VILLAGE OF JOHNSON CREEK
MEETING NOTICE
125 Depot Street, Johnson Creek, WI

Agenda

COMMITTEE OF THE WHOLE
May 11, 2015
Village Hall
5:30 p.m. ***or immediately following Plan Commission which begins at 5:00 p.m.***

1. Call to order - roll call
2. Statement of Public Notice
3. Approve January 12, 2015 Committee of the Whole meeting minutes – *pg 1*

Items Noticed for Discussion and Recommendation:

4. Firemans Picnic
5. Memorandum – Police Chief Gary Bleecker - *pg 2*
6. Community Center – Concession Entrance Quotes- *pgs 3-16*
7. Firemans Park Ballfield – Scoreboard Quotes- *pgs 17-21*
8. 2015 Capital Budget – Street Sealcoating Quotes- *pgs 22-23*
9. Centennial Park Dugouts- *pgs 24-28*
10. Change Order – Fire Station – Concrete- *pgs 29-31*
11. Street Privilege Permit – Fire and Iron Motorcycle Club- *pgs 2-34*
12. N. Watertown Traffic Study Report – MSA- *pgs 35-64*
13. Wright Road Grading Plan – MSA- *pgs 65-70*
14. Schedule of Fees- *pgs 71-82*
15. Board of Review – Ordinance- *pgs 83-84*
16. Licenses- *pgs 85-86*
17. County Road Aid Petition Money- *pgs 87-90*
18. Village Newsletter
19. Memorandum – Village Administrator – Audio Broadcasting- *pg 91*
20. Convene into Closed Session
    (Pursuant to Wisconsin Statutes §§19.85(1)(e) deliberating or negotiating the purchase of public property, investing of public funds or conducting other public business, whenever competitive or bargaining reasons require a closed session - 121 Depot Street)
21. Reconvene into Open Session
22. Report any actions from Closed Session
23. Adjourn

NOTICE: It is possible that members of, and possibly a quorum of, other governmental bodies of the Village may be in attendance at the meetings above to gather information. No action will be taken by any governmental body at the meetings above other than by the governmental body specifically referred to in the above notice.

Requests from persons with hearing or sight disabilities who need assistance to participate in this meeting should be made to the Village Clerk's Office at (920) 699-2296 with as much advance notice as possible.

Agenda Posting Information	
Date	
Time	a.m. / p.m.
Initials	

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COMMITTEE OF THE WHOLE MEETING
January 12, 2015

President Schopp called the Committee of the Whole meeting to order at 6:09 p.m. The Pledge of Allegiance was recited.

In attendance: President Greg Schopp, Trustees: Randy Bieri, Kyle Ellefson, Tim Semo, Steven Wollin and Kelly Wollschlager. Also in attendance: Deputy Clerk-Treasurer Lisa Trebatoski (left at closed session).

Statement of Public Notice – This meeting was posted and noticed according to law.

Approve October 27, 2014 Committee of the Whole meeting minutes
A Wollschlager/Semo motion carried unanimously to approve October 27, 2014 minutes.

Convene into Closed Session
A Semo/Ellefson motion carried on a 7-0 roll call vote to convene into closed session at 6:10 p.m. Pursuant to Wisconsin Statutes §§19.85(1)(b) considering performance evaluation data of any public employee over which the governmental body has jurisdiction or exercises responsibility – annual performance evaluation – Village Administrator.

Reconvene into Open Session
An Ellefson/Semo motion carried on a 7-0 roll call vote to reconvene into open session at 6:53 p.m.

Report any actions from Closed Session - none

Adjourn
President Schopp adjourned the meeting at 6:54 p.m.

Lisa Trebatoski
Village Deputy Clerk - Treasurer

Memorandum

To: Personnel & Finance
From: Chief Gary Bleecker
Date: April 28, 2015
Re: Employee Benefits

I am requesting the board to consider reinstating my benefits that I had accrued before I left employment on January 2, 2015. This would include recognizing my years of service for vacation and sick-time calculation for upcoming years. Additionally, I am also requesting the consideration of the committee to allow me the same clothing allowance as the full-time officers of $450, which would be an increase of $225. Now that this is my only law enforcement job, I am better suited to help the patrol officers when needed and as a result I will need to purchase new uniforms, which are quite costly. Finally, I am currently working 1040 a year and I am also requesting that we change that to 1196 hours a year.

Thank you for your consideration. I will be at the meeting to answer any questions.

Chief of Police
Gary Bleecker

920·261·1682
Fax 920·261·3521

P.O. Box 108
410 Water Tower Court
Watertown, WI 53094-0108

SINCE 1922
MAASBROTHERS CONSTRUCTION CO., INC.

Web Site
www.maasbros.com

Email
maasbros@maasbros.com

March 2, 2015

Johnson Creek Community Center
210 Aztalan Street
Johnson Creek, WI 53038

Attn: Mr. Lee Trumpf

Re: Window to Door Conversion/Revised 3/2/15

Dear Mr. Trumpf

Per your requests, we have estimated the cost to convert the existing window to an accessible door. We have included the following in our estimate:

- Removal of Window and Window Frame
- Removal of Existing Cabinet
- Masonry Removal and brick Toothing
- Drywall Removal and Patching
- Relocation of Air Conditioning Units
- Electrical Wiring of Air Conditioning Units
- Door Material and Installation
- Painting and Other Miscellaneous Finishing

Our Time and Material estimate for this work is **$10,541.00.**

We have not included the following in our estimate:

- Plumbing
- New electrical switching
- Any alterations that may come of the removal of wall beneath the window
- All other unforeseen alterations or relocation of obstructions.

Sincerely,
MAAS BROTHERS CONSTRUCTION CO., INC.

Douglas J. Beilke, Vice-President

ONE OF WISCONSIN'S OLDEST GENERAL CONTRACTING FIRMS

OLIVER CONSTRUCTION CO.

March 23, 2015

Mr. Lee Trumpf
Street Supervisor
Village of Johnson Creek
125 Depot St.
PO Box 238
Johnson Creek, WI 53038

Re: Johnson Creek Community Center: Add Exterior Door and Frame in Kitchen

Dear Lee,

Oliver Construction Co. is pleased to present you with a quotation to furnish and install one (1) 3'-4" x 7'-0" exterior hollow metal door and frame at the Community Center. The following work is included in our scope of work:

CARPENTRY

- Remove existing window & trim and turn over to owner
- Remove existing drywall & vinyl base at new door opening
- Frame new door opening
- Furnish and install one (1) 3'-4" x 7'-0" HM door frame with 4" head
- Insulate new framing
- Furnish and install 5/8 drywall around new framing
- Tape & finish new drywall to accept paint
- Furnish and install one (1) Legion (Polystyrene) 3'-4" X 7'-0" HM door
- Furnish and install one (1) full surface mounted hinge
- Furnish and install one (1) Schlage Heavy Duty lever handle lockset
- Furnish and install one (1) Hager Heavy Duty Hold-Open door closer
- Furnish and install weather-strip / sweep / threshold
- Furnish and install wood trim at new door and frame to match existing trim
- We have included temporary enclosing of new opening with ¾ plywood if needed
- Cover all cabinets and equipment prior to demolition
- Protect existing floor prior to start of project and maintained during the duration of the project

PAINTING

- New drywall to be primed and two (2) coats of Sherwin Williams (SW) latex paint
- Oak trim to be stained, sanded, sealed and varnished to match existing trim
- Paint new exterior lintel with two (2) coats SW Pro-Industrial Acrylic paint in the same color as door and frame
- HM door and frame to be painted with two (2) coats of SW Pro–Industrial Acrylic paint

MASONRY

- Demo face brick at new door way
- Clean removed brick for re-use for new jambs and wall infill
- Mortar to be colored matched to existing building as close as possible
- Furnish and install one (1) new steel lintel and flashed
- Wash all new brick upon completion

OLIVER CONSTRUCTION CO. • 1770 EXECUTIVE DRIVE • OCONOMOWOC, WI 53066
PHONE 262.567.6677 FAX 262.567.4676 oliverconstruction.com

ELECTRICAL

- Unhook power to existing condensing unit
- Reconnect power to existing condensing unit
- Relocate wiring and outlets at new door and frame
- Electrical permit included in price

HVAC

- Disconnect the east condensing unit for relocation
- Relocate existing condensing unit to far west location in line with other existing units
- Included with relocation is recharging with refrigerant and perform start up test upon completion

CLARIFICATIONS

- All work to be performed Monday through Friday, 7:00 AM to 3:30 PM.
- Restroom to be made available to workers
- We have not included any overtime or premium time in our proposal
- We have included temporary enclosing of new opening to keep building secure overnight
- We have not included any concrete work in our proposal in case of elevation difference at existing floor slab and concrete patio; no grinding or top coating included.
- Upon completion of the project all construction materials will be removed off site and area broom cleaned
- All permits are included with our proposal

BASE COST

We agree to furnish the necessary labor, materials, tools, equipment, services and insurance as required to complete the work described for the sum of Eleven Thousand Three Hundred Fifty Seven Dollars ($11,357.00).

ALTERNATE 1 - New Exterior Light Fixture

- Furnish and install one (1) exterior light fixture above new door
- Furnish and install one (1) light switch
- Furnish and install wiring to new light fixture
- Add to Base Cost: Three Hundred Twenty Seven Dollars and No Cents ($327.00)

If you have any questions or require additional information, please feel free to contact me. Thank you for allowing Oliver Construction Co. the opportunity to provide a quote for this work.

Sincerely,

OLIVER CONSTRUCTION CO.

Scott Nord

Scott Nord
Field Director & Special Projects Coordinator

SN/lb

ACCEPTED

_____

_____
DATE

PAYMENTS

Contractor will make application to the Owner every thirty (30) days for progress payments. Each application will show a breakdown of the work completed or materials purchased to date. Progress payments are to be made within two weeks of receipt of each application for payment. Interest accrues at Wall Street Prime Rate plus 2 points on all balances over 30 days. Until Substantial Completion, retainage from progress payments to the Contractor shall be 10% of each payment until the contract sum reaches 50%, after which remaining partial payments shall be paid in full without reduction of previous retainage.

LIENS

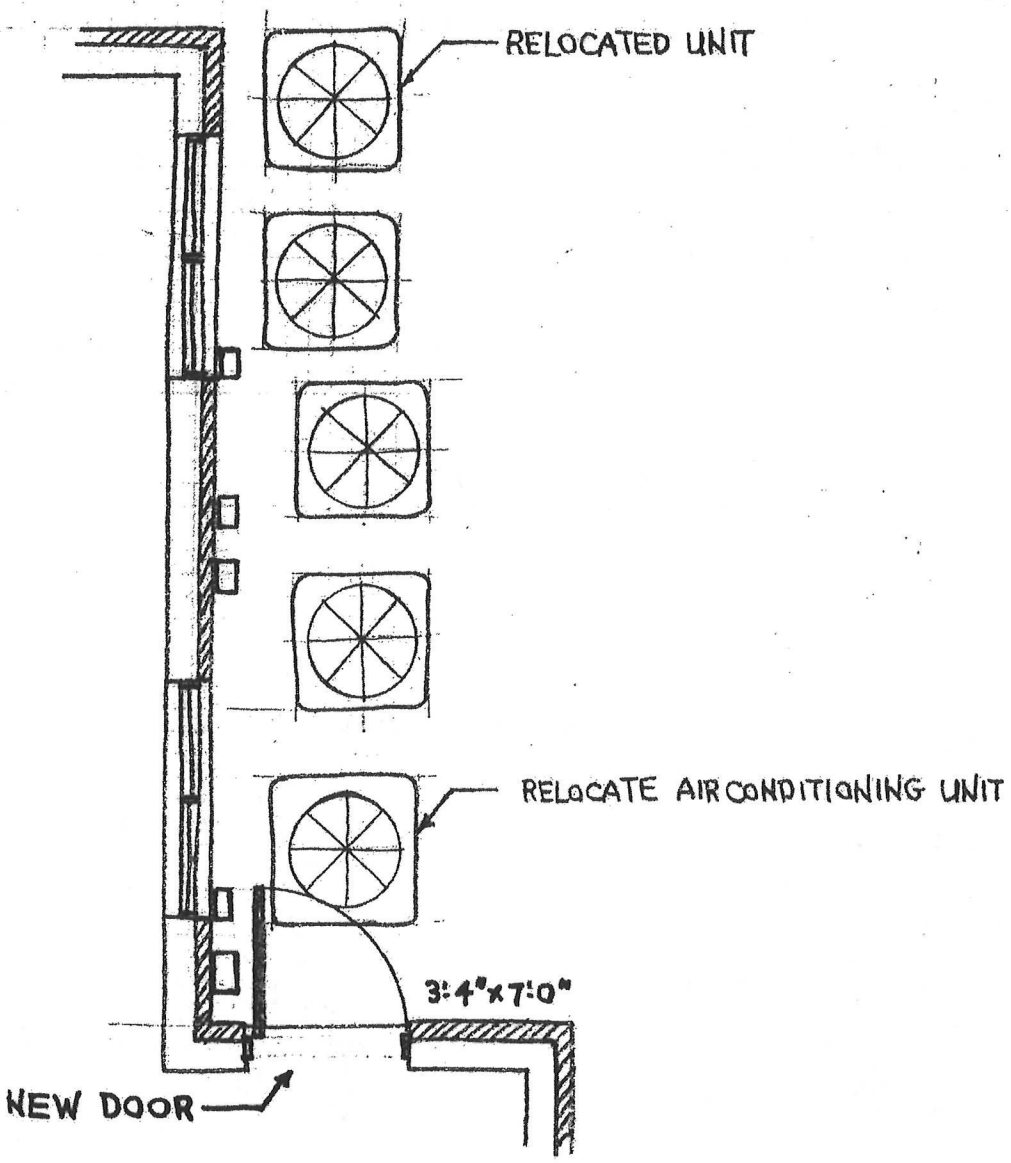
As required by the Wisconsin construction lien law, Oliver Construction Co. (the Builder) hereby notifies Owner that persons or companies performing, furnishing, or procuring labor, services, materials, plans or specifications for the construction on Owner's land or tenant build-out space may have lien rights on Owner's land and buildings if not paid.

Accordingly, Owner may receive notices from those who perform, furnish, or procure labor, services, materials, plans or specifications for the construction, and should give a copy of each notice received to the mortgage lender, if any. Oliver Construction Co. (the Builder) agrees to cooperate with the Owner and the Owner's lender, if any, to see that all potential lien claimants are duly paid.

