties along both East and West side of Lake Geneva Boulevard.

Section A. – Scope of Services

Public Information Survey

Kapur shall perform the following services:

1. Our graphic designers and public involvement specialist will prepare survey questions for residents including a flyer for distribution and online survey platform. Approximately 110 properties will be included in the public outreach effort, as shown on the attached exhibit.
2. A public involvement specialist will hand deliver door to door to residents within the survey area and engage in direct conversation to communicate with residents and obtain feedback.
3. Staff will track responses and synthesize the results of the survey for City review.

Section B. – Compensation

In return for the performance of the foregoing obligations, Owner shall pay to Engineer an amount not-to-exceed one thousand one hundred twenty-five dollars (\$1,125) payable according to the following terms:

A not-to-exceed amount based on the rates as listed in Attachment A of the Agreement, plus direct expenses. Cost plus services are limited to an agreed maximum figure unless amended.

Engineer may request a change to the billing hours if scope changes, beyond the control of the Engineer, resulting in an extension of the schedule or necessitates a change in personnel.





Compensation for Additional Services (if any) shall be paid by Owner to Engineer according to the hourly billing rates shown in Attachment A of the Agreement.

IN WITNESS WHEREOF, the Owner and Engineer have executed the Task Order.

For: City of Lake Geneva

Engineer: Kapur & Associates, Inc.

By: _____

By: Naomi Rauch

Signature: _____

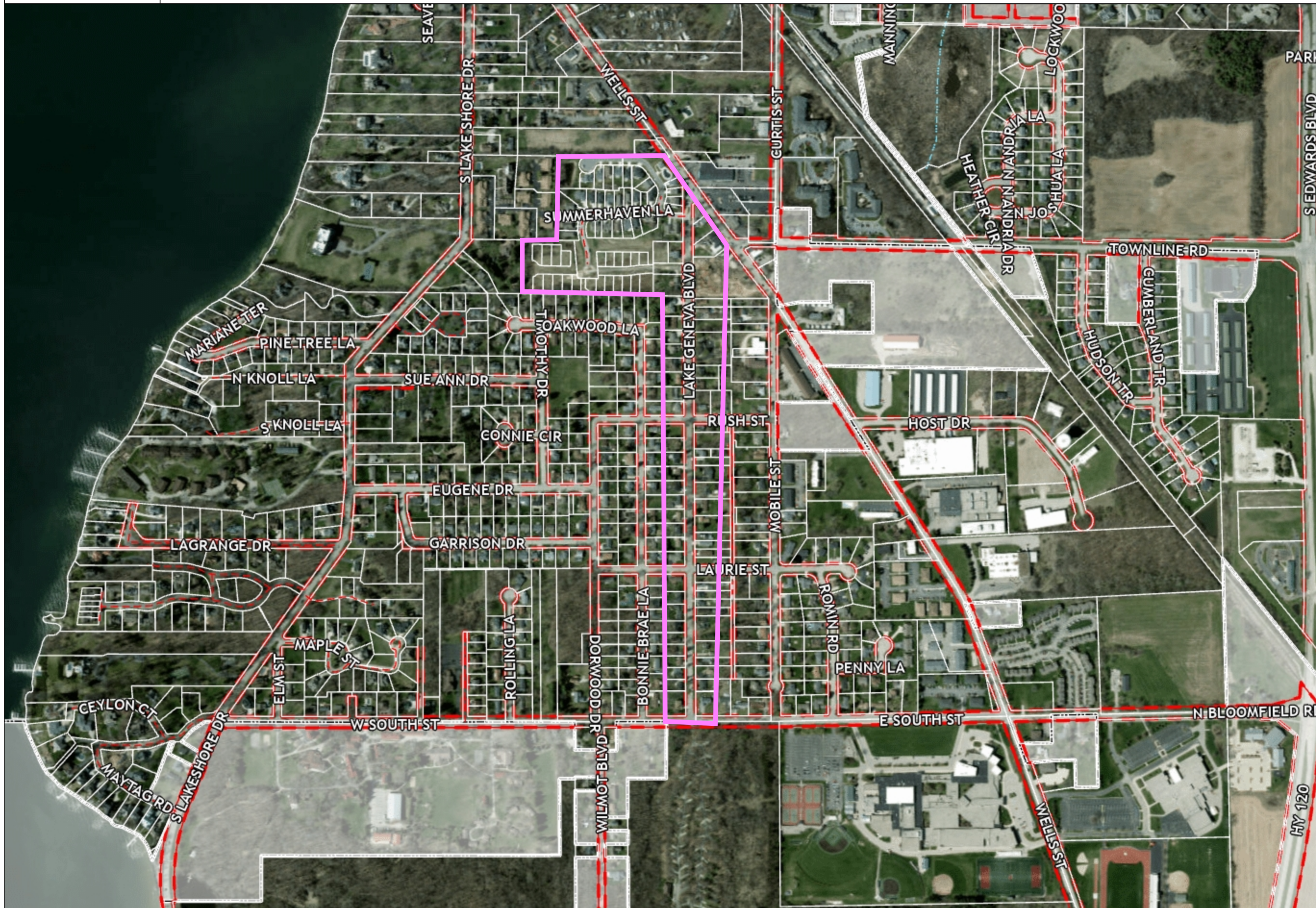
Signature: 

Title: _____

Title: Project Engineer/Associate

Date: _____

Date: 03-17-2025

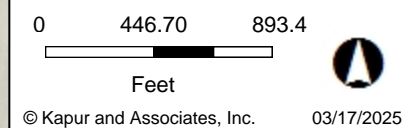


- Legend**
- Street Names
 - Private Roads
 - County Municipalities
 - Tax Parcels (Air Photo)
 - General Parcels For Documents
 - Alley
 - Right-Of-Way
 - Hydrology
 - ETZ
 - City Limits
 - Imagery_2022
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3

Survey Area

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

Note



City of Medford
 Public Works Department
 Traffic Engineering Division

LOCATION

_____ St.

_____ St.

INTERSECTION ANALYSIS

STOP SIGNS OR YIELD SIGNS

Requested By _____

(Not on Through Streets)

Investigated By _____
 Date _____

	CONDITIONS	WARRANTS		FACTUAL DATA		
		MINIMUM	PRIORITY POINTS	COUNTS	ASSIGNED POINTS	
1.	ACCIDENTS Number of accidents for one year, correctible by control		3 for each accident (Max of 9)			
2.	VISIBILITY Where critical approach is on _____ St.	24 mph	1			
		22 "	2			
		20 "	3			
		18 "	4			
		16 "	5			
		14 "	6			
		12 "	7			
		10 "	8			
		8 "	9 Max.			
3.	TRAFFIC VOLUMES 3.1 Major Street Volumes - vpd (Both Directions)	500 to 750	1			
		750 - 1000	2			
		1000 - 1500	3			
		1500 - 2000	4			
		over 2000	5 Max.			
		3.2 Minor Street Volumes - vpd Vehicles entering Major Street and pedestrians crossing minor street on each approach	25 to 50	1		
			50 - 100	2		
			100 - 200	3		
			over 200	4 Max.		
4.	SPECIAL CONDITIONS 4.1 School Area 4.2 Playground 4.3 Steep Hill Approach 4.4 _____		3 Max.			
5.	DISTANCE FROM NEAREST STOP SIGNS 5.1 On Major Volume St _____ & _____ 5.2 On Minor Volume St _____ & _____	(INFORMATION ONLY)				
18 POINTS WARRANT FOR STOP SIGN 12 POINTS WARRANT FOR YIELD SIGN						

Memo to City of Lake Geneva

To: Public Works Committee **Date:** May 21, 2025

From: Naomi Rauch
Neal Styka

CC: Neil Waswo – Streets Superintendent
Tom Earle – Director of Public Works

Subject: Stop Sign Warrant Discussion

The public works committee has discussed stop sign placement at various locations throughout the City. To aid discussion on proper placement of stop signs the following recommendations per MUTCD are cited below. Additionally, it is common for municipalities to adopt policies and procedures to aid in evaluating requests for installation of stop signs and/or traffic calming measures.

<https://wisconsindot.gov/dtsdManuals/traffic-ops/manuals-and-standards/wmutcd/mutcd-ch02b.pdf>

Section 2B.06 STOP Sign Applications

Guidance:

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

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

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

Support:

03 The use of STOP signs at grade crossings is described in [Sections 8B.04](#) and [8B.05](#).

Section 2B.07 Multi-Way Stop Applications

Support:

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



02 The restrictions on the use of STOP signs described in [Section 2B.04](#) also apply to multi-way stop applications.

Guidance:

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

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

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

Option:

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

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

Form List

Stop Sign Installation Form

The City of Wauwatosa has created a policy to establish a consistent and standardized process to evaluate requests for the installation of a stop sign within the City of Wauwatosa. The policy is intended to provide a procedure for the review and approval or denial of a stop sign request and is included on the [Stop Sign Installation Policy](#).

When considering making a request for a stop sign please first consider that your request must meet one of the conditions as outlined in the Manual on Uniform Traffic Control Devices (MUTCD). Under the current guidance within the MUTCD stop sign requests will be evaluated based on the following:

“.....the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

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

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

If you feel that the intersection you are concerned with meets one of these conditions you may request consideration from the City of Wauwatosa for installation of stop signs at an intersection by completing this form and returning it using the contact information on page two. If you have questions please contact Michael May, Senior Civil Engineer, at 414-479-8930 or mmay@wauwatosa.net.

Please fill out the following for to submit a request.

Date

Aldermanic District #

Intersection Requested for Consideration

Contact Name(s)

Mailing Address

Zip Code

Contact's Phone ext.

Contact's Email

Reason(s) for Request (Volume, Accident History, Vision Issue)

Any additional information you want to provide?

To receive a copy of your submission, please fill out your email address below and submit.

Email Address

I'm not a robot reCAPTCHA
[Privacy](#) - [Terms](#)

SUBMIT

Proposed Subdivision Code Amendment: Private Streets

Date: 05.20.25

Section 62-3 **Development and** Dedication of Private Streets

- (a) The following map and list shows private streets currently located within the City limits of the City of Lake Geneva: ^[1]

[1] Editor's Note: The Private **Streets** Map *is included at the end of this chapter*

- (b) As stated in Section 98-702(14), private streets developed after [the effective date of this amendment] shall be constructed to public street standards as set forth in Chapter 66 Subdivision Design Standards.
- (a) Private streets developed prior to [the effective date of this amendment] and listed on the Private Streets Map may be dedicated to the City of Lake Geneva. The City of Lake Geneva will accept any such dedication, provided that the street is improved to the following specifications:
- (1) Minimum roadway width of 46 22 feet, as measured from curb to curb.
 - (2) Thirty-inch mountable curb and gutter on both sides.
 - (3) Eight-inch compact stone base
 - (4) Four-inch asphalt surface applied in two lifts
 - (5) Forty-foot minimum right-of-way dedication
 - (6) Fire Lane Improvements as required under Section 98-727 Fire Department Access and Provision of Fire Lanes

memo

**STH 50 (Main Street)
Curtis Road to East Drive
City of Lake Geneva
Walworth County
Task Order Number 37**

Date: 21 March 2025
To: Tom Earle – City of Lake Geneva
Cc: Naomi Rauch, PE, CFM – Kapur & Associates
Files
From: Neal Styka, PE, PTOE, RSP1 - Kapur & Associates, Inc.
RE: Main Street/STH 50 Speed Study

Project Background & Existing Conditions

A speed study was conducted on March 3rd in the City of Lake Geneva along Main Street/STH 50 between Curtis Road and East Drive to determine if the speed limit could be lowered from 40 MPH to 25 MPH. See **Attachment 1** for the Project Location Map. The approximate 0.5 mile segment is an east-west rural route in the City of Lake Geneva and Town of Lyons. Main Street is classified as a principal arterial with an Average Annual Daily Traffic (AADT) of 14,300 (See **Attachment 2: WisDOT Traffic Counts**) and a posted speed limit of 40 MPH. West of the project in the City of Lake Geneva, Main Street has a posted speed limit of 25 MPH. East of Edwards Boulevard/STH 120 the speed limit increases to 45 MPH. The land-use adjacent to the roadway is a mix of residential, commercial and parkland. On the western end it includes business on the south side and a city park on the north side. East of West Drive, Main Street is residential on the south side. On the north side the park continues and at the eastern terminus is a gas station on the north side. There are 8 driveways/side street access points.