OLIVER CONSTRUCTION CO.
1770 EXECUTIVE DRIVE . OCONOMOWOC, WI 53066 PHONE: (262) 567-6677 . FAX: (262) 567-4676

JOHNSON CREEK COMMUNITY CENTER

No.
Page 1 of 4
Date 3-12-2015
Prepared by CHS



PARTIAL PLAN

OLIVER CONSTRUCTION CO.
1770 EXECUTIVE DRIVE . OCONOMOWOC, WI 53066 PHONE: (262) 567-6677 . FAX: (262) 567-467

JOHNSON CREEK COMMUNITY CENTER

No.
Page 2 of 4
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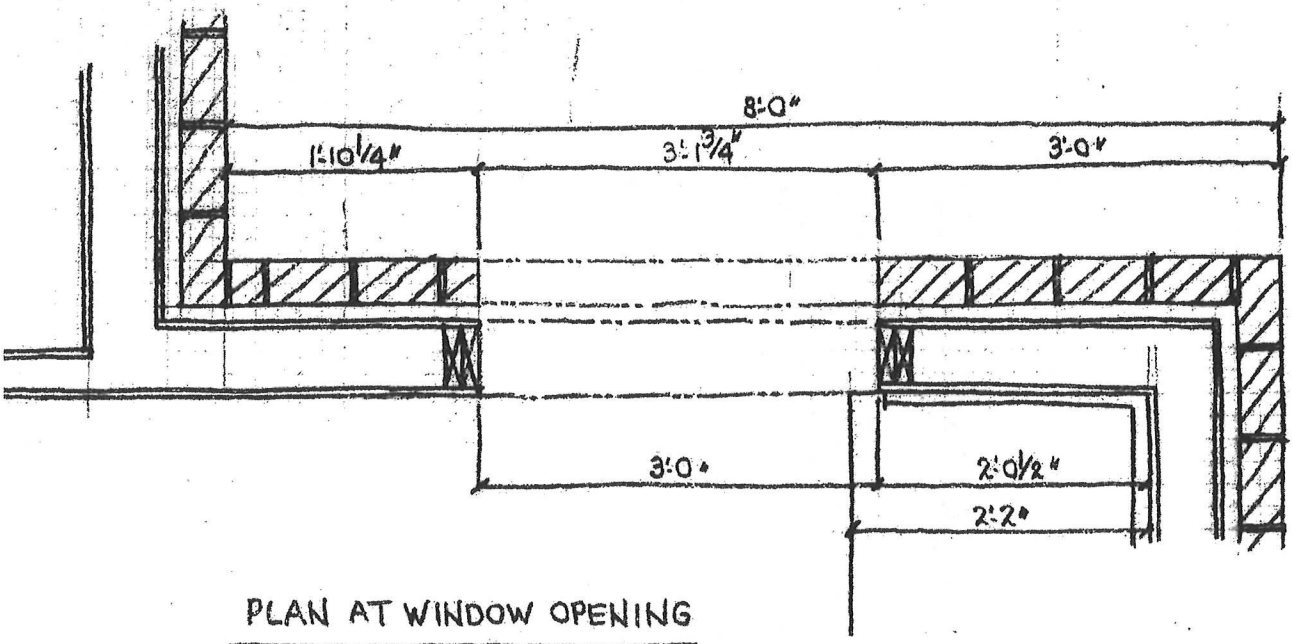
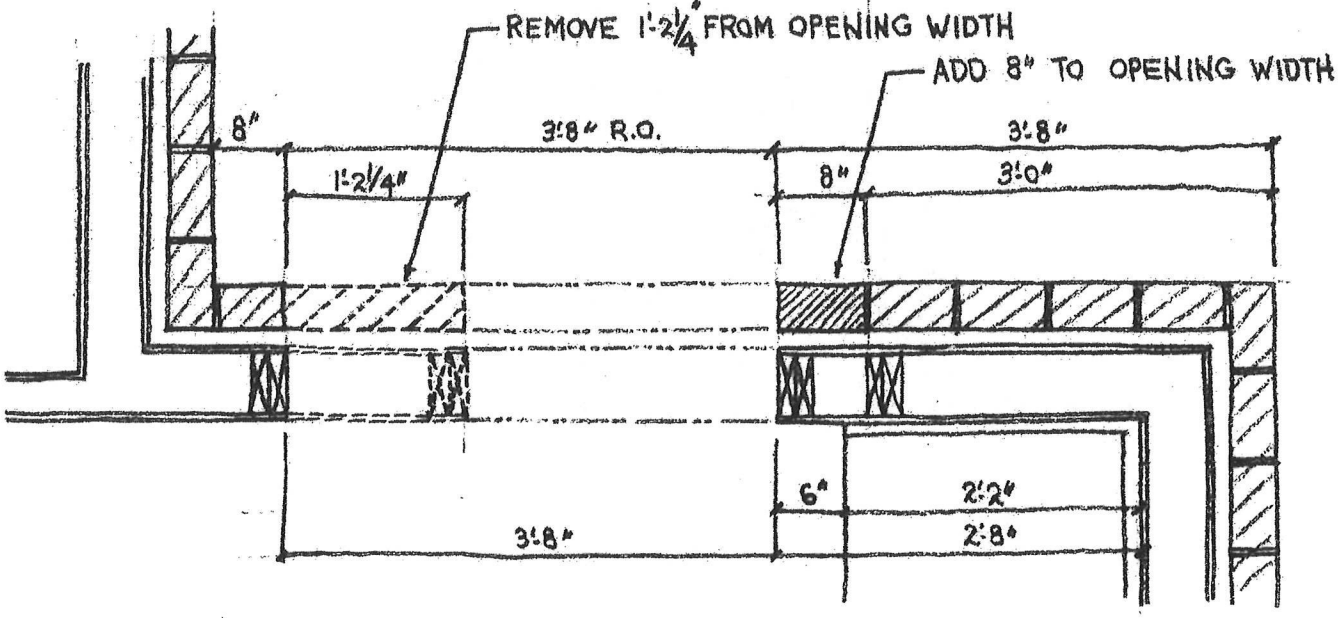
Prepared by CHS



PLAN AT WINDOW OPENING



PLAN AT DOOR OPENING

OLIVER CONSTRUCTION CO.
1770 EXECUTIVE DRIVE . OCONOMOWOC, WI 53066 PHONE: (262) 567-6677 . FAX: (262) 567-467

JOHNSON CREEK COMMUNITY CENTER

No.
Page 3 of 4
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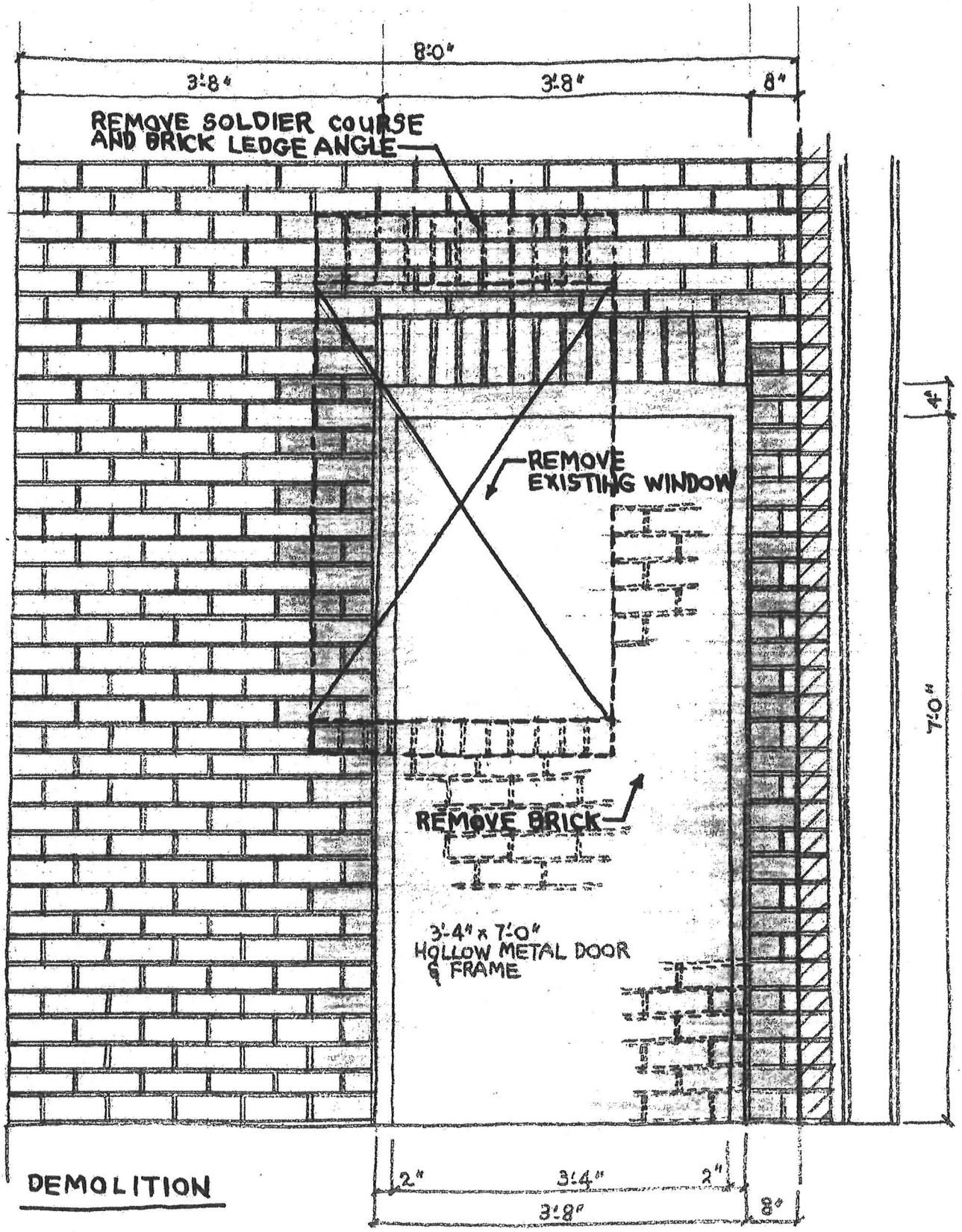