The existing typical section consists of a 12-foot travel lane and an approximately 8-foot paved shoulder in each direction with either curb and gutter or a gravel shoulder depending on the location. The roadway in this section is straight and has a hill whose crest is slightly west of Curtis Road and another crest vertical curve that begins approximately 700-feet east of Curtis Street. The crest of this hill is approximately 875' from the bottom of the hill. Vehicles coming down both hills could be seen braking in order to slow down.

Speed Study Methodology

A radar speed traffic collector was set up at 3 locations along the project. The radar device was mounted to a pole that was attached to street signs at the edge of the road. See **Attachment 3** for a location map of where the speeds were measured and pictures of each location. The radar unit collected bidirectional traffic data including vehicle speed, vehicle length, and



the time of each count. The radar unit was set up at each location to obtain at least 100 vehicles per lane per direction. The counts were collected on March 3rd between approximately 2:00 PM and 4:45 PM. After retrieving the radar unit and downloading the raw data, the speed results were filtered to only include vehicles that a four second headway or greater per the [Traffic Engineering, Operations & Safety Manual \(TEOpS Manual\)](#) Chapter 13 Section 5.2. Headway is defined as the time between vehicles (See **Attachment 4**). This headway value was used to capture free flowing vehicles and not vehicles whose speed was influenced by the vehicle ahead of them.

Results of the Speed Study

Eastbound and westbound directions were analyzed separately. The results are summarized in Table 1.

Table 1 - Summary of Results

EASTBOUND STUDY RESULTS		WESTBOUND STUDY RESULTS	
85TH PERCENTILE*	43.1	85TH PERCENTILE*	42.5
50TH PERCENTILE†	39.2	50TH PERCENTILE†	37.6
AVERAGE SPEED	39.5	AVERAGE SPEED	37.9
10 MPH PACE RANGE‡	35 To 44	10 MPH PACE RANGE‡	33 To 42
PERCENT IN PACE	79.1%	PERCENT IN PACE	72.0%
PERCENT OVER PACE	9.5%	PERCENT OVER PACE	17.7%
PERCENT UNDER PACE	11.4%	PERCENT UNDER PACE	10.2%
POSTED SPEED LIMIT	40	POSTED SPEED LIMIT	40
SPEED DISTRIBUTION	20-54	SPEED DISTRIBUTION	24-50

Note: Speeds Shown are in Miles per Hour (MPH)

*85TH Percentile Speed is the speed at or below which 85 percent of the observed traffic travels under free flow conditions

†50TH Percentile Speed is the speed at or below which 50 percent of the observed traffic travels under free flow conditions

‡PACE is the 10 MPH range of speeds that covers the highest number of observations from the data set

The results from the speed study are similar for eastbound and westbound traffic. The 85th percentile speed is defined as the speed at which 85 percent of free flow vehicles are travelling at or below. For both directions, it is 43 MPH. The 50th percentile is the speed at which 50% of traffic is travelling. Eastbound has a 50th percentile speed of 39 MPH and westbound has a 50th percentile speed of 38 MPH. Their average speeds are within 2 MPH of each other. The pace speed of 35-44 MPH for eastbound and 33-42 MPH southbound indicates the largest number of vehicles are travelling in that speed range. There were 4 eastbound vehicles and 2 westbound vehicles travelling at excessive speeds of at least 10 MPH over the speed limit during the study hours. The only location where this excessive speeding was observed was at the location just west of Peller Road. It was in both directions. For westbound traffic this is where the speed limit drops to 40MPHs and for eastbound the excessive speeding was noted where STH 50/Main Street approaches STH 120/Edwards Boulevard, the roadway begins to widen and add lanes as it approaches the 45 MPH speed zone east of STH 120/Edwards Boulevard. See Attachment 5 for Speed Limit Locations.

Crash History

A crash analysis of Crashes from 2019 through 2024 was conducted. There were 53 crashes in this 0.5-mile segment, of which there was one serious injury crash and no fatal crashes. The largest percentage of crash types is rear end crashes. These make up 58% of all crashes. The next biggest crash type was fixed object crashes. Thie fixed object crashes made up 17% of all crashes. The intersection of STH 50/Main Street and West Drive has the highest number of rear end crashes (14) which is 45% of all rear end crashes and 26% of all crashes. The intersection is partway down a hill when travelling

westbound; however, visibility of the intersection appears to be acceptable. Five of the crashes were flagged as distracted driving playing a role in the crash. The current roadway configuration doesn't provide any turn lane at this intersection. A proposed WisDOT construction project that is scheduled to occur in 2027 and 2028 will add a two way left turn lane in the middle of the roadway which should help to provide dedicated space for the eastbound and westbound left turn movements to occur. The crash rate for this segment is 362.66 crashes per hundred million vehicle miles travelled. The statewide average is 288.41 crashes per hundred-million vehicle miles travelled for a similar roadway type. The Fatal, Serious, and Minor Injury Crash Rate (KAB Crash Rate) of 47.90 crashes per hundred million vehicle miles travelled is also significantly higher than then the statewide KAB Crash Rate. Crash severity increases as vehicle speeds increase. With the higher-than-average crash rates and proposed changes to the roadway changes to the speed limit can be considered.

Results of FHWA Speed Limit Tool USLIMITS2

The USLIMITS2 Tool (see **Attachment 6**) is an online tool created by the Federal Highway Administration (FHWA) to help determine the appropriate speed limit for a roadway. It takes the existing speed limit, AADT, 85th and 50th percentile speeds, number of access points and posted speed limit as inputs and returns a recommended speed limit based on a proven algorithm. The tool has been used on over 3,000 projects and was developed under the National Cooperative Highway Research Program (NCHRP) which is sponsored by American Association of State Highway and Transportation Officials (AASHTO)¹. The USLIMITS2 tool can help increase the transparency by which speed limits are set. It can also support the integrity of speed enforcement. The tool recommended keeping the posted speed limit on Main Street at 40 MPH.

Conclusion

According to the FHWA's *Methods and Practices for Setting Speed Limits: An Informational Report*,² there are several methods to help determine the speed limit including: the engineering approach, expert system approach, and the safe system approach. The engineering method is based on a speed limit derived from the 85th percentile speed, design speed for the roadway type, and other conditions. The expert system approach is a speed limit derived from a computer program that has been programmed to simulate the behavior and judgement of speed limit experts. An example of this is the USLIMITS2 tool.

Both the MUTCD and TEOpS manual emphasize the safe system approach considering multiple factors including roadway geometry and vulnerable road users for how to set the speed limit.

In the 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.21 states that:

Setting appropriate speed limits is especially important to ensure safety for all road users in varying types of contexts, particularly on roadways where adjacent land use suggests that trips could be served by varied modes. These situations include urban and suburban non-freeway arterials or rural arterials that serve as main streets in smaller communities, consistent with the context classifications of urban core, urban, suburban, and rural towns found in "A Policy on Geometric Design of Highways and Streets," 2018 Edition, AASHTO. When setting a speed limit, a range of factors such as land-use context, pedestrian and bicyclist activity, crash history, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds can influence the speed limit determined in the engineering study. The engineering study will determine which of the recommended factors will prevail in setting the speed limit.

Jurisdictions can use speed limit setting tools and methods such as expert systems and those consistent with the safe system approach as part of the required engineering study for a non-statutory speed limit. As speed limit setting tools vary, jurisdictions need to be aware of their limitations and advantages, possible variation between the tools and the

¹ FHWA Safety Program, *USLIMITS2 Flyer*, https://safety.fhwa.dot.gov/uslimits/documents/uslimits2_flyer_lowres121012.pdf

² FHWA Safety Program, *Methods and Practices for Setting Speed Limits: An Informational Report*, https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa12004/fhwasa12004.pdf



need to explore gaps or weaknesses of tools, and weigh the output accordingly in consideration of setting speed limits.

To achieve desired operating speeds, agencies often implement other speed management strategies concurrently with setting speed limits, such as traffic calming measures, geometric design features, speed safety cameras, and increased enforcement.

And TEOpS Chapter 13 Section 5-1 states that:

Speed limits are absolute limits that are established for a roadway under ideal conditions. They also help traffic enforcement by setting standards for what is an unsafe speed. Setting speed limits appropriately helps to reduce the significant risks drivers impose on others – especially vulnerable road users. The concept of establishing speed limits is based upon the nationally accepted principle that the majority of drivers are cautious, prudent and drive at speeds that are reasonable, regardless of the posted speed limit.

This last method, the Safe System Approach, emphasizes that roadway users will make errors and that those errors should not result in serious or fatal injury. In this approach, physical changes to the roadway and the roadway characteristics can combine with lower speeds to create a safer road environment for all road users. STH 50/Main Street will be reconstructed as part of an upcoming project in 2027 and 2028. This project will add a Two Way Left Turn Lane (TWLTL) as well as 10' multiuse path on the north side, a 5' paved shoulder, and curb and gutter the entire length of this segment. This will change the character of the roadway and should be taken into consideration when determining what the new speed limit is. These physical changes could affect the speed at which vehicles feel comfortable driving and will increase accessibility for vulnerable road users with the addition of the multi-use trail.

Currently, the posted speed limit of 40 MPH. Based on the guidance from the MUTCD and the TEOpS Manual it is recommended that the current speed limit be lowered to 25 MPH to be more consistent with the speed limit to the west and the new typical section which may increase visual pressure and create lower speeds.

Attachments:

1. Project Location Map
2. WisDOT Traffic Counts
3. Radar Device Locations
4. Vehicle Speed and Length Data
5. Speed Limit Locations
6. USLIMITS2 Results




ATTACHMENT 1

Project Location Map



Speed Study
 Main St/STH 50 (Curtis St to Peller Rd/East Dr)
 City of Lake Geneva
 Attachment 1 - Project Location Map

- Project Limits
- 25 MPH Ahead
- 40 MPH



0 100 200
Feet
4/14/2025

ATTACHMENT 2

WisDOT Traffic Counts

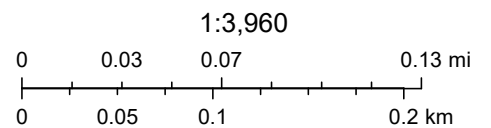
Traffic Count on Main Street



4/15/2025, 10:37:59 AM

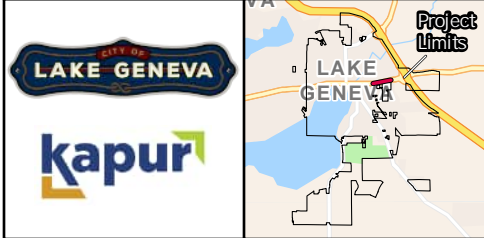
Traffic Count Sites - Short Duration

○ > 9,999 – 49,999




ATTACMENT 3

Radar Device Locations and Speed Limits



Speed Study
 Main St/STH 50 (Curtis St to Peller Rd/East Dr)
 City of Lake Geneva
 Attachment 3 - Speed Study Location