DEMOLITION

OLIVER CONSTRUCTION CO.
1770 EXECUTIVE DRIVE · OCONOMOWOC, WI 53066 PHONE: (262) 567-6677 · FAX: (262) 567-4676

JOHNSON CREEK COMMUNITY CENTER

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Page 4 of 4
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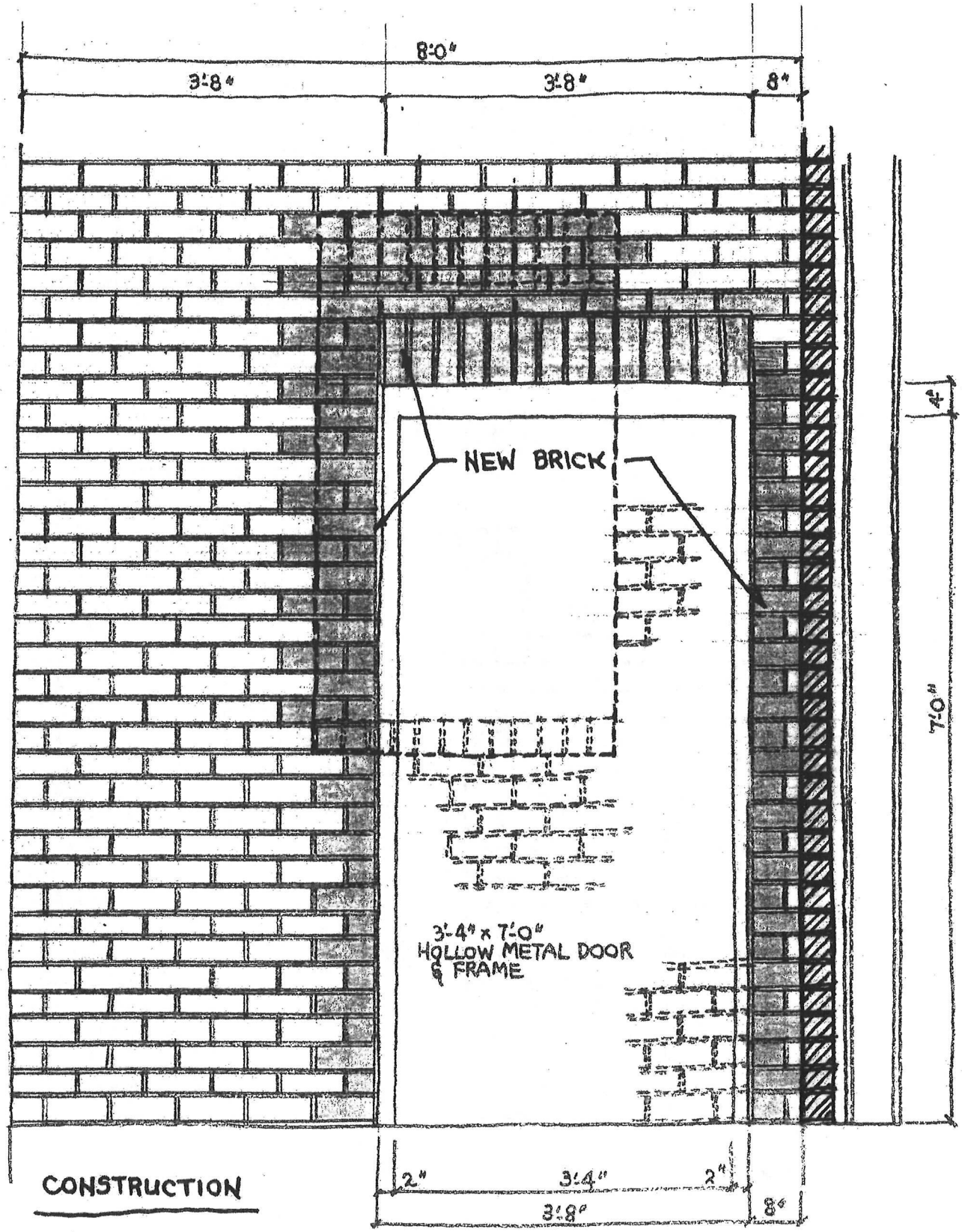
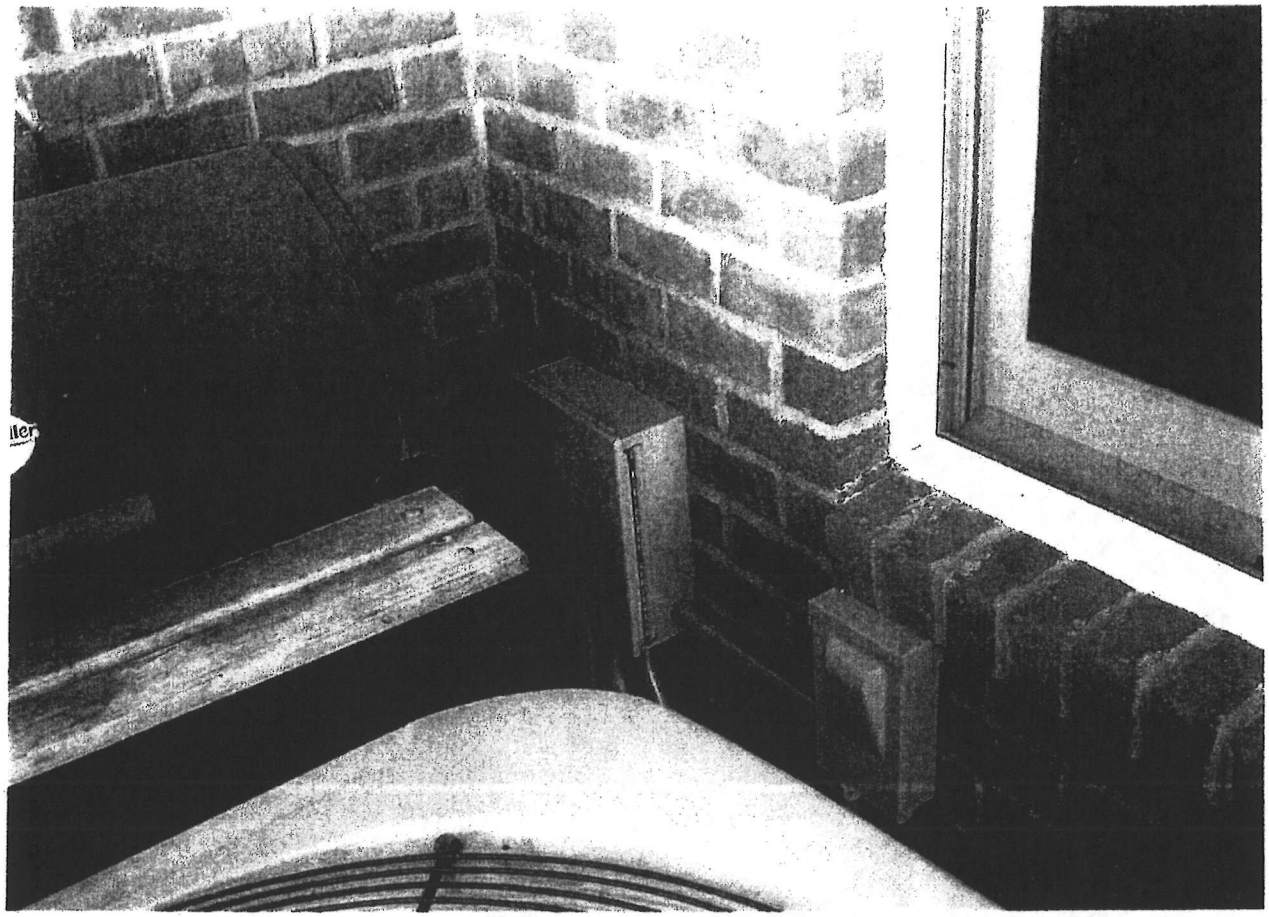
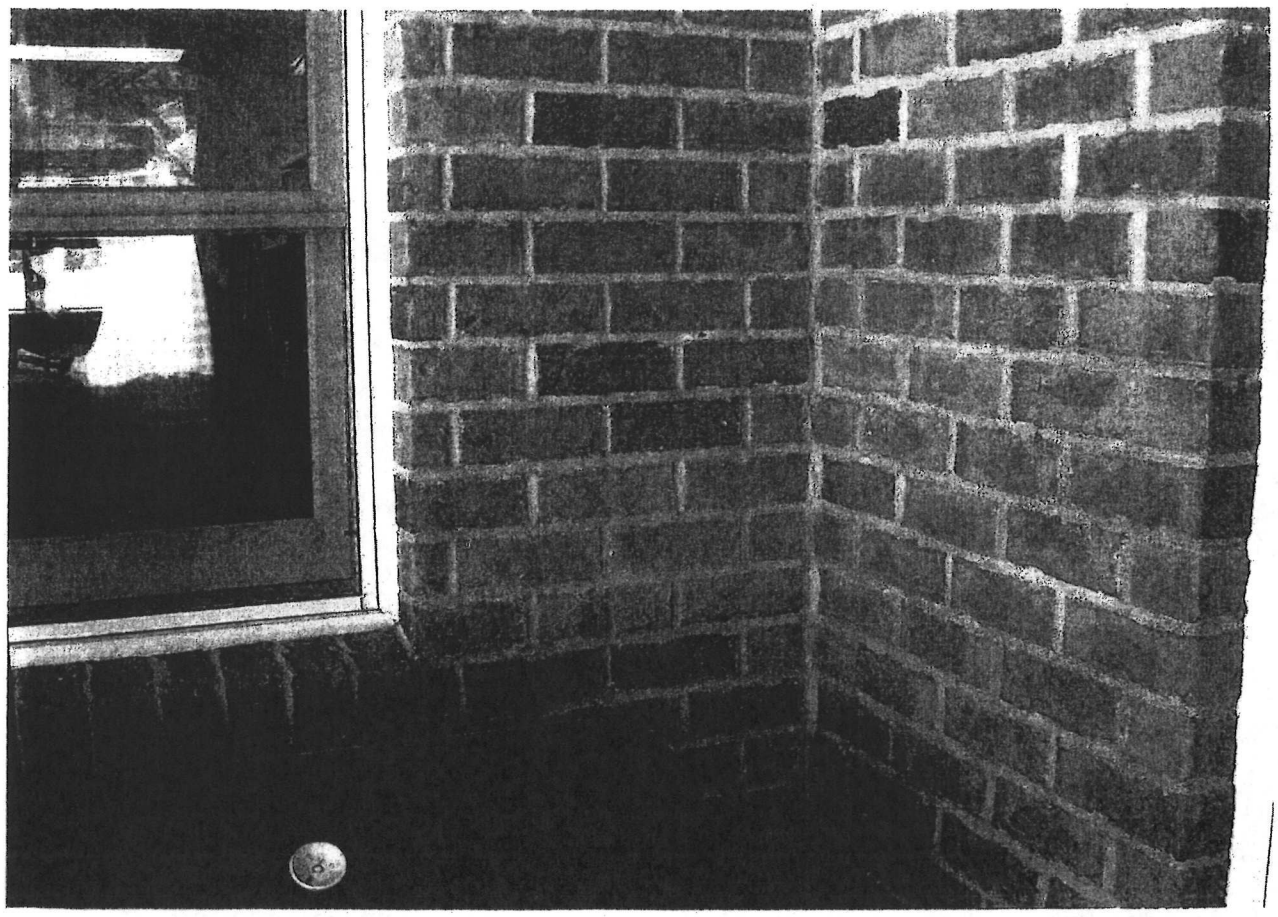
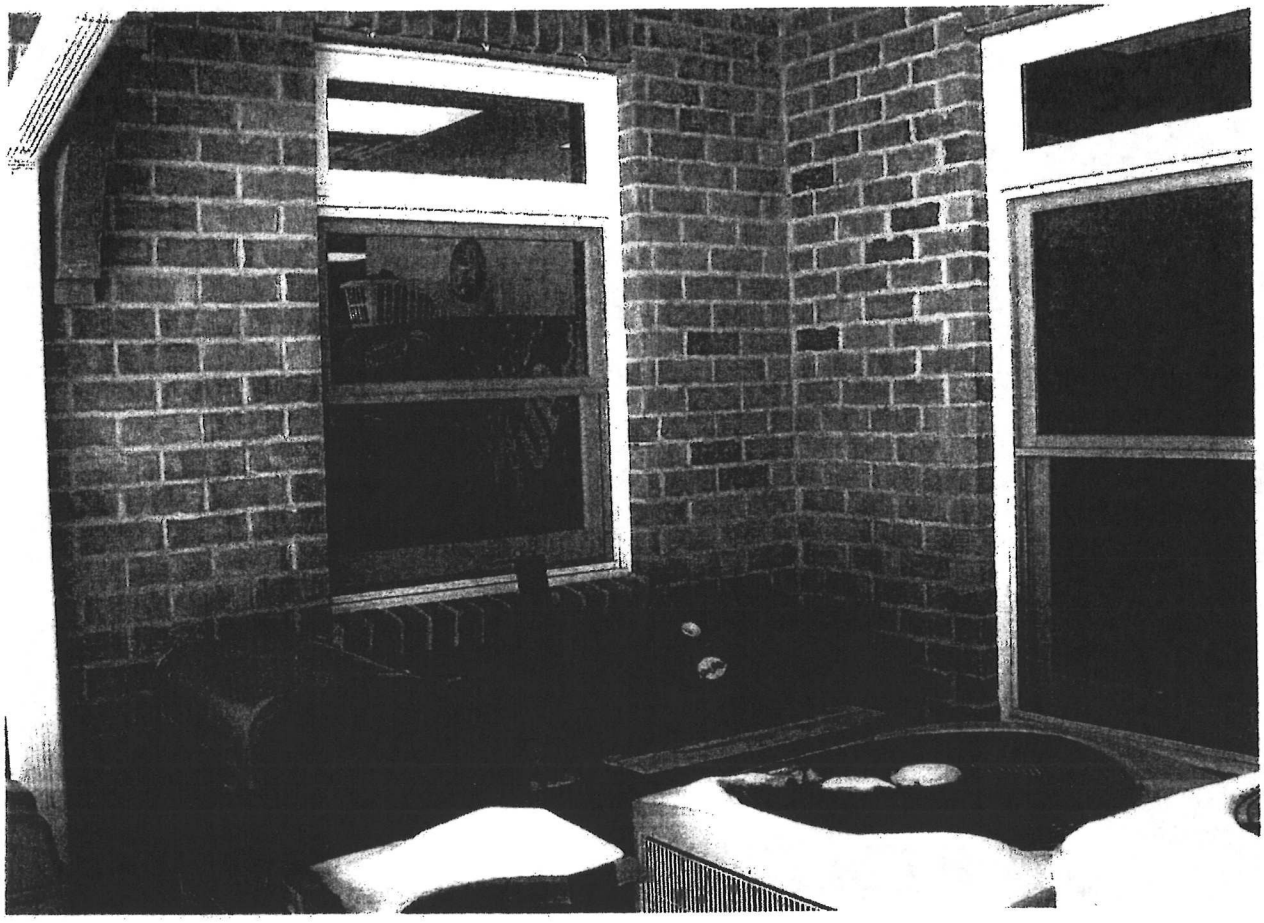
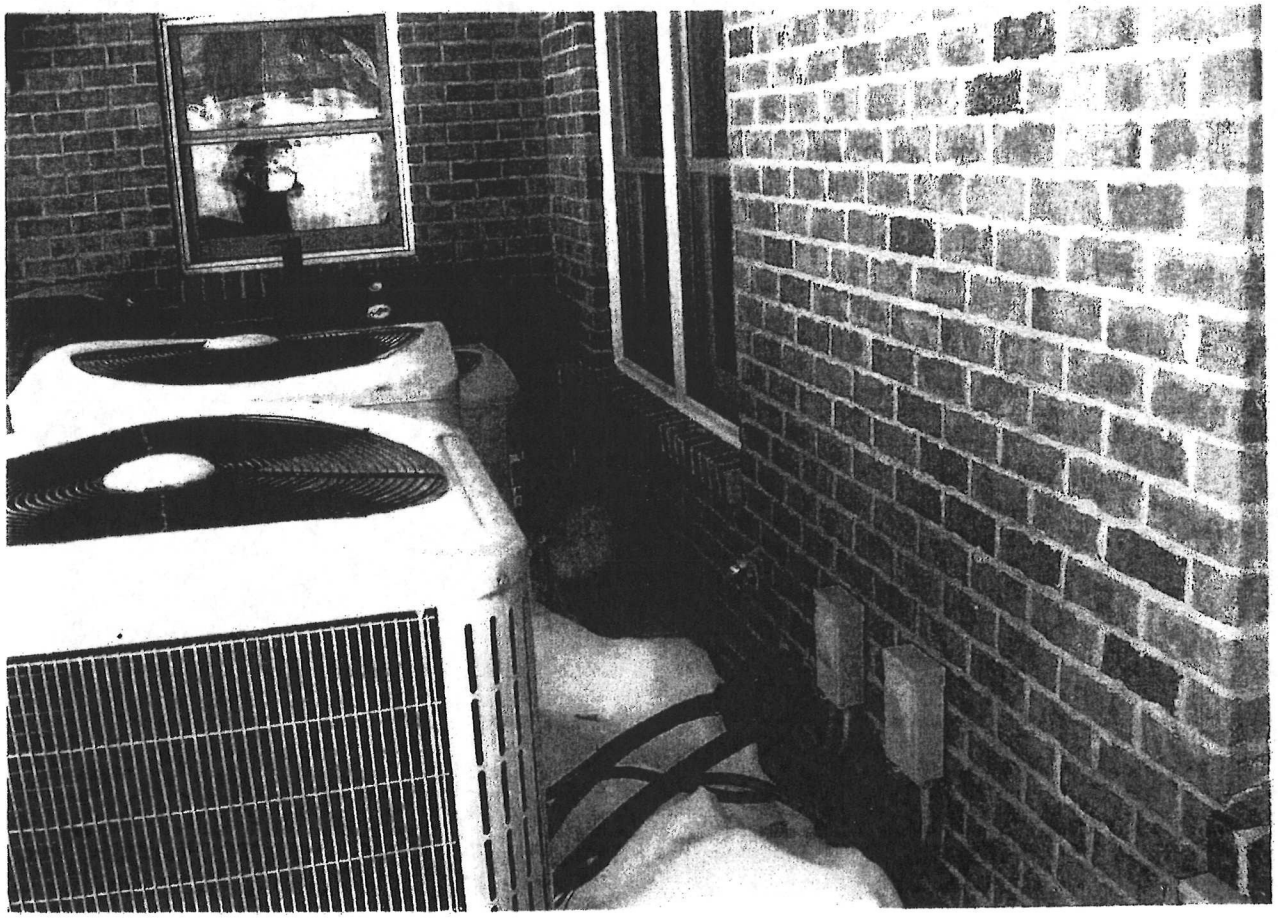


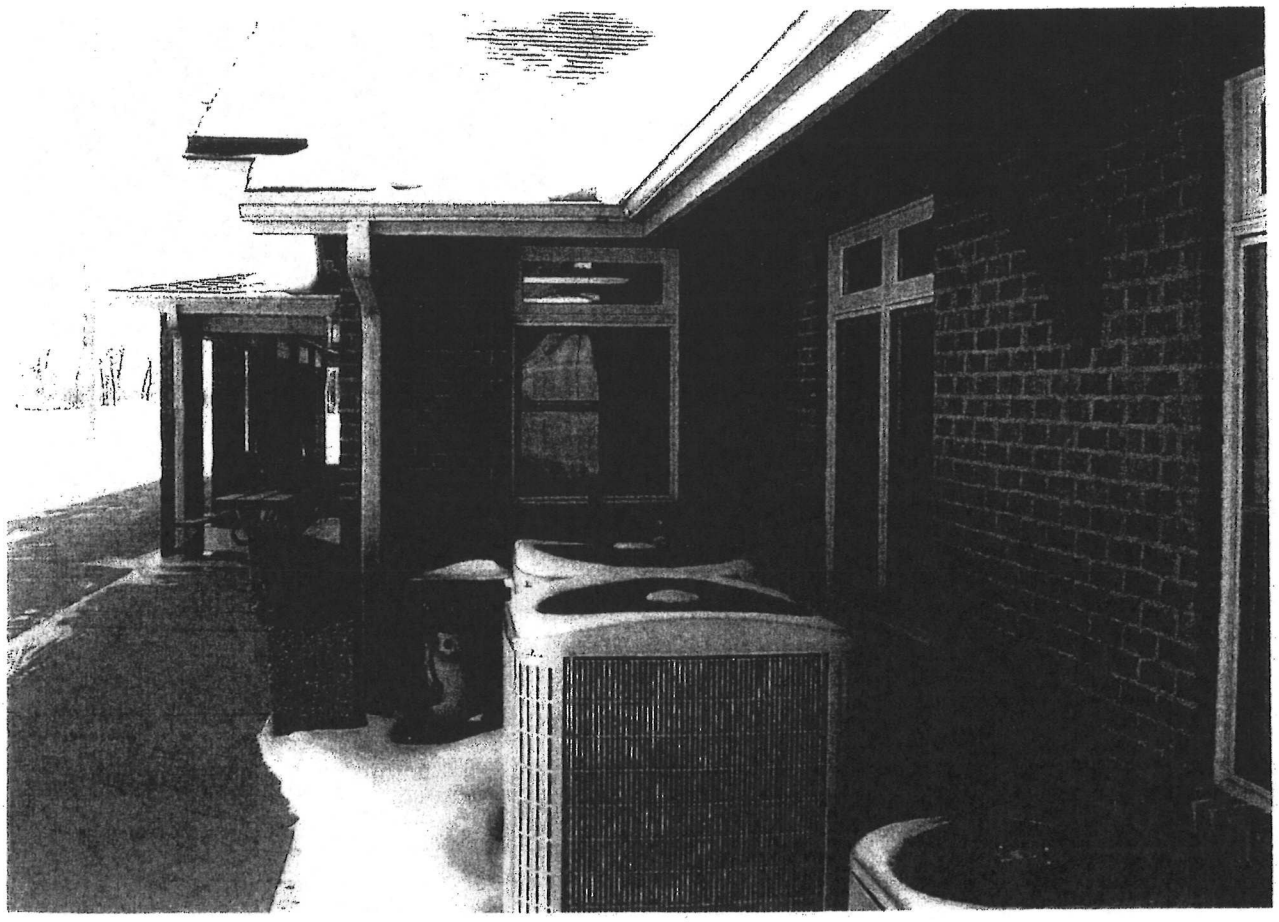
CONSTRUCTION

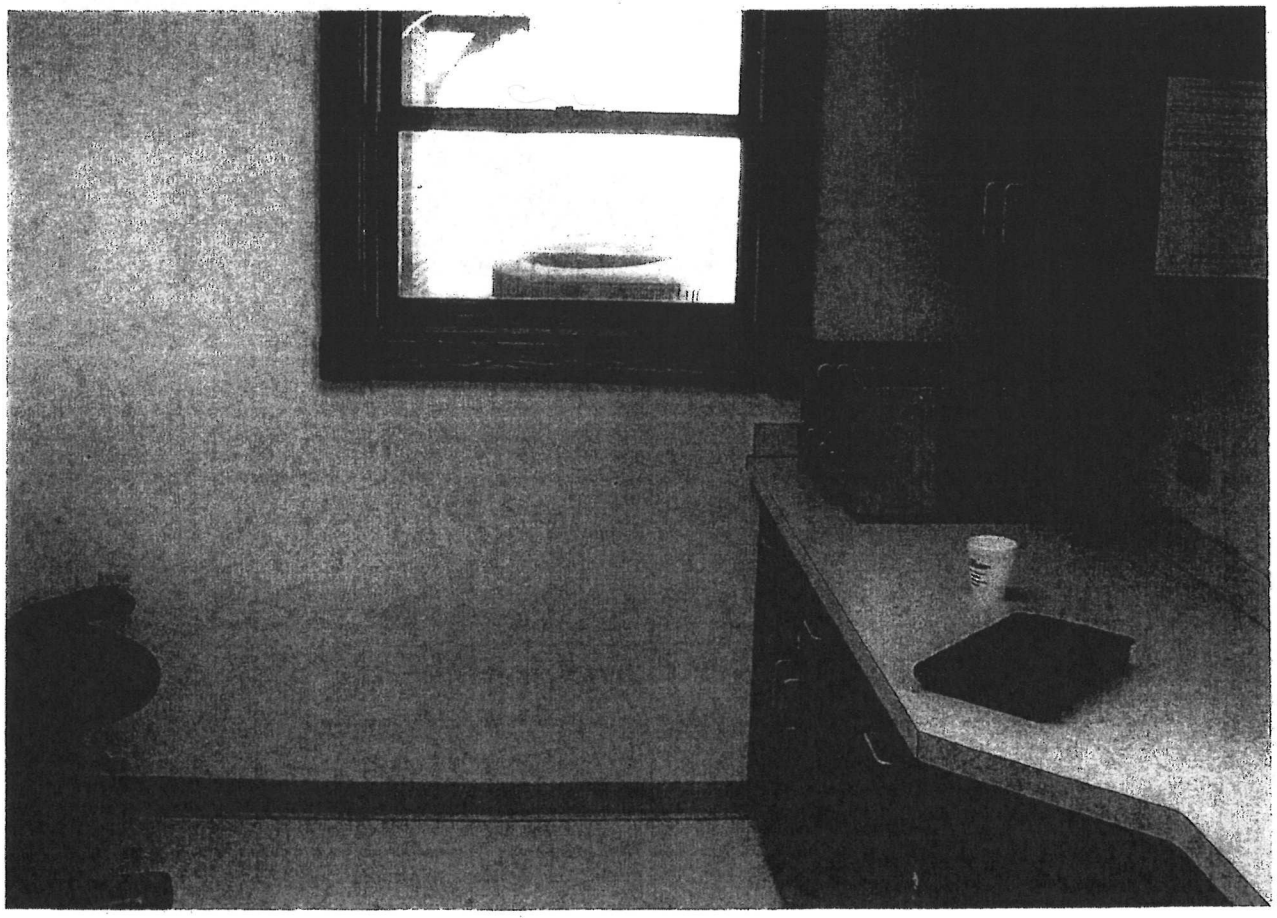












PROPOSAL

Findorff
Special Projects Group

Lee T.
Village of Johnson Creek
125 Depot St
Johnson Creek, WI 53038

PROPOSAL DATE
3/11/2015

Description: Create an opening to install a new door

Description			Subtotal
General Conditions		$	-
Supervision, Mobilization & Material Handling			
Building Permit - Not included			
Dumpster -NOT included			
Final Cleaning - included			
Demolition / Site Work		$	3,096
Remove Window			
Create Opening for New Door (3'0 x 7'0) - includes removing drywall, cut opening in masonry. Salvage as much brick as possible for re-use for infilling window opening.			
Carpentry, Drywall,Concrete, Doors & Windows		$	7,353
Re-frame opening (install new lentil for door opeining)			
Install new metal door with metal frame			
Install new masonry above door and infill window area			
Install drywall to infill where window was removed			
Finishes		$	1,512
Painting - paint / tape wall, door and frame			
Flooring - none			
Ceilings - none			
Fire Protection, Plumbing, Mechanical, & Electrical			
Fire Protection modifications	None	$	-
Plumbing modifications	None	$	-
HVAC modifications - remove a/c unit and relocate		$	1,512
Electrical modifications - disconnect a /c unit and relocate		$	1,512
Phone & Data modifications	None	$	-

J.H. Findorff Son Inc, 300 S. Bedford St, Madison WI 53703
Phone: 608.257.5321 Fax: 608.257.5306 www.findorff.com

PROPOSAL

Findorff *Special Projects Group*

Lee T.
Village of Johnson Creek
125 Depot St
Johnson Creek, WI 53038

PROPOSAL DATE
3/11/2015

Description: Create an opening to install a new door

Description			Subtotal
Subtotal		**$**	**14,985**
Contractors Estimating Contingency	0%	$	-
Proposal Total		**$**	**14,985**

If you have questions regarding this proposal please contact
Chad Eschler - office 608-441-1680 or cell 608-333-6348

Terms & Conditions:

1. In the event that the actual scope of work varies from the above, the changes will be performed and billed on a time & material basis with normal mark up for overhead & profit.

2. All work included in this proposal is to occur during normal work hours M-F 7am-3:30pm. Work conducted outside normal work hours including overtime will be billed at 1.5 times the standard rate.

3. Payment due net 10 days from date of invoice. A 1 1/2% per month (18% annually) interest charge will be assessed on all past due account balances.

4. This proposal is valid for 30 days.

5. Owner is responsible for coordination and supervision of Owner supplied items, materials and subcontractors contracted directly with Owner. Findorff will not be responsible for impacts, schedule delays or added costs resulting from, these materials, subcontractors or suppliers.

Acceptance:

Village of Johnson Creek

Lee T. Date

Score Board Quotes

All American score board

Model #8321 $4942.00 Wireless controller $600.00 Remote controller $460.00 **Total $6002.00**

Model # 8321DL $5990.00, Wireless controller $600.00, Remote controller $460.00 **Total $7050.00**

*Model # 8325LSL $8800.00, Wireless controller $600.00, Remote controller $460.00 **Total $9860.00**

Freight If they install freight is free, if not **$179.00**

Installation: $2250.00 if I-beams are spaced correctly, $4250.00 if I-beams need to be added

OES Score board

Model # 7210 Hand held Wireless Remote **Total $9580.00**

*Model # 7640C Pro Microprocessor Wireless Remote **Total $10,590.00**

Model # 7620 Handheld Remote Wireless controller **Total $4550.00**

Freight $900.00 --$1100.00

Installation $1421.04

Minnesota.Wisconsin Playground

*Model # MSBBS9 Wireless Remote Control **Total $ 10,324.97**

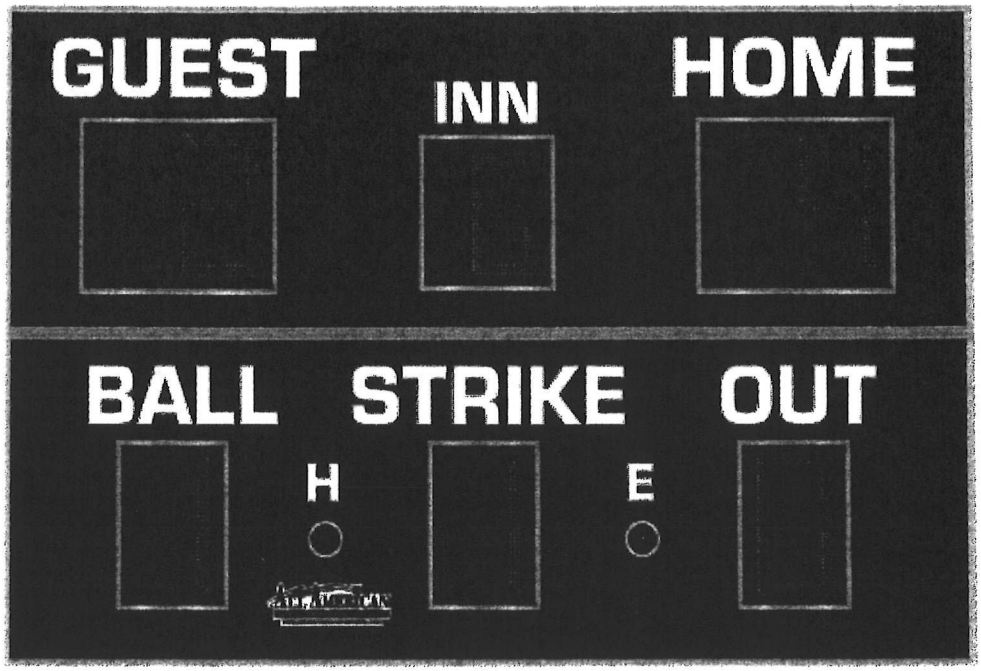
Model # MSBBS1 $4099.99, Wireless Remote $899.99 ,Handi Score $799.99 **Total $ 5799.97**

Freight

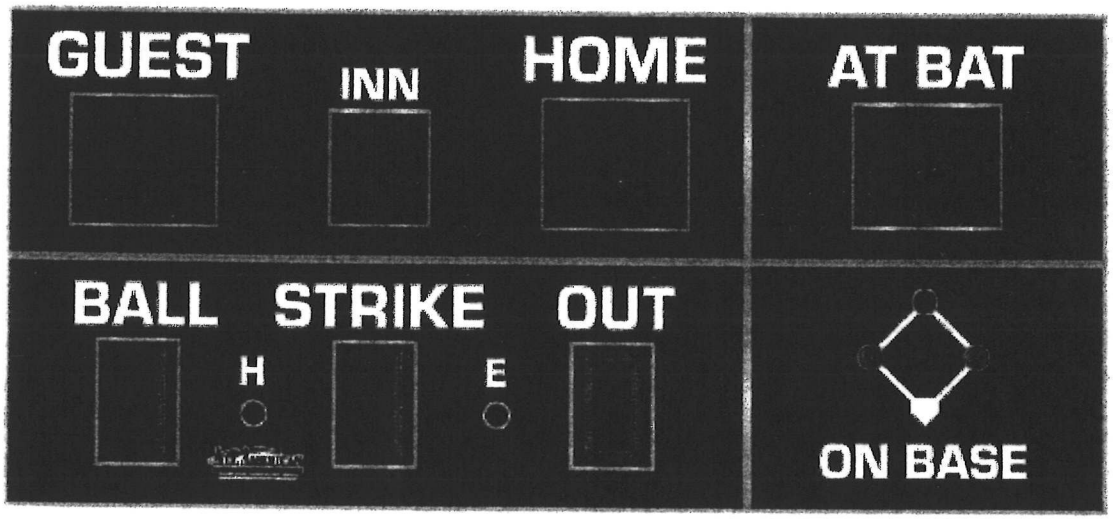
Installation

- Marks the preferred ones.