-  Project Limits
-  25 MPH Ahead
-  40 MPH
-  Speed Study Location

0 100 200
 Feet
 4/14/2025

ATTACHMENT 5

Speed Limit Sign Locations

Main Street and Curtis Street Speed and Vehicle Length Information

SENSORTIME (MM/dd/yy HH:mm:ss)	LANE/ APPROACH NAME	VOLUME	SPEED (mph)	Rounded Speed	OCCUPANCY (%)	85% SPEED (mph)	HEADWAY	GAP	INTERVAL (sec)	C1-24	C2-36	C3-40	C4-55	C5-73	C6-112	C7-120	C8	S1-15	S2-25	S3-30	S4-35	S5-45	S6-50	S7-55	S8-65	S9-70	S10-145
03/03/25 14:27:10	LANE_02	1	38.6	39	6.7	39	10	9.3	10	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:27:20	LANE_01	2	37.6	38	9.2	41	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:27:30	LANE_01	2	36.5	37	9.5	38	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:27:40	LANE_02	1	47.1	47	4.2	48	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 14:27:50	LANE_02	1	38.3	38	6.5	39	10	9.3	10	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:28:00	LANE_01	2	40.7	41	7.6	44	5	4.6	10	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:28:00	LANE_02	2	39.1	39	8.7	42	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:28:10	LANE_02	1	47.5	48	3.7	48	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 14:28:20	LANE_01	2	35.8	36	9.4	39	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:28:40	LANE_01	1	35.8	36	4.9	36	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:29:00	LANE_01	2	35.6	36	8.1	38	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:29:00	LANE_02	2	43.8	44	7.8	46	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:29:10	LANE_01	1	41.6	42	3.5	42	10	9.7	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:29:20	LANE_01	1	43.6	44	3.7	44	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:29:20	LANE_02	2	45	45	7.5	47	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:29:30	LANE_01	1	36.3	36	4.4	37	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:29:50	LANE_02	2	34.7	35	9.5	36	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:30:00	LANE_01	1	40.5	41	3.9	41	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:30:00	LANE_02	1	46	46	3.6	46	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 14:30:40	LANE_02	2	46.4	46	7.7	49	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:30:50	LANE_01	1	42.1	42	3.5	43	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:31:00	LANE_01	2	40.3	40	8.4	42	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:31:20	LANE_01	2	40.8	41	10.3	46	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:31:20	LANE_02	1	42.1	42	7.6	43	10	9.2	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:31:30	LANE_02	1	46	46	4	47	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 14:31:40	LANE_01	1	43.2	43	0.3	44	10	10	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:32:00	LANE_01	2	41.3	41	10.3	42	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:32:50	LANE_01	1	37.5	38	8.2	38	10	9.2	10	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:33:00	LANE_01	1	42.8	43	3.7	43	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 14:33:10	LANE_02	1	42.4	42	3.4	43	10	9.7	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:33:20	LANE_01	1	31.4	31	4.2	32	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:33:40	LANE_01	1	35.4	35	5.5	36	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:33:40	LANE_02	2	42.4	42	8.9	44	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:33:50	LANE_01	1	34.8	35	4.2	35	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:34:10	LANE_02	2	37.3	37	9	40	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:34:20	LANE_01	1	39.9	40	3.7	40	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 14:34:30	LANE_01	2	41	41	7.4	43	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:34:40	LANE_01	1	27	27	4.9	28	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:34:50	LANE_02	2	40.1	40	8.8	42	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:35:00	LANE_01	1	39.7	40	3.3	40	10	9.7	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:35:10	LANE_01	2	37.3	37	8.4	39	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:35:20	LANE_01	1	35	35	4.6	35	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:35:20	LANE_02	2	40	40	8.2	42	5	4.6	10	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:35:30	LANE_01	1	30.9	31	4.7	31	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:35:40	LANE_01	1	38.4	38	3.8	39	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:35:40	LANE_02	1	43.7	44	3.9	44	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 14:35:50	LANE_02	2	42.8	43	7	47	5	4.7	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:36:00	LANE_02	1	40.4	40	8.6	41	10	9.1	10	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 14:36:10	LANE_01	1	41.2	41	3.6	42	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:36:10	LANE_02	1	43.5	44	4	44	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:36:20	LANE_01	2	39.3	39	9.6	43	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:36:40	LANE_01	2	39.6	40	9.1	41	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:36:50	LANE_01	2	35.6	36	8.9	37	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:37:00	LANE_01	2	44.2	44	10.4	46	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:37:00	LANE_02	2	33.6	34	11.9	36	5	4.4	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:37:10	LANE_01	1	40.3	40	7.1	41	10	9.3	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 14:37:20	LANE_01	2	36.6	37	16.4	39	5	4.2	10	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 14:37:50	LANE_01	1	34.3	34	4.4	35	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:37:50	LANE_02	1	34.5	35	4.3	35	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0</

03/03/25 14:40:00 LANE_01	2	37.1	37	10.4	42	5	4.5	10	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
03/03/25 14:40:00 LANE_02	2	40.2	40	7.8	42	5	4.6	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:40:10 LANE_01	2	37.3	37	5.8	38	5	4.7	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:40:20 LANE_01	1	39.7	40	3.9	40	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:40:40 LANE_01	2	34.9	35	8.7	36	5	4.6	10	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:41:00 LANE_01	2	32.5	33	8.7	34	5	4.6	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:41:00 LANE_02	1	42.4	42	3.9	43	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:41:10 LANE_02	1	37.5	38	4.4	38	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:41:30 LANE_01	1	36.4	36	5.5	37	10	9.4	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:41:30 LANE_02	1	38.9	39	4.1	39	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:41:40 LANE_01	1	42.1	42	1.4	43	10	9.9	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:41:50 LANE_01	1	37	37	4.2	37	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:42:00 LANE_01	2	32.5	33	10	37	5	4.5	10	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
03/03/25 14:42:00 LANE_02	1	37.3	37	4.4	38	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:42:10 LANE_01	1	36.3	36	3.9	37	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:42:30 LANE_02	1	30.3	30	5	31	10	9.5	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:42:40 LANE_01	1	38.3	38	4.1	39	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:43:10 LANE_01	2	38.8	39	9.5	41	5	4.5	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:43:10 LANE_02	1	30.6	31	5.7	31	10	9.4	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:43:20 LANE_01	2	32.2	32	13.6	33	5	4.3	10	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:43:30 LANE_01	1	37	37	3.9	38	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:43:40 LANE_01	2	38.2	38	9.4	40	5	4.5	10	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:43:50 LANE_01	2	38.4	38	9.5	39	5	4.5	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:43:50 LANE_02	1	38.1	38	4	39	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:44:00 LANE_02	1	39.8	40	3.9	40	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:44:10 LANE_01	1	34.3	34	4.9	35	10	9.5	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:44:10 LANE_02	1	27.6	28	5.1	28	10	9.5	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:44:50 LANE_01	2	46.5	47	6.9	48	5	4.7	10	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 14:44:50 LANE_02	2	41.3	41	8.1	42	5	4.6	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:45:10 LANE_02	1	39.3	39	3.9	40	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:45:20 LANE_01	1	33.9	34	4.7	34	10	9.5	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:45:30 LANE_01	1	41.9	42	3.4	42	10	9.7	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:45:50 LANE_02	2	42.9	43	7.4	50	5	4.6	10	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:46:00 LANE_02	2	40.2	40	8.6	47	5	4.6	10	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
03/03/25 14:46:10 LANE_02	1	29.2	29	9.1	30	10	9.1	10	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:46:30 LANE_02	1	38.2	38	4.4	39	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:46:40 LANE_02	2	46.8	47	5.3	50	5	4.7	10	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:46:50 LANE_01	2	39.3	39	7.8	41	5	4.6	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:46:50 LANE_02	1	35.1	35	4	36	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:47:00 LANE_01	2	37.5	38	9	39	5	4.5	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:47:00 LANE_02	1	38.5	39	4.1	39	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:47:10 LANE_01	2	40.6	41	7.9	43	5	4.6	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:47:20 LANE_01	2	36.7	37	9.1	41	5	4.5	10	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:47:30 LANE_01	1	34.2	34	4.7	35	10	9.5	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:47:30 LANE_02	1	30.6	31	9.3	31	10	9.1	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:47:50 LANE_02	2	36.6	37	9.1	38	5	4.5	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:48:00 LANE_02	1	36.8	37	4.5	37	10	9.5	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:48:10 LANE_02	2	31.1	31	11.1	42	5	4.4	10	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:48:20 LANE_02	1	43.6	44	5	44	10	9.5	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:48:30 LANE_02	2	42	42	11.1	45	5	4.4	10	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:48:40 LANE_01	2	35.5	36	12.9	36	5	4.4	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:48:50 LANE_01	1	36.3	36	4.4	37	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:48:50 LANE_02	2	30	30	7.8	30	5	4.6	10	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:49:40 LANE_02	1	41	41	4.1	41	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:49:50 LANE_01	2	36.6	37	5.6	42	5	4.7	10	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:50:10 LANE_01	2	37.4	37	8.6	43	5	4.6	10	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:50:10 LANE_02	2	37.3	37	9.1	40	5	4.5	10	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:50:20 LANE_01	2	34.6	35	8.6	35	5	4.6	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:50:30 LANE_01	2	40.3	40	7.5	41	5	4.6	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:50:40 LANE_01	2	39.6	40	12.9	45	5	4.4	10	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:50:50 LANE_01	1	38.1	38	4.1	39	10	9.6	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:51:00 LANE_01	2	34.6	35	9.4	35	5	4.5	10	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03/03/25 14:51:10 LANE_02	2	35.6	36	8.7	38	5	4.6	10	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03/03/25 14:51:30 LANE_02	1	32	32	7.9	33	10	9.2	10	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03/03/25 14:51:40 LANE_01	1	36.8																							

03/03/25 14:52:30 LANE_02	1	40.7	41	4	41	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:52:40 LANE_01	1	36.1	36	4.4	37	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 14:52:40 LANE_02	1	39.9	40	3.8	40	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Main Street at West Road Speed and Vehicle Length Information

SENSOR TIME (MM/dd/yy HH:mm:ss)	LANE/ APPROACH NAME	VOLUME	SPEED (mph)	Rounded Speed	OCCUPANCY (%)	85% SPEED (mph)	HEADWAY	GAP	INTERVAL (sec)	C1-24	C2-36	C3-40	C4-55	C5-73	C6-112	C7-120	C8	S1-15	S2-25	S3-30	S4-35	S5-45	S6-50	S7-55	S8-65	S9-70	S10-145
03/03/25 15:16:30	LANE_01	1	47.4	47	3.4	48	10	9.7	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 15:16:40	LANE_02	1	46.3	46	3.8	47	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 15:17:00	LANE_01	1	37.9	38	3.7	38	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:17:00	LANE_02	2	38.8	39	9.1	41	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:17:10	LANE_02	1	44.3	44	3.6	45	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:17:20	LANE_01	1	39.6	40	4.5	40	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:17:20	LANE_02	1	38.7	39	4	39	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:17:40	LANE_01	2	39.7	40	8.7	41	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:17:40	LANE_02	2	37.7	38	8	38	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:17:50	LANE_01	1	48.3	48	3.6	49	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03/03/25 15:17:50	LANE_02	1	40.8	41	4.6	41	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:18:10	LANE_02	1	32.2	32	6.7	33	10	9.3	10	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:18:20	LANE_02	1	29.4	29	4.9	30	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:18:30	LANE_01	2	43.3	43	5.8	45	5	4.7	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:18:40	LANE_01	1	30.4	30	9.9	31	10	9	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:19:00	LANE_02	2	39.5	40	8.9	42	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:19:10	LANE_01	1	34.4	34	4.5	35	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:19:30	LANE_01	1	41.3	41	5.3	42	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:19:40	LANE_02	2	31	31	12.7	34	5	4.4	10	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 15:19:50	LANE_02	2	41.4	41	9.7	42	5	4.5	10	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:20:10	LANE_01	2	37.8	38	8.8	38	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:20:30	LANE_01	1	38.2	38	4	39	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:20:40	LANE_01	1	19.9	20	9.3	20	10	9.1	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:20:40	LANE_02	2	16.4	16	29.8	29	5	3.5	10	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:20:50	LANE_01	1	32.8	33	4.5	33	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:20:50	LANE_02	1	33.3	33	5.5	34	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:21:10	LANE_01	1	40.8	41	4.7	41	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:21:30	LANE_01	1	39.5	40	4.1	40	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:21:30	LANE_02	2	39.2	39	8.1	43	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:21:40	LANE_01	1	29.4	29	4.8	30	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:21:50	LANE_01	1	26.8	27	5.4	27	10	9.5	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:22:00	LANE_02	2	32.1	32	9.4	33	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:22:20	LANE_01	2	35.7	36	9.5	39	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 15:22:30	LANE_02	1	44.8	45	3.2	45	10	9.7	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:22:40	LANE_01	2	39.5	40	8.5	41	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:22:40	LANE_02	1	43.3	43	3.6	44	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:22:50	LANE_01	1	37.3	37	4.2	38	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:22:50	LANE_02	1	43.7	44	3.9	44	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:23:00	LANE_01	2	45.7	46	8.1	48	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 15:23:20	LANE_01	2	37.5	38	8.2	40	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:23:40	LANE_02	2	40.1	40	7.3	41	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:23:50	LANE_02	2	41.2	41	7.8	43	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:24:10	LANE_02	2	42	42	10.3	43	5	4.5	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:24:20	LANE_01	1	42.9	43	4.1	43	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:24:40	LANE_01	1	40.1	40	4	41	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:24:40	LANE_02	1	41	41	3.8	42	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:24:50	LANE_01	1	43.2	43	3.7	44	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03/03/25 15:25:00	LANE_01	2	40.2	40	8.4	43	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:25:10	LANE_01	2	40.2	40	7.8	41	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:25:10	LANE_02	2	37.3	37	8.2	41	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03/03/25 15:25:20	LANE_01	2	41.9	42	7.9	44	5	4.6	10	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03/03/25 15:25:30	LANE_01	1	41.9	42	3.6	42	10	9.6	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Main Street west of Peller Road Speed and Vehicle Length Information

SENSOR TIME (MM/dd/yy HH:mm:ss)	LANE/ APPROACH NAME	VOLUME	SPEED (mph)	Rounded Speed	OCCUPANCY (%)	85% SPEED (mph)	HEADWAY	GAP	INTERVAL (sec)	C1-24	C2-36	C3-40	C4-55	C5-73	C6-112	C7-120	C8	S1-15	S2-25	S3-30	S4-35	S5-45	S6-50	S7-55	S8-65	S9-70	S10-145
03/03/25 16:17:00	LANE_01	1	33.2	33	5.1	34	10	9.5	10	1	0	0	0	0	0	0	--	0	0	0	1	0	0	0	0	0	0
03/03/25 16:17:00	LANE_02	1	43	43	4.3	44	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:18:00	LANE_01	2	30.4	30	10.2	33	5	4.5	10	2	0	0	0	0	0	0	--	0	0	1	1	0	0	0	0	0	0
03/03/25 16:18:10	LANE_02	2	39.6	40	12.9	44	5	4.4	10	1	0	0	1	0	0	0	--	0	0	0	2	0	2	0	0	0	0
03/03/25 16:18:20	LANE_01	2	33.9	34	9.7	35	5	4.5	10	2	0	0	0	0	0	0	--	0	0	0	2	0	0	0	0	0	0
03/03/25 16:18:20	LANE_02	2	39.2	39	14.8	43	5	4.3	10	1	1	0	0	0	0	0	--	0	0	0	0	2	0	0	0	0	0
03/03/25 16:18:30	LANE_01	2	35.8	36	9.6	40	5	4.5	10	2	0	0	0	0	0	0	--	0	0	0	1	1	0	0	0	0	0
03/03/25 16:18:40	LANE_01	2	25.7	26	10.4	27	5	4.5	10	2	0	0	0	0	0	0	--	0	0	2	0	0	0	0	0	0	0
03/03/25 16:18:40	LANE_02	1	43.4	43	7.8	44	10	9.2	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:18:50	LANE_02	1	46	46	3.8	46	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	0	1	0	0	0	0
03/03/25 16:19:00	LANE_02	2	38.3	38	9.6	40	5	4.5	10	2	0	0	0	0	0	0	--	0	0	0	0	2	0	0	0	0	0
03/03/25 16:19:10	LANE_01	2	36.8	37	9.7	38	5	4.5	10	2	0	0	0	0	0	0	--	0	0	0	0	2	0	0	0	0	0
03/03/25 16:19:20	LANE_02	1	43.9	44	3.8	44	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:19:30	LANE_01	1	41.4	41	4.2	42	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:19:30	LANE_02	1	38.6	39	4.3	39	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:19:40	LANE_01	2	37.1	37	8.4	44	5	4.6	10	2	0	0	0	0	0	0	--	0	0	0	1	1	0	0	0	0	0
03/03/25 16:19:50	LANE_02	2	44.1	44	8.2	48	5	4.6	10	2	0	0	0	0	0	0	--	0	0	0	0	1	1	0	0	0	0
03/03/25 16:20:00	LANE_01	2	36.2	36	8.7	38	5	4.6	10	2	0	0	0	0	0	0	--	0	0	0	0	2	0	0	0	0	0
03/03/25 16:20:00	LANE_02	1	47.9	48	3.5	48	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	0	1	0	0	0	0
03/03/25 16:20:10	LANE_01	1	31.4	31	4.8	32	10	9.5	10	1	0	0	0	0	0	0	--	0	0	0	1	0	0	0	0	0	0
03/03/25 16:20:10	LANE_02	1	45.4	45	3.8	46	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	0	1	0	0	0	0
03/03/25 16:20:20	LANE_02	1	43.9	44	7.3	44	10	9.3	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:20:50	LANE_01	2	36.6	37	5.6	37	5	4.7	10	2	0	0	0	0	0	0	--	0	0	0	0	2	0	0	0	0	0
03/03/25 16:20:50	LANE_02	2	38.2	38	5.1	39	5	4.7	10	2	0	0	0	0	0	0	--	0	0	0	0	2	0	0	0	0	0
03/03/25 16:21:10	LANE_01	2	34.2	34	9.2	35	5	4.5	10	2	0	0	0	0	0	0	--	0	0	0	2	0	0	0	0	0	0
03/03/25 16:21:10	LANE_02	1	46	46	3.9	46	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	0	1	0	0	0	0
03/03/25 16:21:20	LANE_01	1	33.1	33	4.9	34	10	9.5	10	1	0	0	0	0	0	0	--	0	0	0	1	0	0	0	0	0	0
03/03/25 16:21:30	LANE_01	2	36.2	36	9.7	37	5	4.5	10	2	0	0	0	0	0	0	--	0	0	0	0	2	0	0	0	0	0
03/03/25 16:21:40	LANE_01	1	33.2	33	0.2	34	10	10	10	1	0	0	0	0	0	0	--	0	0	0	1	0	0	0	0	0	0
03/03/25 16:21:40	LANE_02	1	37.5	38	8.7	38	10	9.1	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:21:50	LANE_01	2	41	41	7.8	45	5	4.6	10	2	0	0	0	0	0	0	--	0	0	0	0	2	0	0	0	0	0
03/03/25 16:22:10	LANE_01	1	38.9	39	4.5	39	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:22:10	LANE_02	2	40.1	40	9	46	5	4.6	10	2	0	0	0	0	0	0	--	0	0	0	1	0	1	0	0	0	0
03/03/25 16:22:20	LANE_01	1	41.4	41	3.5	42	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:22:40	LANE_02	1	43.5	44	3.7	44	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:22:50	LANE_02	1	38.3	38	9.4	39	10	9.1	10	0	0	0	1	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:23:00	LANE_02	1	44.7	45	9.5	45	10	9	10	0	0	0	1	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:23:20	LANE_02	1	39.9	40	4.9	40	10	9.5	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:23:30	LANE_02	1	34	34	5.1	35	10	9.5	10	1	0	0	0	0	0	0	--	0	0	0	1	0	0	0	0	0	0
03/03/25 16:23:40	LANE_02	2	41.2	41	7.7	44	5	4.6	10	2	0	0	0	0	0	0	--	0	0	0	0	2	0	0	0	0	0
03/03/25 16:23:50	LANE_02	1	41.1	41	3.5	42	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:24:00	LANE_01	1	33.8	34	1.3	34	10	9.9	10	1	0	0	0	0	0	0	--	0	0	0	1	0	0	0	0	0	0
03/03/25 16:24:10	LANE_02	1	50.2	50	4	51	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	0	0	1	0	0	0
03/03/25 16:24:30	LANE_02	1	50.5	51	3.7	51	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	0	0	1	0	0	0
03/03/25 16:24:40	LANE_01	1	50.9	51	3.6	51	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	0	0	1	0	0	0
03/03/25 16:24:50	LANE_02	1	48.3	48	5.6	49	10	9.4	10	0	1	0	0	0	0	0	--	0	0	0	0	0	1	0	0	0	0
03/03/25 16:25:00	LANE_01	1	42.8	43	3.5	43	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:25:10	LANE_02	1	39.8	40	3.7	40	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:25:20	LANE_01	1	43.1	43	4	44	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:25:20	LANE_02	2	45.4	45	11.6	48	5	4.4	10	1	1	0	0	0	0	0	--	0	0	0	0	1	1	0	0	0	0
03/03/25 16:25:30	LANE_01	1	32.4	32	8.6	33	10	9.1	10	1	0	0	0	0	0	0	--	0	0	0	1	0	0	0	0	0	0
03/03/25 16:25:30	LANE_02	1	48.4	48	3.5	49	10	9.6	10	1	0	0	0	0	0	0	--	0	0	0	0	0	1	0	0	0	0
03/03/25 16:25:40	LANE_02	1	35.8	36	4.8	36	10	9.5	10	1	0	0	0	0	0	0	--	0	0	0	0	1	0	0	0	0	0
03/03/25 16:26:00	LANE_02	1	50.3	50	5.1	51	10	9.5	10	0	1	0	0	0	0	0	--	0	0	0	0	0	0	1	0	0	0
03/03/25 16:26:20	LANE_02	2	42	42	7.6	45	5	4.6	10	2	0	0	0	0	0	0	--	0	0	0	0	2	0	0	0	0	0
03/03/25 16:26:30	LANE_02	1	46	46	3.4	46	10	9.7	10	1	0	0	0	0	0	0	--	0	0	0	0	0	1	0	0	0	0

03/03/25 16:47:00 LANE_02 1 35.1 35 4 36 10 9.6 10 1 0 0 0 0 0 0 0 0 -- 0 0 0 0 1 0 0 0 0 0



WISCONSIN DEPARTMENT OF TRANSPORTATION
SPEED STUDY WORKSHEET

KAPUR & ASSOCIATES, INC. 7711 N PORT WASHINGTON RD
MILWAUKEE, WI 53217

LOCATION INFORMATION	
HIGHWAY:	50
COUNTY:	WALWORTH
MUNICIPALITY:	Lake Geneva
STUDY LOCATION:	West of Peller Road
DIRECTION OF TRAVEL:	EASTBOUND/WESTBOUND
POSTED SPEED:	40

GENERAL INFORMATION	
DATE:	3/6/2025
DAY:	MONDAY
TIME OF STUDY:	16:17-16:47
OBSERVER(S):	Neal Styka, PE, PTOE, RSP1
WEATHER:	CLEAR
PAVEMENT CONDITION:	DRY