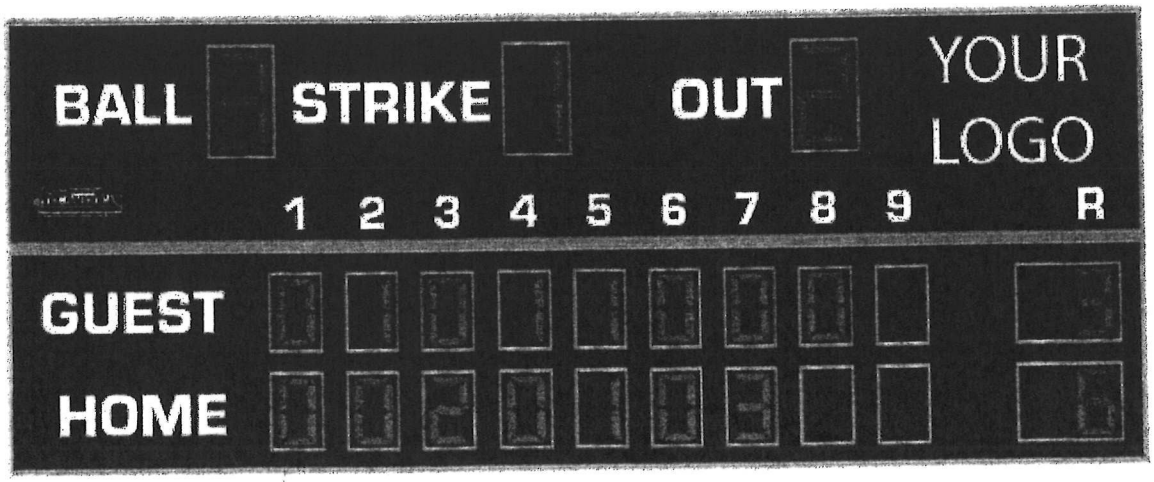
ALL AMERICAN SCOREBOARD



8321

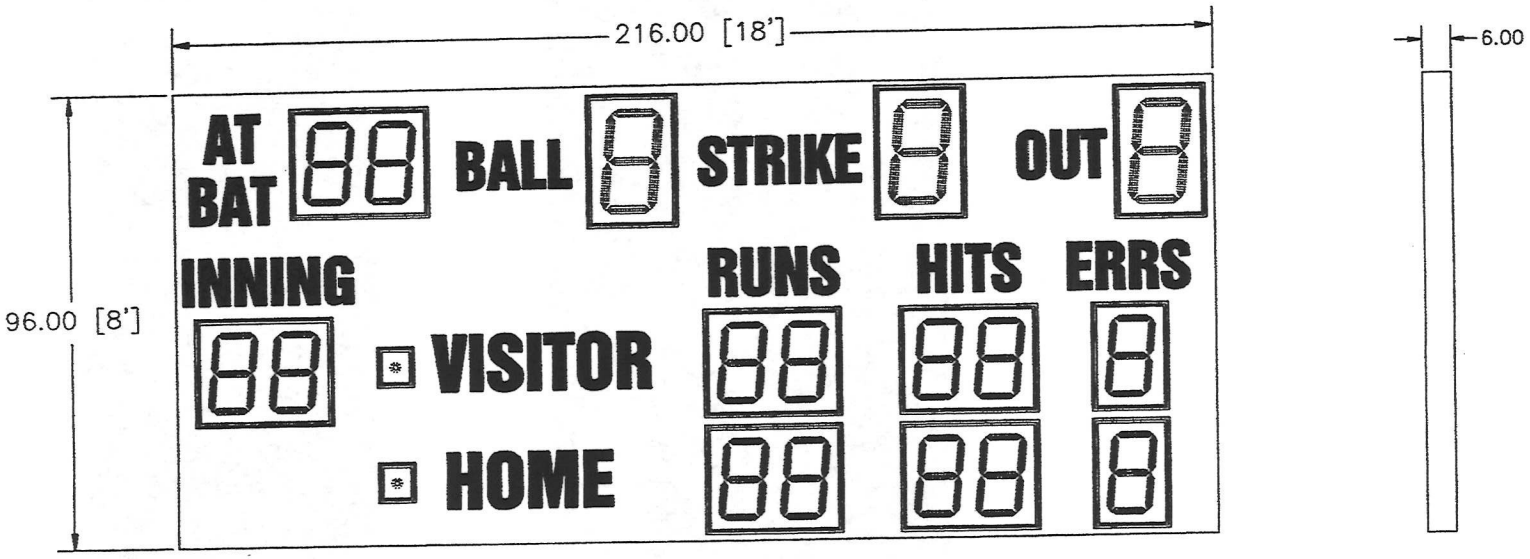


8321 DL



8325 LSL

REVISION	DESCRIPTION	AUTH.	DATE	APVD
B	INITIAL DESIGN			



SCOREBOARD SPECIFICATIONS:

OVERALL SIZE:
216.00(W) x 96.00(H) x 6.00(DP)

LED SPECIFICATION:
22" RED LED DIGITS (BALL, STRIKE, OUT)
17" RED LED DIGITS (INNING, RUNS, HITS, ERRS)

12" WHITE VINYL LETTERING (HOME, VISITOR)
10" WHITE VINYL LETTERING (AT BAT, BALL, STRIKE, OUT, INNING, RUNS, HITS, ERRS)

APPROVED BY:
CHECKED BY:

NOTICE TO PERSON REFERRING THIS DRAWING AND TECHNICAL INFORMATION:

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TOLERANCE INFORMATION
Dimensions are in Inches
Fractional ±1/16"
Two Place Decimals ±0.02"
Three Place Decimals ±0.005"
Four Place Decimals ±0.0005"
Angular ±30'

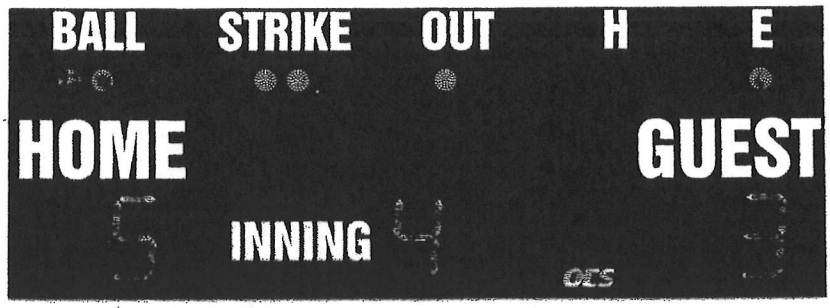
THIRD ANGLE PROJECTIONS

OES Inc.
4056 Blackie Road,
London, ON, N6L 1P7
Tel: (519) 652-5833
Fax: (519) 652-3795
Email: oes@oes-inc.com

DESCRIPTION
OES ELECTRONIC SCOREBOARD
7210 SCOREBOARD – BASEBALL

SIZE	FILENAME	INIT DRAWING DATE	REV
B	7210-INFO-001	07/19/05	A
	USAGE USE FOR REVIEW		

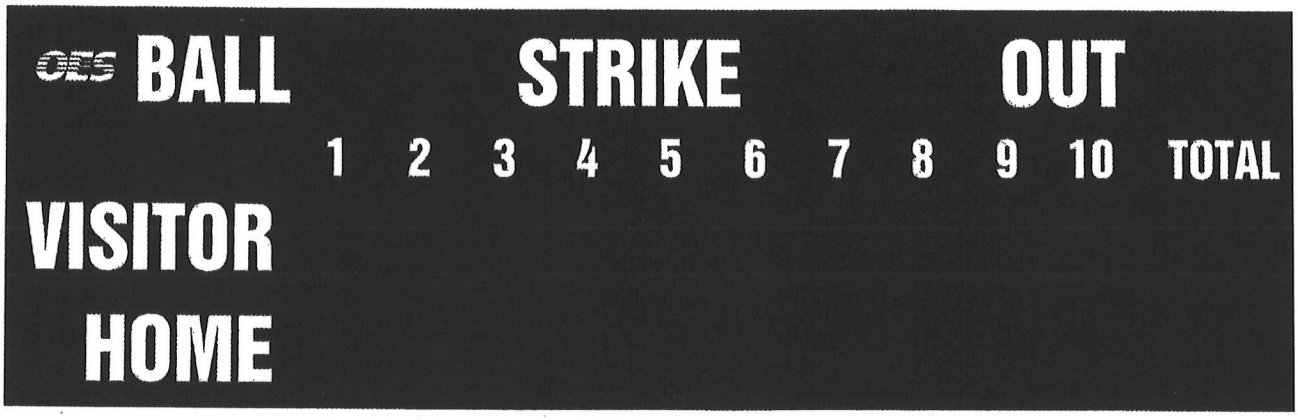
SCALE NTS | DRAWN BY TRC | PAGE 1 OF



7620

LED DIGITS
17" - SCORE & INNING
4" - BALL, STRIKE, OUT, HIT & ERRO.

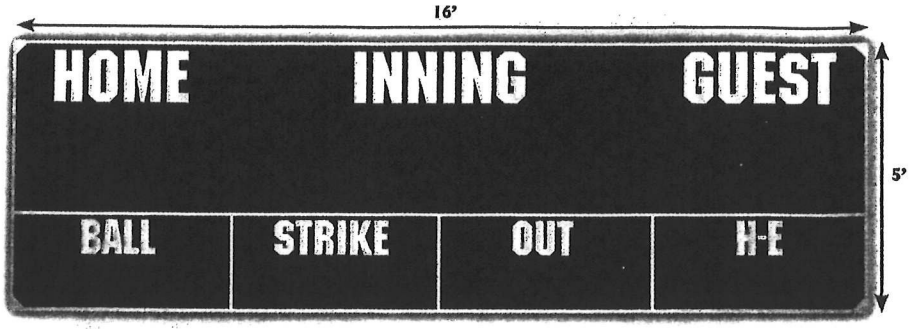
DIMENSIONS
& APPROX. WEIGHT
14'(w) x 5'(h) x 6"(d)
250 lbs



7640

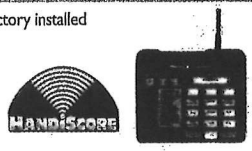
LED DIGITS
14" - SCORE & INNING, BALL, STRIKE & OUT

DIMENSIONS
& APPROX. WEIGHT
20'(w) x 6'(h) x 6"(d)
500 lbs



OPTIONS		
MSBREM2	Wireless Remote Control*	$899
1376993	Handi-Score	$799
MSBCBL	Control Cable	$0.[illegible]
MSBBSPN4	Sponsor Panel (21" x 16')	$749
MSBBS1L	Custom Logo Left/Right of Inning	$599

*Must be factory installed



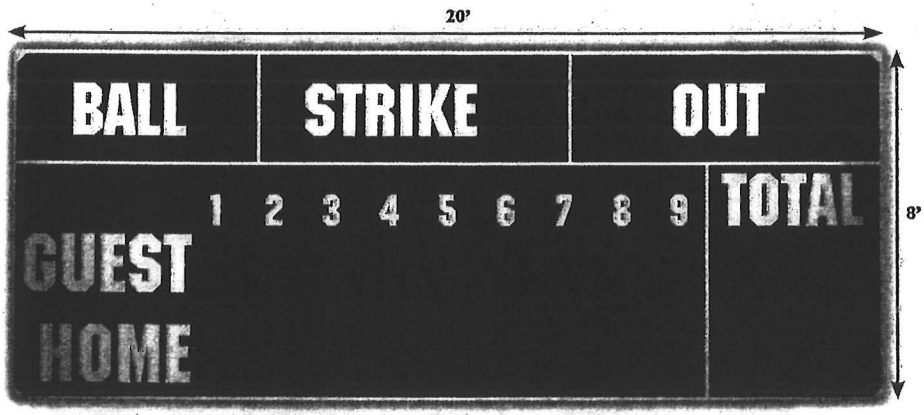
16' X 5' Baseball Scoreboard

- 20" super-bright, 100,000 hour rated LED numerals with digit protective shields (750' viewing distance)
- Galvanized steel cabinet with powder-coated finish
- Scores & innings up to 99
- Weight: 650 lbs.

5 Year Limited Warranty

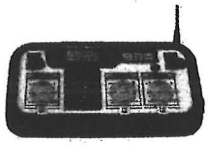
MSBBS1	As Shown	$4,099.22 EA ★ S&H

Color options: Black, Green, Ma[illegible], Navy, Purple, Red, R[illegible]



OPTIONS		
MSBREM1	Wireless Remote Control*	$1,199.22 EA ★
MSBCBL	Control Cable	$0.83 FT ★
MSBPP4	Battery for Wireless Remote	$124.22 EA ★
MSBSPN5	Sponsor Panel (20' X 31")	$1,099.22 EA ★

*Must be factory installed



20' X 8' Baseball Scoreboard

- 15" super-bright, 100,000 hour rated LED numerals with digit protective shields (750' viewing distance)
- Galvanized steel cabinet with powder-coated finish
- Displays home and guest scores by inning up to 9 innings
- 10-inning scoreboard is also available
- Weight: 1250 lbs.