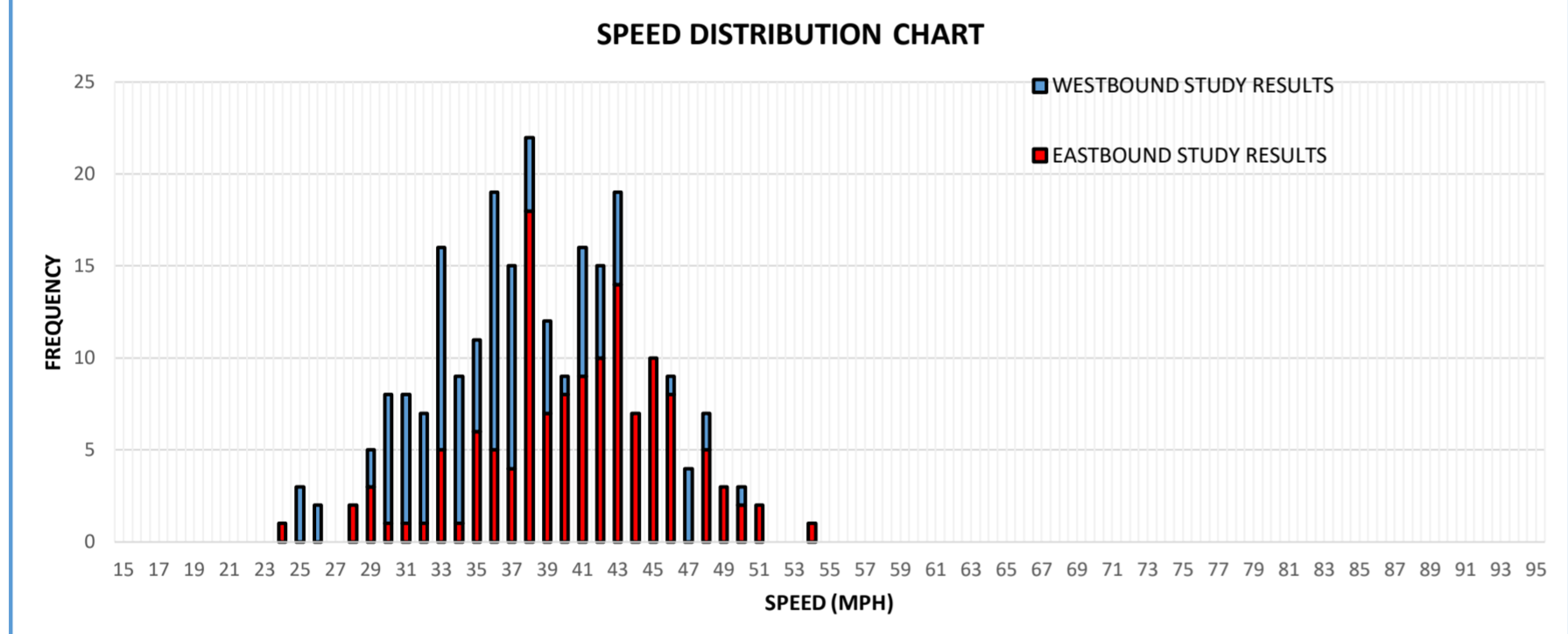
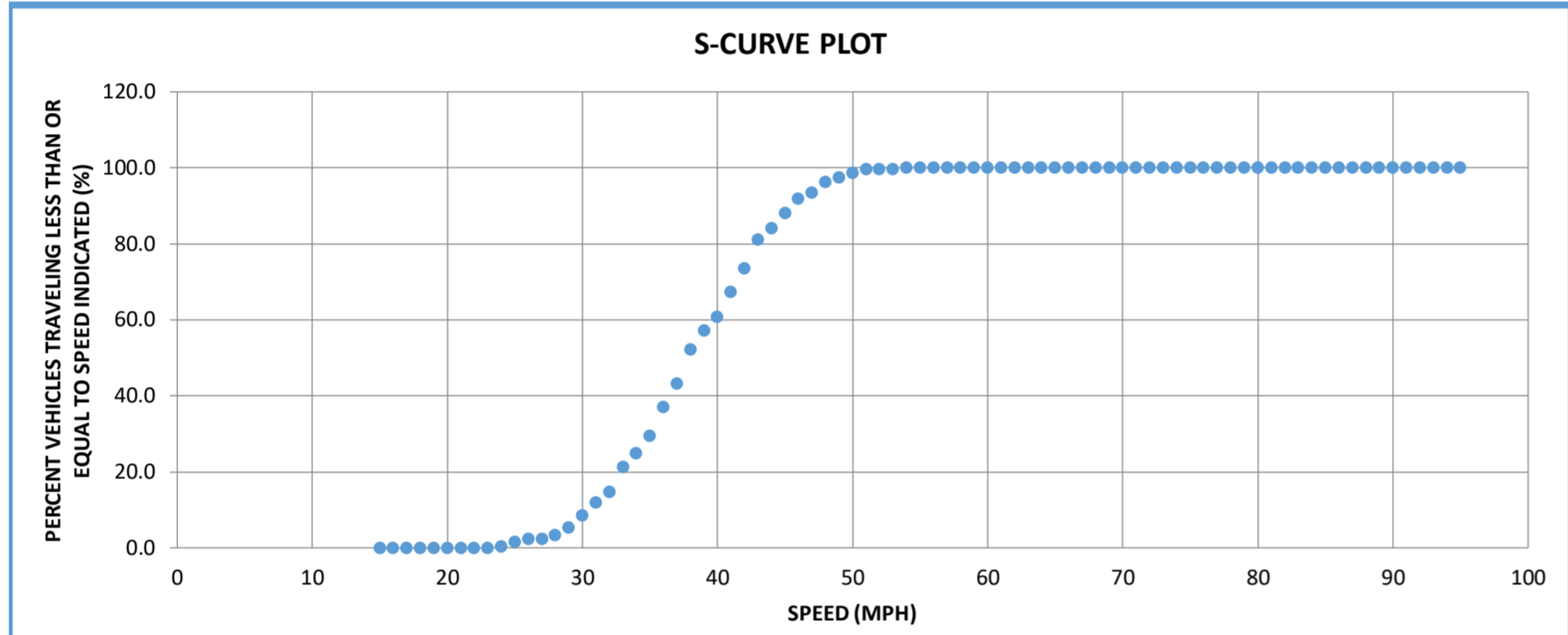
FIELD COMMENTS	

EASTBOUND STUDY RESULTS	
85TH PERCENTILE*	45.1
50TH PERCENTILE†	40.4
AVERAGE SPEED	40.6
PACE RANGE‡	37 TO 46
PERCENT IN PACE	70.9%
PERCENT OVER PACE	9.7%
PERCENT UNDER PACE	19.4%

WESTBOUND STUDY RESULTS	
85TH PERCENTILE*	41.3
50TH PERCENTILE†	35.3
AVERAGE SPEED	36.1
PACE RANGE‡	30 TO 39
PERCENT IN PACE	70.3%
PERCENT OVER PACE	23.4%
PERCENT UNDER PACE	6.3%

COMBINED STUDY RESULTS	
85TH PERCENTILE*	44.2
50TH PERCENTILE†	37.8
AVERAGE SPEED	38.5
PACE RANGE‡	34 TO 43
PERCENT IN PACE	60.0%
PERCENT OVER PACE	18.8%
PERCENT UNDER PACE	21.2%

VEHICLE SUMMARY PERCENTAGES	
PASSENGER VEHICLES	100.0%
TRUCKS	0.0%



*85TH PERCENTILE SPEED IS THE SPEED AT OR BELOW WHICH 85 PERCENT OF THE OBSERVED TRAFFIC TRAVELS UNDER FREE FLOW CONDITIONS

†50TH PERCENTILE SPEED IS THE SPEED AT OR BELOW WHICH 50 PERCENT OF THE OBSERVED TRAFFIC TRAVELS UNDER FREE FLOW CONDITIONS

‡PACE IS THE 10 MPH RANGE OF SPEEDS THAT COVERS THE HIGHEST NUMBER OF OBSERVATIONS FROM THE DATA SET

SPEED (MPH)	EB VEH	EB TRUCKS	WB VEH	WB TRUCKS	TOTAL VEHICLES	TOTAL TRUCKS	TOTAL
15	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0
24	1	0	0	0	1	0	1
25	0	0	3	0	3	0	3
26	0	0	2	0	2	0	2
27	0	0	0	0	0	0	0
28	2	0	0	0	2	0	2
29	3	0	2	0	5	0	5
30	1	0	7	0	8	0	8
31	1	0	7	0	8	0	8
32	1	0	6	0	7	0	7
33	5	0	11	0	16	0	16
34	1	0	8	0	9	0	9
35	6	0	5	0	11	0	11
36	5	0	14	0	19	0	19
37	4	0	11	0	15	0	15
38	18	0	4	0	22	0	22
39	7	0	5	0	12	0	12
40	8	0	1	0	9	0	9
41	9	0	7	0	16	0	16
42	10	0	5	0	15	0	15
43	14	0	5	0	19	0	19
44	7	0	0	0	7	0	7
45	10	0	0	0	10	0	10
46	8	0	1	0	9	0	9
47	0	0	4	0	4	0	4
48	5	0	2	0	7	0	7
49	3	0	0	0	3	0	3
50	2	0	1	0	3	0	3
51	2	0	0	0	2	0	2
52	0	0	0	0	0	0	0
53	0	0	0	0	0	0	0
54	1	0	0	0	1	0	1
55	0	0	0	0	0	0	0
56	0	0	0	0	0	0	0
57	0	0	0	0	0	0	0
58	0	0	0	0	0	0	0
59	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0
61	0	0	0	0	0	0	0
62	0	0	0	0	0	0	0
63	0	0	0	0	0	0	0
64	0	0	0	0	0	0	0
65	0	0	0	0	0	0	0
66	0	0	0	0	0	0	0
67	0	0	0	0	0	0	0
68	0	0	0	0	0	0	0
69	0	0	0	0	0	0	0
70	0	0	0	0	0	0	0
71	0	0	0	0	0	0	0
72	0	0	0	0	0	0	0
73	0	0	0	0	0	0	0
74	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0
76	0	0	0	0	0	0	0
77	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0
79	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0
91	0	0	0	0	0	0	0
92	0	0	0	0	0	0	0
93	0	0	0	0	0	0	0
94	0	0	0	0	0	0	0
95	0	0	0	0	0	0	0
TOTAL VEHICLES	134	0	111	0	245	0	245



WISCONSIN DEPARTMENT OF TRANSPORTATION
SPEED STUDY WORKSHEET

KAPUR & ASSOCIATES, INC. 7711 N PORT WASHINGTON RD
MILWAUKEE, WI 53217

LOCATION INFORMATION	
HIGHWAY:	50
COUNTY:	WALWORTH
MUNICIPALITY:	Lake Geneva
STUDY LOCATION:	East of Curtis Street
DIRECTION OF TRAVEL:	EASTBOUND/WESTBOUND
POSTED SPEED:	40

GENERAL INFORMATION	
DATE:	3/6/2025
DAY:	MONDAY
TIME OF STUDY:	14:27-14:52
OBSERVER(S):	Neal Styka, PE, PTOE, RSP1
WEATHER:	CLEAR
PAVEMENT CONDITION:	DRY

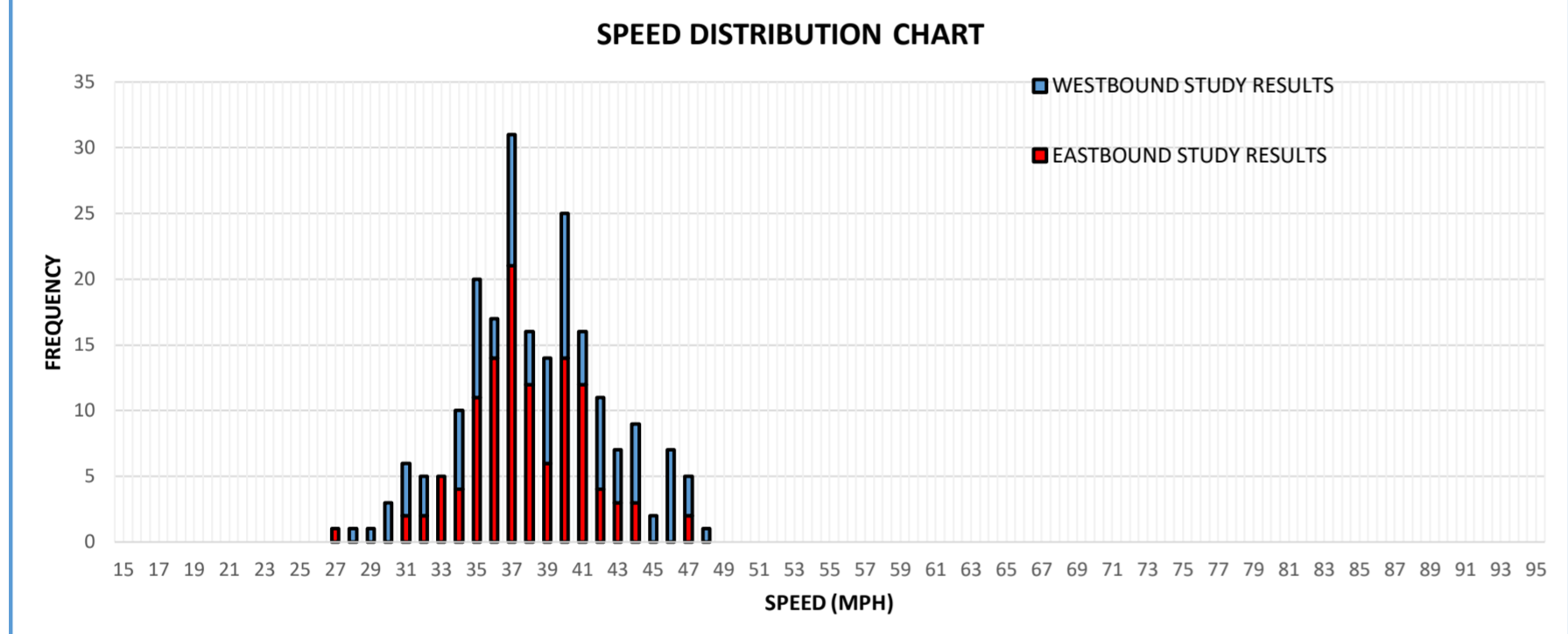
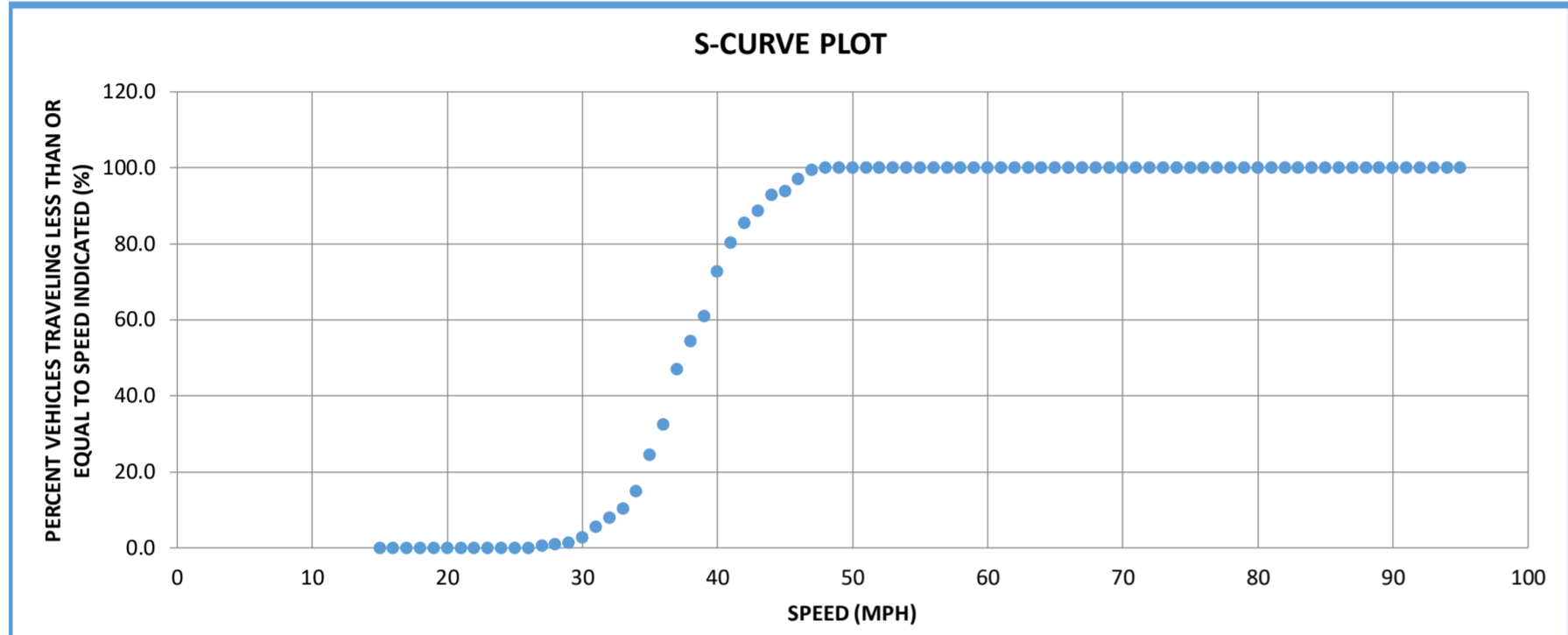
FIELD COMMENTS	

EASTBOUND STUDY RESULTS	
85TH PERCENTILE*	40.6
50TH PERCENTILE†	36.9
AVERAGE SPEED	37.8
PACE RANGE‡	33 TO 42
PERCENT IN PACE	88.8%
PERCENT OVER PACE	6.9%
PERCENT UNDER PACE	4.3%

WESTBOUND STUDY RESULTS	
85TH PERCENTILE*	43.7
50TH PERCENTILE†	38.6
AVERAGE SPEED	38.8
PACE RANGE‡	34 TO 43
PERCENT IN PACE	68.0%
PERCENT OVER PACE	19.6%
PERCENT UNDER PACE	12.4%

COMBINED STUDY RESULTS	
85TH PERCENTILE*	41.9
50TH PERCENTILE†	37.4
AVERAGE SPEED	38.3
PACE RANGE‡	34 TO 43
PERCENT IN PACE	78.4%
PERCENT OVER PACE	11.3%
PERCENT UNDER PACE	10.3%

VEHICLE SUMMARY PERCENTAGES	
PASSENGER VEHICLES	100.0%
TRUCKS	0.0%



*85TH PERCENTILE SPEED IS THE SPEED AT OR BELOW WHICH 85 PERCENT OF THE OBSERVED TRAFFIC TRAVELS UNDER FREE FLOW CONDITIONS

†50TH PERCENTILE SPEED IS THE SPEED AT OR BELOW WHICH 50 PERCENT OF THE OBSERVED TRAFFIC TRAVELS UNDER FREE FLOW CONDITIONS

‡PACE IS THE 10 MPH RANGE OF SPEEDS THAT COVERS THE HIGHEST NUMBER OF OBSERVATIONS FROM THE DATA SET

SPEED (MPH)	EB VEH	EB TRUCKS	WB VEH	WB TRUCKS	TOTAL VEHICLES	TOTAL TRUCKS	TOTAL
15	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0
25	0	0	0	0	0	0	0
26	0	0	0	0	0	0	0
27	1	0	0	0	1	0	1
28	0	0	1	0	1	0	1
29	0	0	1	0	1	0	1
30	0	0	3	0	3	0	3
31	2	0	4	0	6	0	6
32	2	0	3	0	5	0	5
33	5	0	0	0	5	0	5
34	4	0	6	0	10	0	10
35	11	0	9	0	20	0	20
36	14	0	3	0	17	0	17
37	21	0	10	0	31	0	31
38	12	0	4	0	16	0	16
39	6	0	8	0	14	0	14
40	14	0	11	0	25	0	25
41	12	0	4	0	16	0	16
42	4	0	7	0	11	0	11
43	3	0	4	0	7	0	7
44	3	0	6	0	9	0	9
45	0	0	2	0	2	0	2
46	0	0	7	0	7	0	7
47	2	0	3	0	5	0	5
48	0	0	1	0	1	0	1
49	0	0	0	0	0	0	0
50	0	0	0	0	0	0	0
51	0	0	0	0	0	0	0
52	0	0	0	0	0	0	0
53	0	0	0	0	0	0	0
54	0	0	0	0	0	0	0
55	0	0	0	0	0	0	0
56	0	0	0	0	0	0	0
57	0	0	0	0	0	0	0
58	0	0	0	0	0	0	0
59	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0
61	0	0	0	0	0	0	0
62	0	0	0	0	0	0	0
63	0	0	0	0	0	0	0
64	0	0	0	0	0	0	0
65	0	0	0	0	0	0	0
66	0	0	0	0	0	0	0
67	0	0	0	0	0	0	0
68	0	0	0	0	0	0	0
69	0	0	0	0	0	0	0
70	0	0	0	0	0	0	0
71	0	0	0	0	0	0	0
72	0	0	0	0	0	0	0
73	0	0	0	0	0	0	0
74	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0
76	0	0	0	0	0	0	0
77	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0
79	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0
91	0	0	0	0	0	0	0
92	0	0	0	0	0	0	0
93	0	0	0	0	0	0	0
94	0	0	0	0	0	0	0
95	0	0	0	0	0	0	0
TOTAL VEHICLES	116	0	97	0	213	0	213



WISCONSIN DEPARTMENT OF TRANSPORTATION
SPEED STUDY WORKSHEET

KAPUR & ASSOCIATES, INC. 7711 N PORT WASHINGTON RD
MILWAUKEE, WI 53217

HIGHWAY:	50
COUNTY:	WALWORTH
MUNICIPALITY:	Lake Geneva
STUDY LOCATION:	West Street
DIRECTION OF TRAVEL:	EASTBOUND/WESTBOUND
POSTED SPEED:	40

GENERAL INFORMATION	
DATE:	3/6/2025
DAY:	MONDAY
TIME OF STUDY:	15:16-15:48
OBSERVER(S):	Neal Styka, PE, PTOE, RSP1
WEATHER:	CLEAR
PAVEMENT CONDITION:	DRY

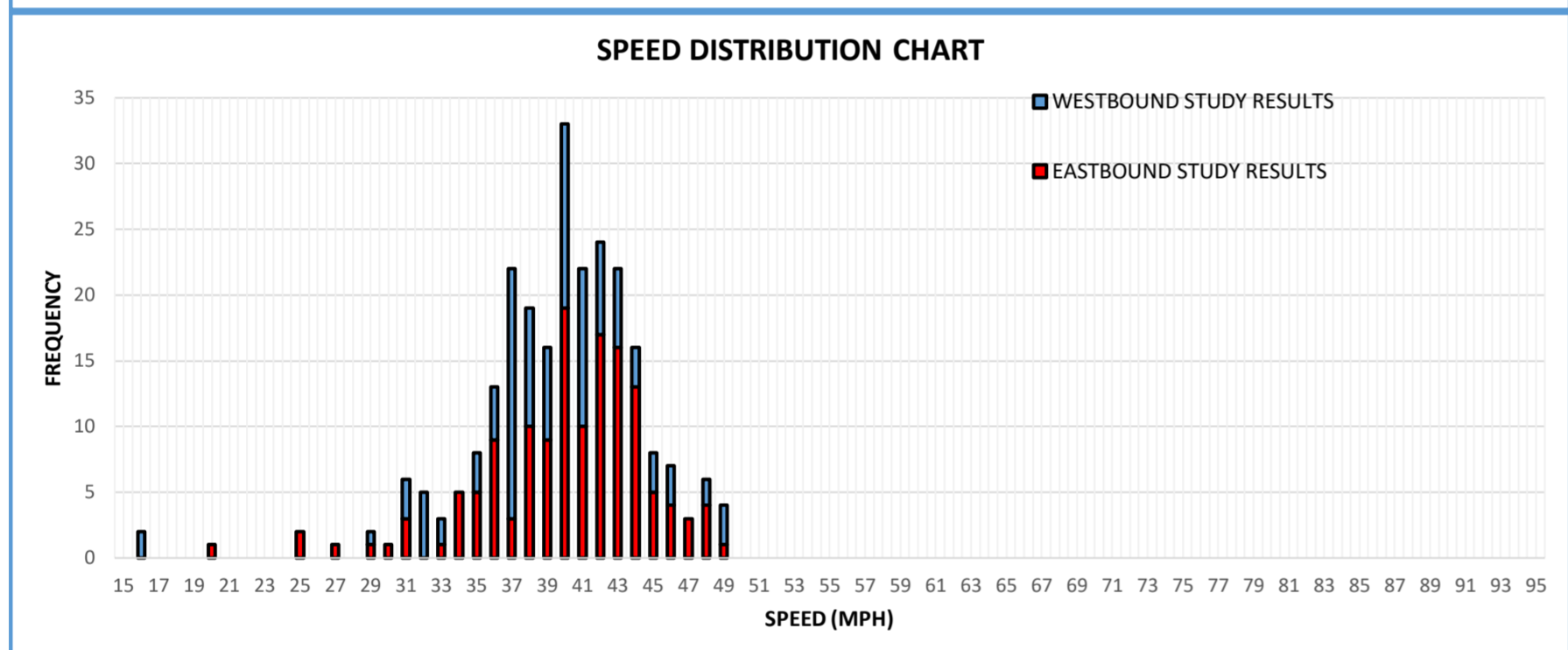
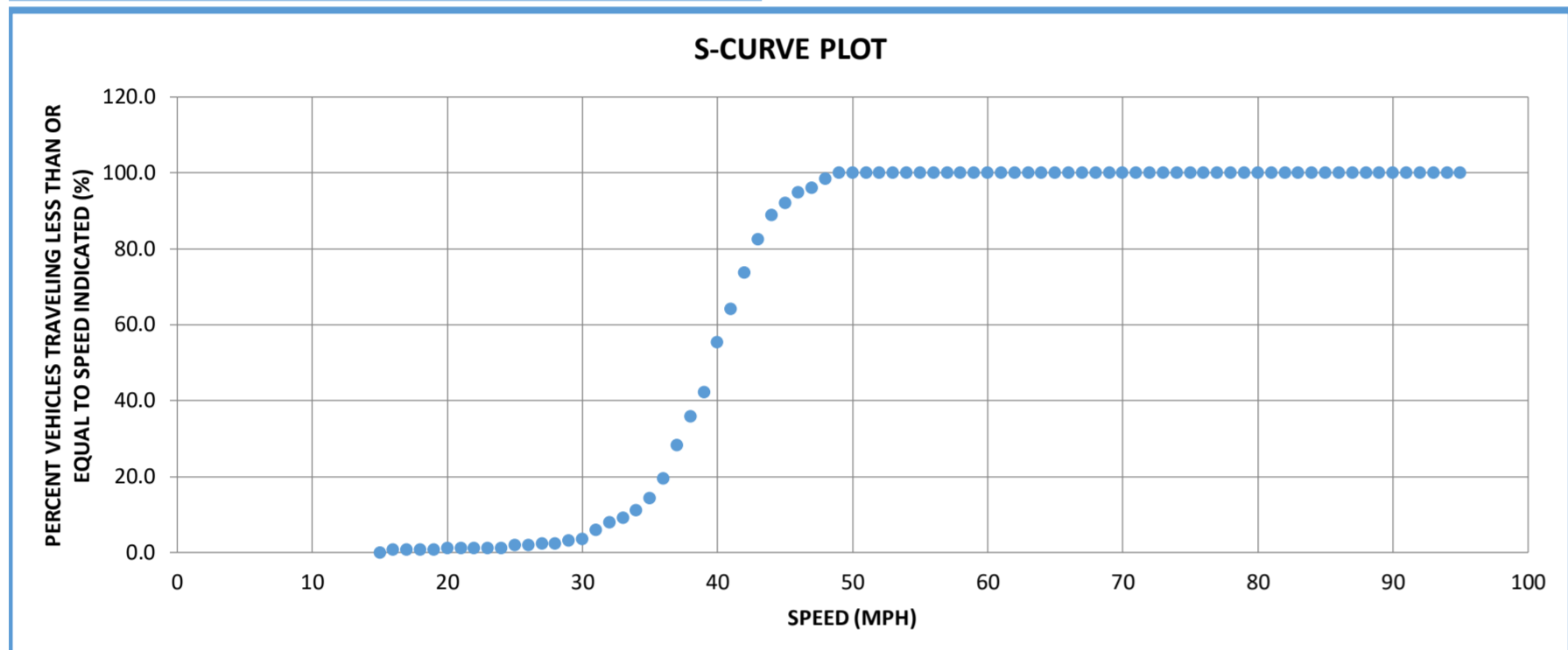
FIELD COMMENTS	