5 Year Limited Warranty

MSBBS9	9-Inning (As Shown)	$8,999.22 EA ★ S&H
MSBBS3	10-Inning	$12,999.22 EA ★ S&H

Color options: Black, Green, Maroon, Navy, Purple, Red, Royal

Crack filling quotes

Fahrner Asphalt Sealers LLC.	*Poblocki Paving Corp.*	*Crack Filling Service*	*AAA Asphalt*
Doctors Ct. $2032.00	$1906.00	$2000.00	
Remmel Dr. $1397.00	$1585.00	$1200.00	
Resort Dr. $4369.00	$5488.00	$8000.00	
Paradise Ln. $2090.00	$1540.00	$4000.00	
Total **$9888.00**	$10,519.00	$15,200.00	

Seal coating with boiler slag (these are the only 2 companies that do this)

Fahrner Asphalt Sealers	*Scott Construction*
Doctors Ct. $4460.00	$4203.00
Remmel Dr. $8856.00	$8280.00
Resort Dr. $21,775.00	$20,580.00
Paradise Ln. $5874.00	$5669.00
Total $ 40,965.00	**$38,732.00**

Seal Coating with Fractured Peastone

	Scott Construction
Doctors Ct.	$4615.00
Remmel Dr.	$9092.00
Resort Dr.	$22,598.00
Paradise Ln.	$6225.00
Total	$43,530.00

Parking lots

	Scott Construction	Fahrner
Library	$2800.00	$3900.00
Municipal	$3800.00	$2465.00
Fire Station	$5600.00	$2192.00
Total	**$12200.00**	**$8557.00**

SPONSOR A DUGOUT

"Help make a Difference"!

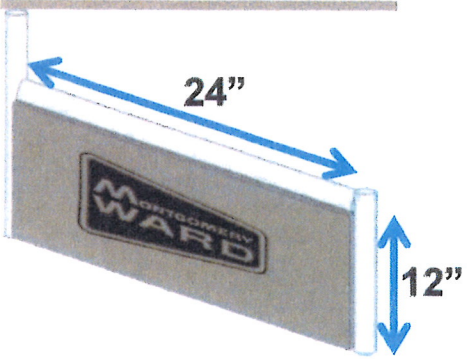
Centennial Park in Johnson Creek is looking for dugout improvements. Centennial Park is the most visible park in Johnson Creek. Located on I-94, Centennial Park hosts several annual baseball tournaments making it one of the busiest parks in Jefferson County. ...but it needs our help.

My personal goal, with cooperation of Thundercat Baseball & Softball of Wisconsin is to raise funds to build four dugouts at Centennial Park in the Village of Johnson Creek, WI by summer of 2014.

The benefit will be to all who play baseball or softball in our community.

The sponsor amount will cover; parts, materials and construction.

For doing this your logo will be placed in a ***granite marker*** built into the dugout to remain for the foreseeable future.



Stand out for Johnson Creek

Be part of something good

MAKE A DIFFERENCE!

SHOW YOUR SUPPORT FOR JOHNSON CREEK!

Centennial Park – Johnson Creek, WI (along I-94)

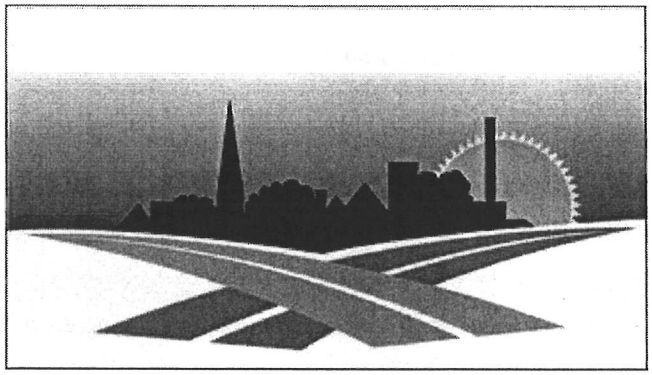
During the summer of 2013 the two ball fields alone, had

- **500+ games played**
- **48,000 visitors**

For more information or questions
please contact **Greg Schopp**, Project Manager at 920-342-9001
Kyle Hans, President (kylehans@thundercatbaseball.org)
Joe Freson, Vice President & Treasurer (joefreson@thundercatbaseball.org)

Village of Johnson Creek

Crossroads With A Future



RESOLUTION 74-14

DONATION
CENTENNIAL PARK – BASEBALL DUGOUTS
THUNDERCAT BASEBALL

Village Board 8-25-14 *approve 6-0-1*

Requested by: Thundercat Baseball

Introduced by: Village Trustee Tim Semo

STATE OF WISCONSIN VILLAGE OF JOHNSON CREEK JEFFERSON COUNTY

RESOLUTION 74-14

DONATION
CENTENNIAL PARK – BASEBALL DUGOUTS
THUNDERCAT BASEBALL

THE VILLAGE BOARD OF THE VILLAGE OF JOHNSON CREEK, JEFFERSON COUNTY, WISCONSIN, DOES RESOLVE AS FOLLOWS:

WHEREAS, Thundercat Baseball received donations from the following sponsors to provide improved dugouts at the Centennial Park baseball fields with granite monuments naming each sponsor as follows:

Kwik Trip	$2,000
Culvers	$2,000
Premier Bank	$2,000
Garibaldi's	In-kind contribution of the Granite Markers, and

WHEREAS, Thundercat Baseball would like to donate the sponsor collected funds to the Village for construction and completion in accordance with state bidding requirements and the Village Internal Control Policy by the Department of Public Works (DPW), and

NOW THEREFORE BE IT RESOLVED, that the Village Board approves the donation of $6,000 for the placement by Village DPW of dugouts to include a concrete pad with chain link fence and a tarp sunscreen at the dugout of each baseball field with granite naming markers for each sponsor to include:

Kwik Trip
Culvers
Premier Bank
Garibaldis, and

BE IT FURTHER RESOLVED, that the Village Administrator and the Village Clerk/Treasurer have the authority to effectuate this resolution.

PASSED AND ADOPTED by the Village Board of Trustees this 25th day of August 2014.

Attest: _____
Greg Schopp, Village President

_____
Joan Dykstra, Clerk-Treasurer

VOTE

RESOLUTION 74-14

DONATION
CENTENNIAL PARK – BASEBALL DUGOUTS
THUNDERCAT BASEBALL

Village Board 8-25-14 *approve 6-0-1*

Requested by: Thundercat Baseball

Introduced by: Village Trust Tim Semo

Village Board 8-25-14
Motion: Semo/Wollschlager approve

Vote	Yes	No	Abstain	Absent
Bieri, Randy	X			
Ellefson, Kyle	X			
Schopp, Greg			X	
Semo, Tim	X			
Swisher, John	X			
Wollin, Steve	X			
Wollschlager, Kelly	X			
Total	**6**		**1**	

Mark Johnsrud

From: Mark Johnsrud <markj@johnsoncreekwi.org>
Sent: Thursday, May 07, 2015 2:37 PM
To: 'Lee Trumpf'
Subject: Centennial Park Dugouts

Lee,

I will let the Village Board know.

Thanks.

Mark Johnsrud
Administrator
Village of Johnson Creek – *"Crossroads with a Future"*
125 Depot Street
Johnson Creek, WI 53038-0238
Office: 920-699-2296
http://www.johnsoncreekwi.org

From: Lee Trumpf [mailto:leet@johnsoncreekwi.org]
Sent: Wednesday, April 29, 2015 8:10 AM
To: Mark Johnsrud
Subject: South St.

Mark:

The fence at Centennial Park for the dug outs will end up costing the Village $5459.00, so that blows a big hole in the $6000.00. We need $4000.00 to get the concrete work done on the dug outs. I don't have any extra money in the Parks budget. I want to get this done.

Mark Johnsrud

From: Lee Trumpf <leet@johnsoncreekwi.org>
Sent: Wednesday, May 06, 2015 12:47 PM
To: Mark Johnsrud
Subject: Fwd: Concrete at fire department

Jacob Wegner <jacobwegner.ent.llc@gmail.com> , 5/6/2015 11:21 AM:

We will provide labor and material for the following
32'x7'x6" approach
14'×20'×5" parking spot
2 Ballard's
84'×30"×7" curb
$4,480.00
Please call with any questions thank you, Jacob. (920)253-8671

OLIVER
CONSTRUCTION CO.

May 7, 2015

Mr. Mark Johnsrud
Village Administrator
Village of Johnson Creek
120 S. Watertown St.
Johnson Creek, WI 53038

Re: Fire Station: Add Concrete Sidewalk Infill and Concrete Pad for Fire Chief SUV

Dear Mr. Johnsrud,

Oliver Construction Co. is pleased to present you with a quotation to install additional 7'-0" x 32'-0" x 5" sidewalk infill and 12'-0" x 20'-0" x 5" concrete pad at the new fire station. The following work is included in our scope of work:

CONCRETE SIDEWALK & PAD

- Furnish and install ¾" granular stone and compact at sidewalk infill between existing gutter and new sidewalk
- Furnish and install isolation felt at existing gutter prior to concrete pour
- Furnish and install wire mesh prior to sidewalk concrete pour
- Pour new sidewalk with 4000 PSI mix and apply broom finish
- Tool control joints in new concrete to match existing
- Form new concrete pad
- Form new concrete stub wall at corner of new building to hold gravel due to grade changes
- Furnish and install ¾" road gravel and compact in new concrete pad area
- Furnish and install wire mesh prior to concrete pour
- Pour new concrete pad with 4000PSI mix and apply broom finish
- Tool in control joints to match existing concrete
- Furnish and install two (2) concrete bollards: one (1) at the gas meter and one (1) at electrical meter
- Strip forms and clean up upon completion

EXCAVATION & GRADING

- Remove topsoil at proposed concrete pad and re-spread along new concrete pad upon completion
- Furnish and install 3" – 8" rip–rap ahead of new concrete pad in an area ahead of new concrete pad; 12'-0" x 35'-0" rip-rap to be tapered down from exposed foam insulation.
- Furnish and install ¾" gravel between new concrete pad and building; gravel to be included at electric and gas meters as well.

CLARIFICATIONS

- All work to be performed Monday through Friday, 7:00 AM to 3:30 PM.
- Restroom to be made available to workers
- We have not included any overtime or premium time in our proposal
- Upon completion of the project, all construction debris will be removed and area broom cleaned.
- We have not included permits in our proposal as we plan on working under permit for the Fire Station

OLIVER CONSTRUCTION CO. • 1770 EXECUTIVE DRIVE • OCONOMOWOC, WI 53066
PHONE 262.567.6677 FAX 262.567.4676 oliverconstruction.com

BASE COST
We agree to furnish the necessary labor, materials, tools, equipment, services and insurance as required to complete the work described for the sum of Ten Thousand Nine Hundred Eight Dollars and No Cents ($10,908.00).

If you have any questions or require additional information, please feel free to contact me. Thank you for allowing Oliver Construction Co. the opportunity to provide a quote for this work.

Sincerely,

OLIVER CONSTRUCTION CO.

Scott Nord

Scott Nord
Field Director & Special Projects Coordinator

SN/lb

ACCEPTED

_____

_____
DATE

PAYMENTS
Contractor will make application to the Owner every thirty (30) days for progress payments. Each application will show a breakdown of the work completed or materials purchased to date. Progress payments are to be made within two weeks of receipt of each application for payment. Interest accrues at Wall Street Prime Rate plus 2 points on all balances over 30 days. Until Substantial Completion, retainage from progress payments to the Contractor shall be 10% of each payment until the contract sum reaches 50%, after which remaining partial payments shall be paid in full without reduction of previous retainage.

LIENS
As required by the Wisconsin construction lien law, Oliver Construction Co. (the Builder) hereby notifies Owner that persons or companies performing, furnishing, or procuring labor, services, materials, plans or specifications for the construction on Owner's land or tenant build-out space may have lien rights on Owner's land and buildings if not paid.

Accordingly, Owner may receive notices from those who perform, furnish, or procure labor, services, materials, plans or specifications for the construction, and should give a copy of each notice received to the mortgage lender, if any. Oliver Construction Co. (the Builder) agrees to cooperate with the Owner and the Owner's lender, if any, to see that all potential lien claimants are duly paid.

Fire & Iron Motorcycle Club
Station 17 – S.E. WIS

Village of Johnson Creek
125 Depot Street
PO Box 238
Johnson Creek, WI 53038

Dear Village Board,

Fire and Iron Motorcycle Club has organized a charity ride with the Johnson Creek Fire Department as one of the rest stops. The ride is our 10th annual ride to raise money for the AFS Burn Camp. This camp provides a place for children that have been burned or injured in a fire or chemical event, a place to go for a week and meet other children that have had a similar experience. We are a 501(c)4 organization and are dedicated to raising money for this event every year.

The purpose of this letter is to request a road closure during this event. We would like to have South Watertown Street closed from Milwaukee Street to Shepherd Street, which is directly in front of the fire station. We request this be closed between noon and four o'clock on Saturday, July 11, 2015. We will be coming in 4 groups and expect to have about 75 bikes in each group.

As this is a ride to raise money for the AFS Burn Camp, we respectfully request that you waive the fee for the road closure. To the kids that we are helping, every penny counts and we give 100% of our proceeds to the Burn Camp. Please let me know if you have any questions regarding this request and we will be happy to answer them.

Respectfully Requested,

Warren Huebner, V.P. and Route Organizer
(262) 490-9725

4-1-15
Date

Other board members you can speak with are:

Karl Parrow, President	(414) 659-3465
Tracy Clark, Secretary	(608) 770-0411
Michael Jordan, Treasurer	(920) 390-0987

No._____

Date_____

Village of Johnson Creek

125 Depot Street, P.O. Box 238, Johnson Creek, WI 53038 (920-699-2296)

www.johnsoncreek-wi.us

Street Privilege Permit

Street Privilege Permit requires approval of the Village Board with permit issued by the Village Clerk-Treasurer in accordance with Village Code 210-8.

Traffic Control shall be discussed with the Street Superintendent (699-3752) and agreed upon before the project is started. Two-way automobile traffic and pedestrian traffic shall be reopened to the public and returned to normal within 12 hours from the start of the event.

All areas within the public right-of-way, drainage ways, bicycle paths, walkways or easements are to be cleaned and/or restored to pre-event conditions by the permittee upon the close of the event. If the permittee fails to fully clean and/or restore the area to the satisfaction of the Village Administrator or Street Superintendent, the Street Superintendent will restore the area and the Street Use Permit deposit will be forfeited.

STREET PRIVILEGE PERMIT: Fifty Dollars ($50.00)
STREET PRIVILEGE PERMIT REFUNDABLE DEPOSIT: One hundred dollars ($100.00).

Requested By *(print)* FIRE AND IRON MC

Address _____
Street City State Zip

Purpose of Street Closing FUND RAISER RIDE, PARKING

Location 120 S. WATERTOWN ST.
(attach map)

Date of Event: July 11, 2015 Time of Event: 12:00 am - 4:00 pm

The undersigned expressly agrees to the above conditions and to be responsible for cleaning and/or restoration of the affected area.

Signature of Applicant [signature] Phone # 920-285-8608

- Office Use Only -

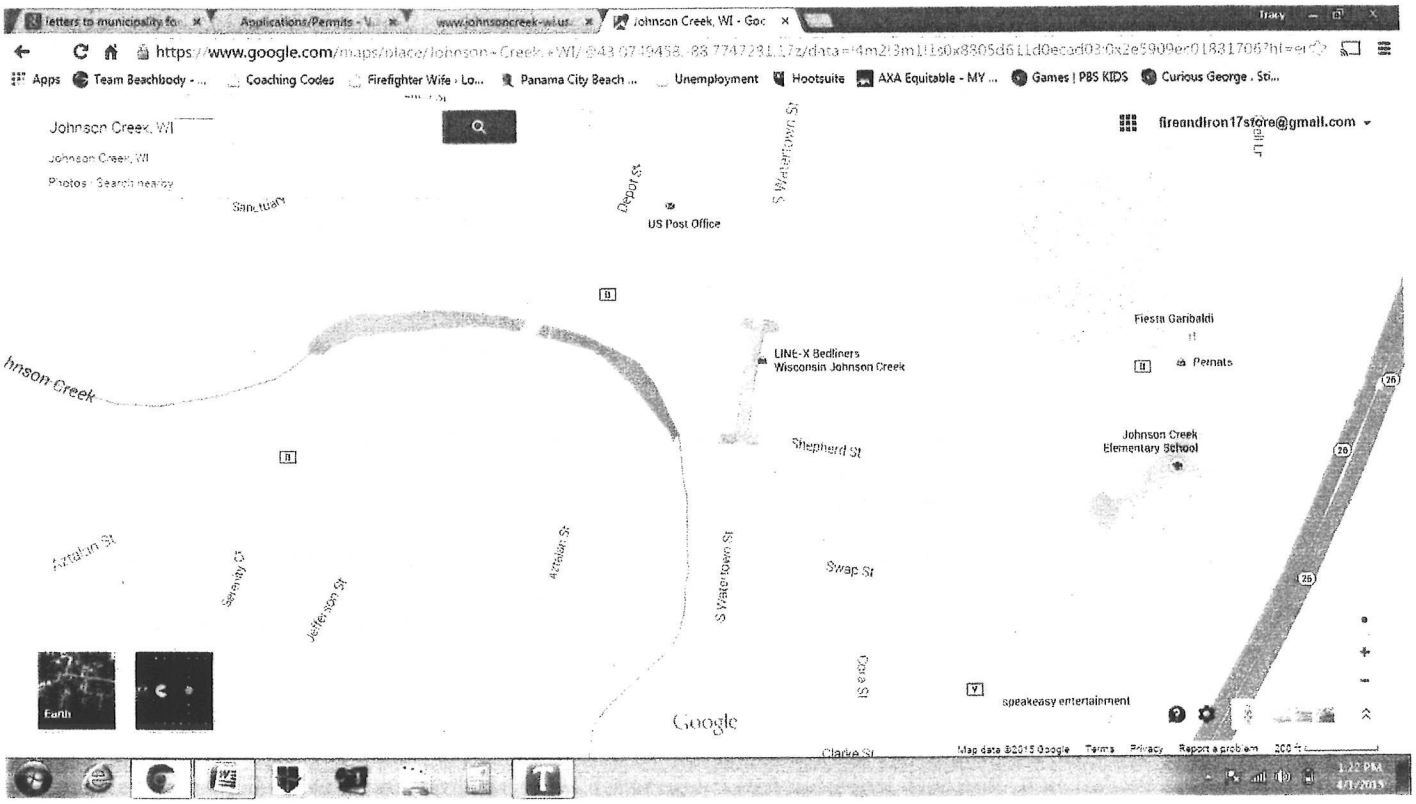
Permit Deposit Received: _____ Date: _____ (Clerk-Treasurer's Office)

Street Closing Permit is granted: [signature] Date: 7/11/2015 (Police Department)

Cleanup/Restoration Acceptable/Unacceptable: _____ Date: _____ (DPW)

Permit Deposit Returned/Forfeited: _____ Date: _____ (Clerk-Treasurer)

S:\MS Word\Applications\Street Privilege Permit.doc


Johnson Creek, WI
Johnson Creek, WI
Photos · Search nearby
Sanctuary
Depot St
US Post Office
S Watertown St
fireandiron17store@gmail.com
Fiesta Garibaldi
LINE-X Bedliners
Wisconsin Johnson Creek
Pernats
Johnson Creek
Shepherd St
Johnson Creek
Elementary School
Aztalan St
Serenity Ct
Jefferson St
Aztalan St
S Watertown St
Swap St
Clarke St
speakeasy entertainment
Earth
Google
Map data ©2015 Google
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Privacy
Report a problem

2015

North Watertown Street

Village of Johnson Creek
Jefferson County, Wisconsin

NORTH WATERTOWN STREET TRAFFIC STUDY

MSA PROFESSIONAL SERVICES
More ideas. Better solutions.

NORTH WATERTOWN STREET TRAFFIC STUDY REPORT
VILLAGE OF JOHNSON CREEK
JEFFERSON COUNTY, WISCONSIN

1.0 Introduction

This report contains the results of a Traffic Study for North Watertown Street in the Village of Johnson Creek, Jefferson County, Wisconsin. At the request of the village, MSA collected traffic data, completed a Trip Distribution Traffic Study, reviewed the existing roadway cross section characteristics, and analyzed two (2) potential road connections between Union Street and North Watertown Street.

The project area includes approximately 0.6 miles of North Watertown Street, beginning at the intersection of Milwaukee Street and N. Watertown Street to the south and ending at the intersection of Hartwig Blvd. and N. Watertown Street to the north. N. Watertown Street is a 2-lane urban collector roadway with parking restrictions on the east side and a high density of driveway access locations. The current posted speed limit along the study area is 25 mph. The network study area includes Union Street, Milwaukee Street, Lincoln Street, and adjacent intersections. The network study area is highlighted in Attachment 1. Along N. Watertown Street, the existing ADT was estimated to be approximately 3,000 vehicles per day (north of Lincoln Street) and 1,700 vehicles per day (south of Lincoln Street). The estimated existing ADT on Lincoln Street is approximately 1,800 vehicles per day. Further discussion of the study area's ADT estimations can be found in Section 4.0 of the report.

The Wisconsin Department of Transportation (WisDOT) Facilities Development Manual (FDM) is a state manual that provides policy, procedural requirements, and guidance for all types of highway improvement projects. The FDM's main purpose is to establish design standards for the state highway system, but is often utilized as the main design guide for both county and local roads. Complete Streets is a state law for projects receiving state or federal funding with the goal of designing safe and comfortable travel for all roadway users. The FDM and Complete Streets design standards will be used throughout the report as recommended best practice.

2.0 Existing Cross Section Review

N. Watertown Street is currently a 2-lane urban roadway. Parking is restricted on the east side of the roadway only. After evaluation, it is assumed that N. Watertown Street was initially designed as a local road. However, since the roadway now provides the village access to Interstate-94, N. Watertown Street currently acts as a collector. The existing posted speed limit is 25 mph.

Figure 2.1 illustrates the existing typical section for N. Watertown Street, including a dimensioned sketch and photo taken on the day of the traffic counts. The dimensions are based off measurements collected during a field investigation. Jefferson County GIS data provided average existing right-of-way width information.

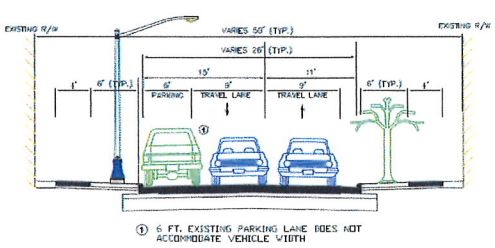


Figure 2.1: Existing typical section for North Watertown Street.

The existing cross section presents many challenges for a safe and efficient travel. Figure 2.1 notes that the existing 6 ft. parking lane does not accommodate an average sized vehicle nor maintains appropriate separation from moving vehicles. According to FDM Chapter 11-20, the desirable parking lane width is 8-10 ft. for a collector. When approaching a parked vehicle, drivers headed southbound must cross over the centerline to avoid the parked vehicle. When two opposing vehicles are approaching a parked vehicle, one driver must decide to yield to provide enough space for the other to continue through. These situations are generally only permitted on low-volume, low-speed residential roadways.

North of Maple Street, N. Watertown Street widens and parking on both sides of the street is prohibited. This northern stretch of N. Watertown Street also has a lower driveway density. These conditions prove to be more ideal for commuter traffic during the peak hours, allowing a safer and more efficient flow of traffic.

Using FDM Chapter 11 design criteria, two cross section alternatives are discussed to improve the safety and efficiency of N. Watertown Street. The first alternative maximizes the use of the existing roadway footprint. The second alternative makes best use of the average existing right-of-way available. Larger versions of the typical sections for existing and proposed cross sections can be referenced in Attachment 2.

2.1 Alternative 1a: Maximize Existing Roadway Footprint

FDM 11-20 Attachment 1.1 shows that a desirable lane width of 11 ft. should be used on an urban collector for a design speed of 30 mph and an ADT less than 4,500. Excluding the existing 2 ft. curb pan on either side of the roadway, the average existing roadway footprint is 22 ft. Therefore, 11 ft. travel lanes fit within the existing 22 ft. roadway footprint. To meet design standards, parking would be prohibited on either side of the street. The cross section for Alternative 1a is seen below in Figure 2.2. The design closely matches the existing cross section north of Maple Street and is a cost effective means of improving the existing corridor's safety and efficiency. FDM 11-20 Attachment 1.1 can be referenced in Attachment 3 of the report.

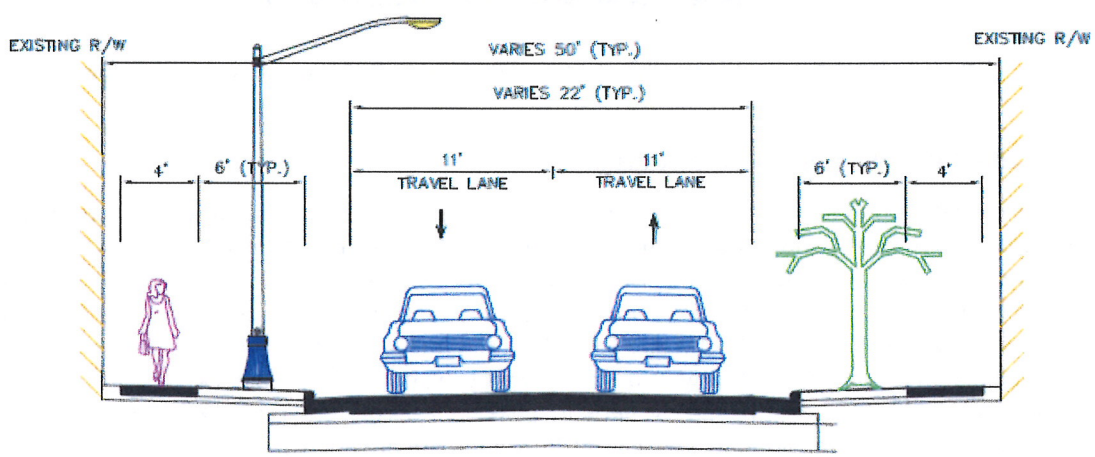


Figure 2.2: Alternative 1a - Proposed typical section within existing roadway footprint on North Watertown Street

2.2 Alternative 2b: Maximize Existing Right-of-Way

According to Jefferson County GIS, the existing right-of-way width for N. Watertown Street is approximately 50 ft. If the village determines that reconstruction of the roadway between Maple Street and Lincoln Street is appropriate, the following recommendations would maximize the existing right-of-way while maintaining the existing parking and providing areas for lights and street trees.

The FDM's Complete Streets criteria (FDM 11-20) for a sidewalk is a minimum width of 5 ft., which would widen the existing sidewalk by 1 ft. To permit parking on the west side, the minimum desirable parking lane width of 8 ft. is proposed. Evaluating the remaining right-of-way, both terraces are decreased from 6 ft. to 4.5 ft., which still provides room for tree plantings and utility structures. Ultimately, 10 ft. lanes can be accommodated in the remaining right-of-way as the minimally acceptable width for a travel lane (FDM 11-20 Attachment 1.1). Figure 2.3 shows the sketch of the Alternative 1b cross section. This alternative maintains the existing parking feature, while improving pedestrian and driving accommodations. Note that neither Alternative 1a nor 1b provide separate accommodations for bicyclists.

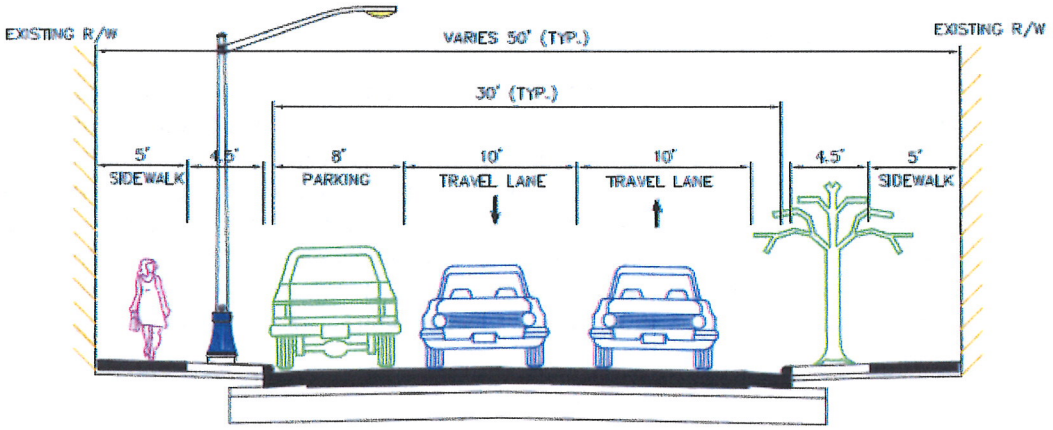


Figure 2.3: Alternative 1b - Proposed typical section within existing right-of-way on North Watertown Street.