EASTBOUND STUDY RESULTS	
85TH PERCENTILE*	43.7
50TH PERCENTILE†	40.2
AVERAGE SPEED	40.1
PACE RANGE‡	35 TO 44
PERCENT IN PACE	77.6%
PERCENT OVER PACE	11.9%
PERCENT UNDER PACE	10.5%

WESTBOUND STUDY RESULTS	
85TH PERCENTILE*	42.6
50TH PERCENTILE†	38.9
AVERAGE SPEED	38.9
PACE RANGE‡	35 TO 44
PERCENT IN PACE	77.8%
PERCENT OVER PACE	10.2%
PERCENT UNDER PACE	12.0%

COMBINED STUDY RESULTS	
85TH PERCENTILE*	43.4
50TH PERCENTILE†	39.6
AVERAGE SPEED	39.5
PACE RANGE‡	35 TO 44
PERCENT IN PACE	77.7%
PERCENT OVER PACE	11.2%
PERCENT UNDER PACE	11.2%

VEHICLE SUMMARY PERCENTAGES	
PASSENGER VEHICLES	100.0%
TRUCKS	0.0%



*85TH PERCENTILE SPEED IS THE SPEED AT OR BELOW WHICH 85 PERCENT OF THE OBSERVED TRAFFIC TRAVELS UNDER FREE FLOW CONDITIONS

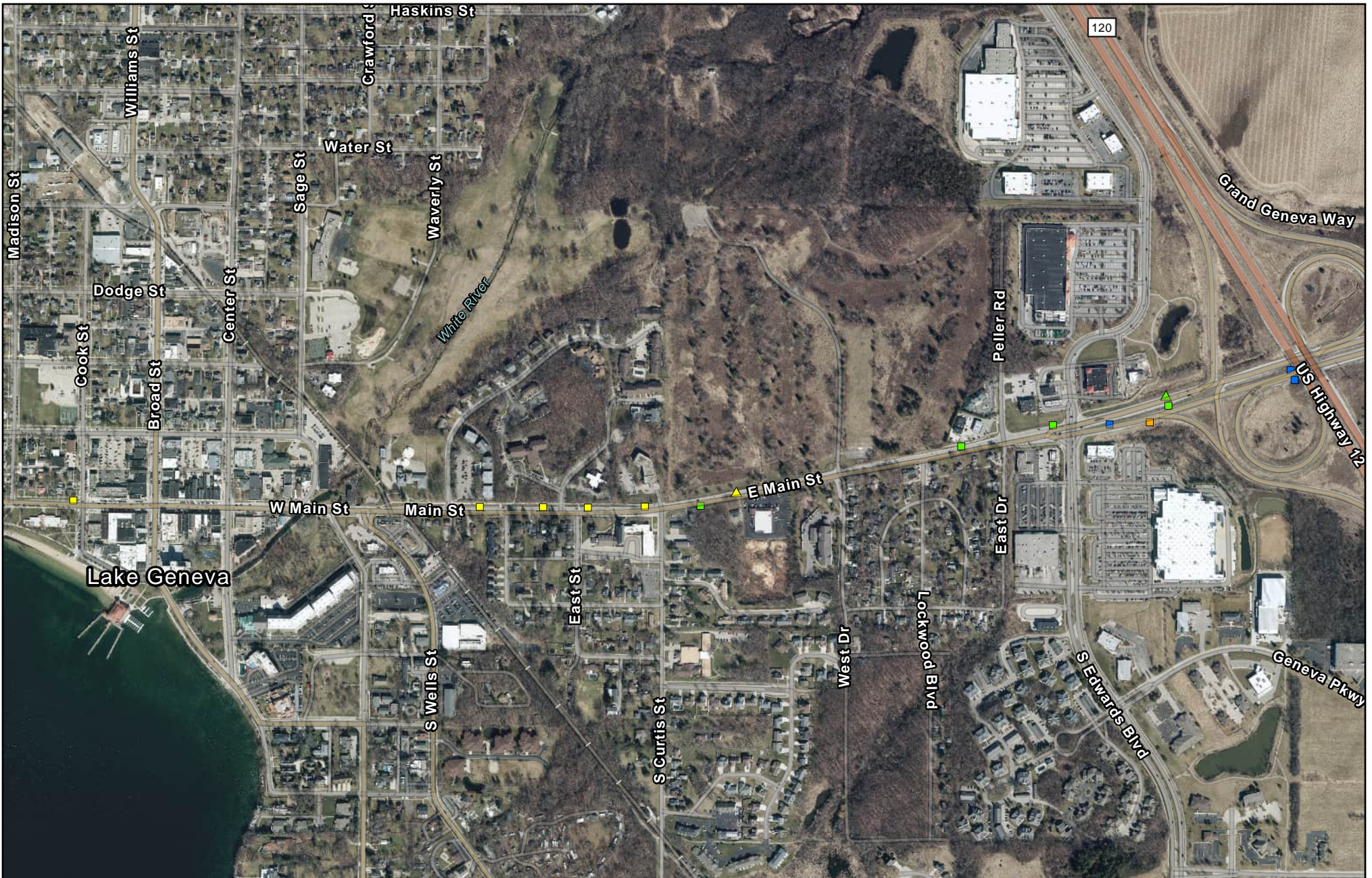
†50TH PERCENTILE SPEED IS THE SPEED AT OR BELOW WHICH 50 PERCENT OF THE OBSERVED TRAFFIC TRAVELS UNDER FREE FLOW CONDITIONS

‡PACE IS THE 10 MPH RANGE OF SPEEDS THAT COVERS THE HIGHEST NUMBER OF OBSERVATIONS FROM THE DATA SET

SPEED (MPH)	EB VEH	EB TRUCKS	WB VEH	WB TRUCKS	TOTAL VEHICLES	TOTAL TRUCKS	TOTAL
15	0	0	0	0	0	0	0
16	0	0	2	0	2	0	2
17	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0
20	1	0	0	0	1	0	1
21	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0
25	2	0	0	0	2	0	2
26	0	0	0	0	0	0	0
27	1	0	0	0	1	0	1
28	0	0	0	0	0	0	0
29	1	0	1	0	2	0	2
30	1	0	0	0	1	0	1
31	3	0	3	0	6	0	6
32	0	0	5	0	5	0	5
33	1	0	2	0	3	0	3
34	5	0	0	0	5	0	5
35	5	0	3	0	8	0	8
36	9	0	4	0	13	0	13
37	3	0	19	0	22	0	22
38	10	0	9	0	19	0	19
39	9	0	7	0	16	0	16
40	19	0	14	0	33	0	33
41	10	0	12	0	22	0	22
42	17	0	7	0	24	0	24
43	16	0	6	0	22	0	22
44	13	0	3	0	16	0	16
45	5	0	3	0	8	0	8
46	4	0	3	0	7	0	7
47	3	0	0	0	3	0	3
48	4	0	2	0	6	0	6
49	1	0	3	0	4	0	4
50	0	0	0	0	0	0	0
51	0	0	0	0	0	0	0
52	0	0	0	0	0	0	0
53	0	0	0	0	0	0	0
54	0	0	0	0	0	0	0
55	0	0	0	0	0	0	0
56	0	0	0	0	0	0	0
57	0	0	0	0	0	0	0
58	0	0	0	0	0	0	0
59	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0
61	0	0	0	0	0	0	0
62	0	0	0	0	0	0	0
63	0	0	0	0	0	0	0
64	0	0	0	0	0	0	0
65	0	0	0	0	0	0	0
66	0	0	0	0	0	0	0
67	0	0	0	0	0	0	0
68	0	0	0	0	0	0	0
69	0	0	0	0	0	0	0
70	0	0	0	0	0	0	0
71	0	0	0	0	0	0	0
72	0	0	0	0	0	0	0
73	0	0	0	0	0	0	0
74	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0
76	0	0	0	0	0	0	0
77	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0
79	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0
91	0	0	0	0	0	0	0
92	0	0	0	0	0	0	0
93	0	0	0	0	0	0	0
94	0	0	0	0	0	0	0
95	0	0	0	0	0	0	0
TOTAL VEHICLES	143	0	108	0	251	0	251

ATTACHMENT 5

Speed Limit Sign Locations



Speed Study
 Main St/STH 50 (Cook St to US12)
 City of Lake Geneva
 Attachment 5 - Speed Limit Locations

- 25
- ▲ 25 MPH Ahead
- Ramp 35 MPH
- 40 MPH
- ▲ 40 Ahead
- 45

0 300 600
Feet

4/14/2025

ATTACHMENT 6

USLMITS2 Results

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: 22250003

Analyst: Neal Styka

Date: 2022-11-21

Basic Project Information

Route Name: STH 32Lake Drive
From: School Road
To: Dean Road
State: Wisconsin
County: Milwaukee County
City: Fox Point village
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information

Section Length: 2.6 mile(s)
Statutory Speed Limit: 35 mph
Existing Speed Limit: 35 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 159
Number of Signals: 0

Crash Data Information

Crash Data Years: 0
Crash AADT: N/A
Total Number of Crashes: N/A
Total Number of Injury Crashes: N/A

Traffic Information

85th Percentile Speed: 40 mph
50th Percentile Speed: 37 mph
AADT: 7800 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Recommended Speed Limit:



Note: Crash data were not entered for this project. A comprehensive crash study is a critical component of any traffic engineering study. We suggest that you repeat this process when crash data become available.

Disclaimer: The U.S. Government assumes no liability for the use of the information contained in this report. This report does not constitute a standard, specification, or regulation.