3.0 Traffic Data Collection & Field Investigation

Miovision traffic counts were setup at six (6) different intersections in the study area on Tuesday, March 10, 2015. Attachment 1 shows the location of each traffic counter. Five (5) counters collected data between 6:00 AM – 9:00 AM and 3:00 PM – 6:00 PM for a total of six hours. To estimate the study area's ADT, one (1) twelve hour count was conducted at the intersection of N. Watertown Street & Lincoln Street between the hours of 6:00 AM and 6:00 PM. From these counts, MSA was able to evaluate turning movements and the total AM and PM network peak hours. The AM network peak hour occurred between 6:45 AM and 7:45 AM. The PM network peak hour occurred between 4:00 PM and 5:00 PM. The peak hour turning movements at each traffic location are provided in Attachment 4.

During the field visit, eight (8) vehicles were parked along N. Watertown Street during the evening hours. The approximate parking capacity on the west side of the roadway is 46 vehicles.

Traffic data recordings were summarized by vehicle type and did not process pedestrian counts. Copies of the summarized traffic counts are included in Attachment 5.

4.0 Estimating Average Daily Traffic (ADT)

The 12-hour count conducted at N. Watertown Street & Lincoln Street was used to approximate the ADTs north and south of Lincoln Street on N. Watertown Street and the ADT on Lincoln Street. A multi-step process was used to determine estimated ADT values. The 2012 WisDOT Continuous Count data for Site 280001, located on Interstate 94 east of STH 26 within the village limits, was used to estimate the percent of total daily traffic. The continuous counts showed that 73.7% of total daily traffic occurred for both directions on a Tuesday between 6:00 AM and 6:00 PM. Additionally, a common traffic forecasting practice is to assume that approximately 80% of the overall ADT occurs within the peak 12 hours of a day. In an attempt to provide a more conservative estimate of the ADT, the 73.7% will be applied to data that was collected as part of the study. This percentage was projected to the N. Watertown Street traffic data at the intersection of Lincoln Street and N. Watertown Street to estimate the ADT at both locations. The estimated N. Watertown Street ADT north of Lincoln Street is approximately 3,000 vehicles per day and ADT south of Lincoln Street is approximately 1,700 vehicles per day. The ADT on Lincoln Street is approximately 1,800 vehicles per day.

The WisDOT Annual Hourly Day of Week Percentages for Site 280001 are included in Attachment 6.

5.0 Trip Distribution & Existing Traffic Patterns

The balancing process for the network's raw traffic counts was manually completed to analyze the trip distribution for AM and PM peak hours. The adjusted peak hour volumes were used to generate origin-destination (OD) paths for the network. The adjusted AM peak hour volumes provided eight (8) origin-destination (OD) paths leading northbound (leaving the village) towards Interstate 94. The PM peak hour traffic patterns provided the same eight (8) OD paths heading southbound (returning to the village) from N. Watertown Street.

According to the balanced traffic data, a majority of AM and PM peak hour drivers utilize N. Watertown Street north of Lincoln Street during their commutes. Between Lincoln Street and Maple Street, N. Watertown Street is an exceptionally narrow roadway, forcing it to become an inefficient connecting road for the users.

The adjusted volumes are portrayed and discussed in this Traffic Study as trip distribution percentages based on the total adjusted AM or PM volumes primarily using N. Watertown Street. Figure 5.1 displays the routes used to analyze AM and PM traffic flow patterns. Table 5.1 provides the adjusted traffic volumes and respective trip distribution percentages for each route. A more comprehensive copy of each AM and PM peak hour flow map can be referenced in Attachment 7.

Ultimately, AM peak hours yielded a total of 155 total vehicles leaving the village northbound on N. Watertown Street from eight (8) separate nodes. The PM peak hours yielded a total of 151 vehicles originating north of Hartwig Blvd. and traveling southbound into the village via N. Watertown Street.

The Pink, Yellow, Blue, and Red routes (routes not utilizing Lincoln Street) for AM peak hours make up 36% of the total volume. The same four routes in the PM make up 53% of the total volume. The remaining four (4) routes (routes utilizing Lincoln Street) consist of the Light Blue, Orange, Purple, and Green paths. For the AM and PM peak hours, the Light Blue route makes up 27% and 22% of the total volumes. These volumes travel along Union Street, north of Parkview Drive, and utilize Lincoln Street to access either Union Street or Watertown Street. The patterns for the Orange, Green, and Purple paths

required additional assumptions. It was calculated that these paths account for approximately 37% and 25% of the AM and PM total volumes.

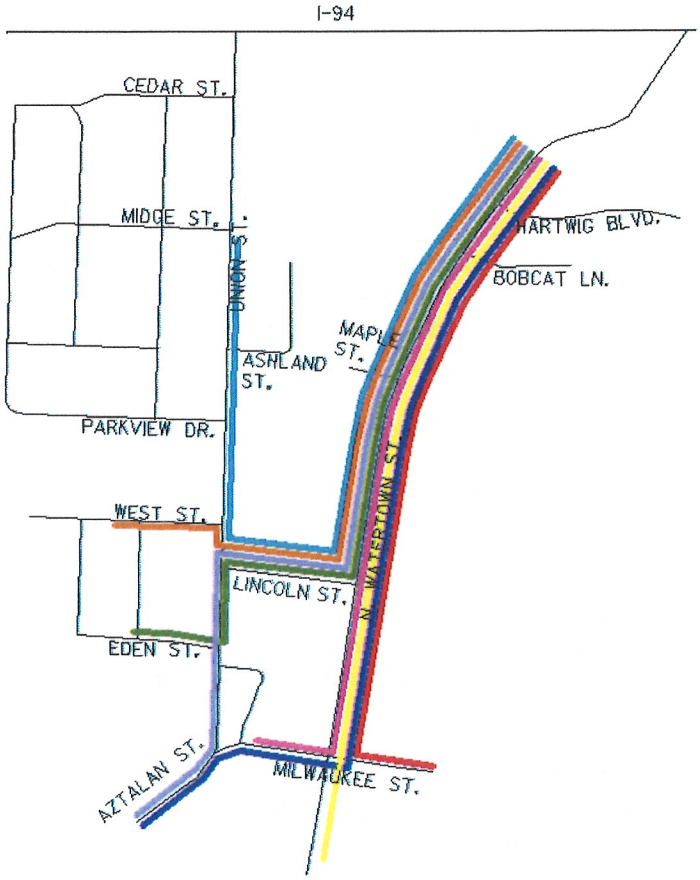


Figure 5.1: Flow routes analyzed for AM and PM peak hour traffic patterns.

Table 5.1: Detailed summary of the adjusted traffic volumes and trip distribution percentages for peak hours.

		AM Peak Hour		**PM Peak Hour**	
		(NB away from village)		*(SB into the village)*	
Route	**Color**	Volume	Trip Distribution Percentage	Volume	Trip Distribution Percentage
Union St. (north) via Lincoln St.	Light Blue	41	27%	34	22%
West St. via Lincoln St.	Orange	23	15%	9	6%
Aztalan St. via Lincoln St.	Purple	25	16%	18	12%
Eden St. via Lincoln St.	Green	9	6%	10	7%
Milwaukee St. (west)	Pink	9	6%	8	5%
Watertown St. (south)	Yellow	13	8%	17	11%
Aztalan St. via Milwaukee St.	Blue	13	8%	24	16%
Milwaukee St (east)	Red	22	14%	31	21%
	Totals	155	100%	151	100%

6.0 Road Connection Alternatives

Two (2) potential road connections providing access between Union Street and N. Watertown Street were reviewed as a part of this traffic study. The posted speed limit is 25 mph for both alternatives. Alternative 2 joins Ashland Street to Maple Street. Alternative 3 continues Hartwig Blvd. to the west connecting Union Street with N. Watertown Street through the north side of Fireman's Park. The plan view schematic of the two alternatives can be viewed in Attachment 8.

The typical cross section for both alternatives is shown in Figure 6.1 and can also be referenced in Attachment 9. The 2-lane local urban roadway consists of a 34 foot roadway width (face of curb to face of curb). This width satisfies the criteria necessary to incorporate 4 ft. bike lanes in both directions and desirable 11 foot travel lanes (FDM 11-20 Attachment 1.1). Cross section characteristics also include 5 foot sidewalks on each side and 5 foot terraces, providing adequate clearance and space for future plantings.

The purpose of a connecting road between Union Street and N. Watertown Street is to provide an alternative route diverting traffic away from the residential and narrow corridor of N. Watertown Street, while improving the safety and functionality of the roadway. For each alternative, the advantages and challenges are discussed, including the general impacts each alternative will have on traffic volumes and surrounding land use.

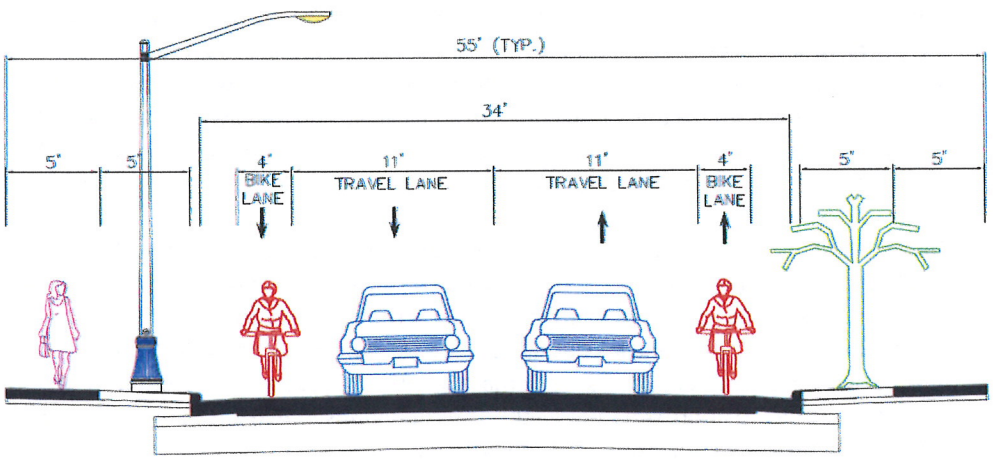


Figure 6.1: Proposed typical section for Alternatives 2 and 3.

6.1 Connection Alternative 2: Ashland Street to Maple Street

Alternative 2 joins Ashland Street and Maple Street to provide an alternate route for traffic solely using Lincoln Street. The connection looks to divert traffic away from the residential and narrow region of N. Watertown Street. The length of the proposed alternative is approximately 650 ft. long. Figure 6.2 illustrates the proposed location and length of Alternative 2.

Figure 6.2: Alternative 2 connection joining Ashland St. and Maple St.

Turning movement counts and the adjusted trip distribution volumes for both the AM and PM peak hours were evaluated to determine what impacts the road connection may have on existing traffic volumes. During the AM peak hour, it is assumed that 27% of vehicles (Light Blue route) will divert to the connecting street at Ashland Street. For the remaining routes utilizing Lincoln Street, the exact location of their final destination is unknown and additional assumptions are required to estimate how many vehicles will divert to the new roadway. It was assumed that drivers will avoid backtracking during their route. It was also assumed that other drivers may ultimately want to avoid the existing narrow roadway on N. Watertown Street if given an alternative route. Based on these two assumptions, a conservative estimate of 50% of the traffic utilizing the Orange, Purple, and Green routes are anticipated to divert to the Alternative 2 connection. Combining the diverted trip percentages, approximately 46% of AM peak travelers will utilize the connecting street to avoid the narrow segment of N. Watertown Street. By means of similar reasoning, approximately 37% of the PM peak hour traffic is anticipated to utilize the connecting street to reach their final destination.

Based on the estimated diverted trip percentages, the existing ADTs on N. Watertown Street and Lincoln Street are assumed to be reduced by the average trip reduction percentage of 42%. Therefore, the ADTs north and south of Lincoln Street on N. Watertown Street are calculated to be approximately 1,700 vehicles per day and 1,000 vehicles per day, respectively. The ADT for Alternative 2 is estimated to be approximately 750 vehicles per day; ultimately lowering the ADT on Lincoln Street to approximately 1,000. The reductions in ADT on both roads will help improve safety and efficiency concerns to the study area.

Alternative 2, however, significantly impacts the properties along Ashland Street. If this connecting route is considered by the village, it is recommended to further investigate alternative cross section designs to minimize the impact on the surrounding neighborhood and buildings. One cross section alternative would be to consider 6 ft. sidewalks on either side of the street adjacent to the curbs. This alternative would replace the 5 ft. terrace and 5 ft. sidewalk, which would decrease the total width in areas with restricted right-of-way.

Alternative 2 is likely to also impact the sensitive surrounding environment, including the drainage area. Therefore, box culverts or other structures must be considered to maintain drainage through the area.

6.2 Connection Alternative 3: Continue Hartwig Blvd. to Union Street

The second road connection alternative continues Hartwig Blvd. west to Union Street providing access between Union Street and N. Watertown Street. Shown below in Figure 6.3 is the proposed location of Alternative 3. The schematic shown is just one alternative to connect the two streets. Further review is recommended to determine the best layout for the area.

Figure 6.3: Alternative 3 connection continuing Hartwig Blvd. west through Fireman's Park.

This alternative stretches approximately 1,450 ft. between Union Street and N. Watertown Street. In an attempt to reduce vehicle speeds, it is recommended to incorporate horizontal curves along the length of the corridor. The four (4) horizontal curves shown as part of the connection alternative meet FDM design criteria for a 30 mph design speed (FDM 11-10).

Again, the impacts of the connecting street on existing traffic volumes were evaluated based on the turning movement counts and the adjusted trip distribution volumes for both the AM and PM peak hours. Assuming that the Light Blue route will divert 100% of its traffic to the new connecting street, a minimum of 27% of the total AM peak hour traffic and 22% of the total PM peak hour traffic will utilize the connecting street to avoid N. Watertown Street. Alternative 3 is approximately twice as far away from Lincoln Street and is over twice as long of a connection than Alternative 2. Therefore, it is assumed that only one third (33%) of the Orange, Green, and Purple routes would divert to this connection. Combining the estimated diverted trip percentages for the routes, approximately 39% of the AM peak hour traffic and 30% of the PM peak hour traffic would utilize Alternative 3's connecting street.

Using the average of the traffic reduction percentages, the ADTs on N. Watertown Street and on Lincoln