How the Recommended Speed Limit was Determined

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the [Decision Rules Flowchart document](#).

Terms Used in the Recommendation

- **Closest 85th:** This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th:** This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th:** This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL_1:** Speed limit determined using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL_2:** Speed limit determined using crash data from the crash module.
- **SL:** Recommended Speed Limit.

Determine SL_1 Using Site Characteristics (pg. K-23)

Note: The number of signals per mile is being calculated as 0.00 signals per mile.

Note: The number of driveways per mile is being calculated as 61.15 driveways per mile.

Question 1: Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

Results: Yes. There are 0.00 signals per mile, 61.15 driveways per mile, not high pedestrian/bicyclist activity, and not high parking activity. **The SL_1 is set to the closest 50th percentile speed (35 mph).**

Question 2: Are crash data available?

Results: No crash data are available. **The SL is being set equal to SL_1 (35 mph).**

Determine the Final Recommended Speed Limit (pg. K-28)

Question 3: Is the SL less than 20 mph or greater than 50 mph?

Results: The SL (35 mph) is between 20 mph and 50 mph. **The SL remains the same.**

Final Recommendation: The recommended speed limit is 35 mph.

MEMORANDUM TO THE CITY OF LAKE GENEVA

To: Neil Waswo
From: Bridget Barry
CC: Tom Earle, Naomi Rauch
Date: May 21, 2025
Re: Proposed Rapid Flashing Beacons at Badger High School

Overview: The consideration for the committee is regarding the installation of Rapid Flashing Beacons (RFB)s at the high school crosswalk across Wells Street. These beacons are push button activated and solar powered to alert drivers to pedestrians actively crossing Wells Street.



Existing RFB on Townline Rd.

Location Requirements: WISDOT typically considers the following location requirements before installing RFBs.

1. The location is an uncontrolled pedestrian crossing.
2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average day should be met. Young (<12), elderly (>85) and disable pedestrians count 2 times toward volume



thresholds. Additionally, seasonal day volumes can be used in place of average day volumes if the crossing is in a known tourist area. ✓

3. A minimum vehicular volume of 1,500 vehicles per day. ✓
4. Maximum of four lanes crossed, unless there is a raised median, in which case it can be six lanes. ✓
5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location. ✓
6. Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit. ✓

Cost Estimate: Based on recent bids seen in nearby communities, it is estimated that these beacons are approximately \$11,000-\$15,000 each. The project total is this projected range, doubled for beacons in each direction, less the bid cost for the originally proposed non-flashing signs is **\$19,000-\$27,000**.

Recommendation: The proposed location for RFBs satisfies the required location criteria, and this infrastructure has been shown to increase pedestrian safety. This is an acceptable location for the installation of RFBs and could be processed as a change order within the 2025 Street Program.



Date of Issuance: _____ Effective Date: _____
 Owner: **City of Lake Geneva** Owner's Contract No.: _____
 Contractor: **Cicchini Asphalt LLC** Contractor's Project No.: _____
 Engineer: **Kapur and Associates Inc** Engineer's Project No.: **24.0485**
 Project: **Basketball & Tennis Courts Resurfacing** Contract Name: **Basketball & Tennis Courts Resurfacing**

The Contract is modified as follows upon execution of this Change Order:

Description: Approximately 333 CY of Excavation Common, 1,000 TON of Aggregate, 1,000 SY of Geogrid, and fence replacement. Please see the attached supporting documentation.

Attachments: *[List documents supporting change]*

CHANGE IN CONTRACT PRICE	CHANGE IN CONTRACT TIMES <i>[note changes in Milestones if applicable]</i>
Original Contract Price: \$ <u>125,460.00</u>	Original Contract Times: Substantial Completion: <u>7/18</u> Ready for Final Payment: <u>8/1</u> days or dates
[Increase] [Decrease] from previously approved Change Orders No. ___ to No. ___: \$0	[Increase] [Decrease] from previously approved Change Orders No. ___ to No. ___: Substantial Completion: <u>-</u> Ready for Final Payment: <u>-</u> days
Contract Price prior to this Change Order: \$ <u>0</u>	Contract Times prior to this Change Order: Substantial Completion: <u>7/18</u> Ready for Final Payment: <u>8/1</u> days or dates
[Increase] [Decrease] of this Change Order: \$ <u>61,672.67</u>	[Increase] [Decrease] of this Change Order: Substantial Completion: <u>+14</u> Ready for Final Payment: <u>+14</u> days or dates
Contract Price incorporating this Change Order: \$ <u>187,132.67</u>	Contract Times with all approved Change Orders: Substantial Completion: <u>8/1</u> Ready for Final Payment: <u>8/15</u> days or dates

<p>RECOMMENDED: By: <u>[Signature]</u> Engineer (if required) Title: <u>Staff Engineer</u> Date: <u>05/20/25</u></p>	<p>ACCEPTED: By: _____ Owner (Authorized Signature) Title: _____ Date: _____</p>	<p>ACCEPTED: By: _____ Contractor (Authorized Signature) Title: _____ Date: _____</p>
---	---	--

Approved by Funding Agency (if applicable)
 By: _____ Date: _____
 Title: _____

Basketball and Tennis Court Resurfacing Project

Justification of Price for Contract Change Order #1

Item #205.0100, Veterans' Park Basketball Court – Excavation Common:

- A. **Description:** This work shall consist of removing the existing unsuitable materials, approximately 1 foot in depth and 1,000 SY in area, as directed by the engineer. This work shall be in accordance with the project specifications (all state specifications that apply, including Section 205), project plans, and as hereinafter provided.
- B. **Measurement:** The work shall be measured per cubic yard (CY) completed and accepted in accordance with the contract.
- C. **Payment:** The work under this item, measured as provided above, will be paid for at the contract unit price as stated in the below attached table, which price shall be full compensation for all work herein specified and for all labor, materials, and equipment; and for cleanup & incidentals necessary to complete the Work in accordance with the Contract and all specifications that apply.

Item #305.0120, Veterans' Park Basketball Court – Base Aggregate Dense 1 1/4-Inch:

- A. **Description:** This work shall consist of placing and compacting aggregate for HMA paving. This work shall be in accordance with the project specifications (all state specifications that apply, including Section 305), project plans, and as hereinafter provided.
- B. **Measurement:** The work shall be measured by TON, completed and accepted in accordance with the contract.
- C. **Payment:** The work under this item, measured as provided above, will be paid for at the contract unit price as stated in the below attached table, which price shall be full compensation for all work herein specified and for all labor, materials, and equipment; and for cleanup & incidentals necessary to complete the Work in accordance with the Contract and all specifications that apply.

Item # 616.0410, Veterans' Park Basketball Court – Fence Chain Link Salvaged:

- A. **Description:** This work shall consist of returning the fence to its pre-construction condition or better. This work shall be in accordance with the project specifications (all state specifications that apply, including Section 616), project plans, and as hereinafter provided.
- B. **Measurement:** The work shall be measured as a Lump Sum (LS) item completed and accepted in accordance with the contract.
- C. **Payment:** The work under this item, measured as provided above, will be paid for at the contract unit price as stated in the below attached table, which price shall be full compensation for all work herein specified and for all labor, materials, and equipment; and for cleanup & incidentals necessary to complete the Work in accordance with the Contract and all specifications that apply.

Item # SPV.0180.02, Veterans' Park Basketball Court – Geogrid NX750:

- A. **Description:** This work shall consist of installing Geogrid NX750 according to the manufacturer's specifications to provide addition subgrade support below the base aggregate. This work shall be in accordance with the project specifications, all state specifications that apply, project plans, and as hereinafter provided.

- B. Measurement: The work shall be measured by square yard (SY) item completed and accepted in accordance with the contract.
- C. Payment: The work under this item, measured as provided above, will be paid for at the contract unit price as stated in the below attached table, which price shall be full compensation for all work herein specified and for all labor, materials, and equipment; and for cleanup & incidentals necessary to complete the Work in accordance with the Contract and all specifications that apply.

The following is a summary spreadsheet for the mentioned above items:

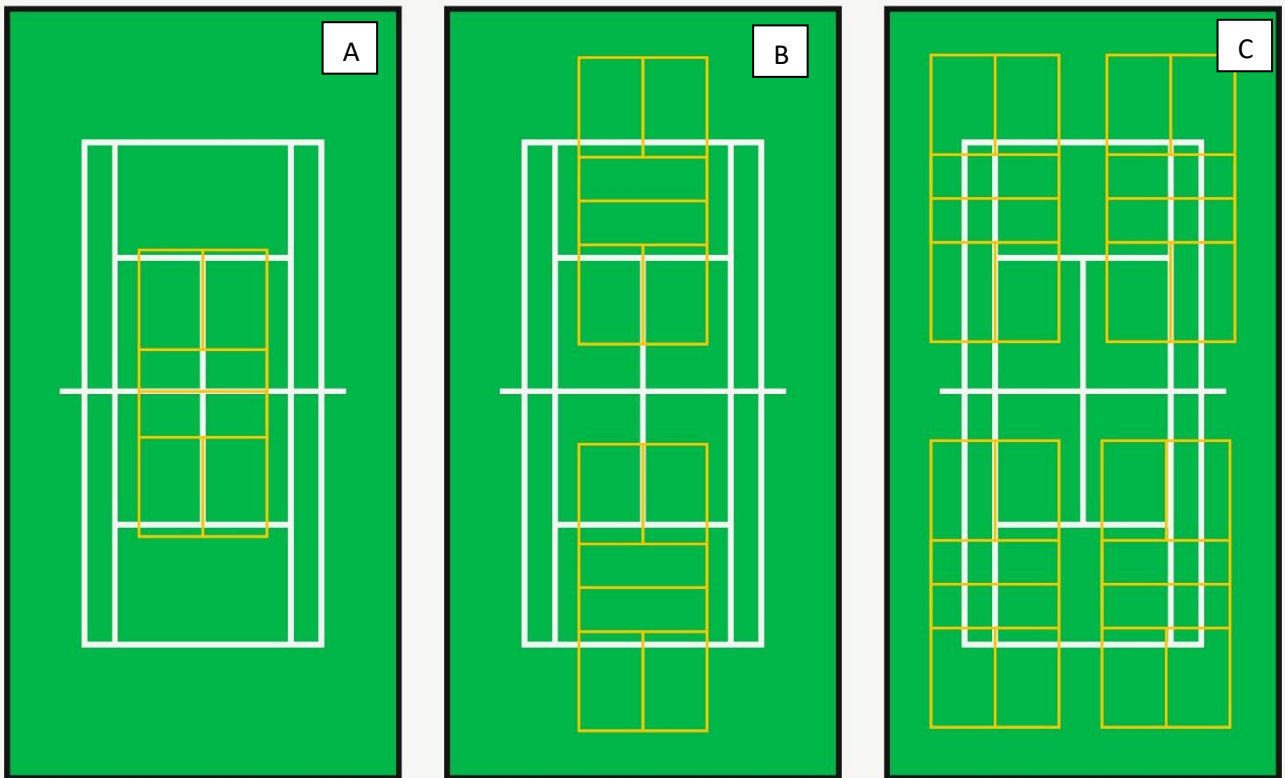
Basketball and Tennis Court Resurfacing Project – Contract Change Order #1

CO 1					
Item No.	Item Description	Unit	Qty.	Unit Price	Total
205.01	Excavation Common	CY	333	\$ 50.00	\$ 16,650.00
305.012	Base Aggregate Dense 1 1/4-Inch	TON	1000	\$ 30.00	\$ 30,000.00
616.041	Fence Chain Link Salvaged 10-FT	LS	1	\$ 6,756.00	\$ 6,756.00
SPV.0180.02	Geotextile NX750 (Undistributed)	SY	1000	\$ 8.25	\$ 8,250.00
SUBTOTAL ESTIMATE - CO 1					\$ 61,656.00

Tennis / Pickleball Court Layouts

The Park Board has recommended a change to the tennis court striping to include the following:

Dunn Field Pickleball Courts (No tennis courts) – Striping changed to all pickleball with layout similar to C. No tennis striping on any of the courts. Nets to be removed.



Maple Park Tennis courts and resurfacing (two tennis courts and move forward with resurfacing recommended by Board of Park Commissioners) - Striping only tennis with no pickleball.

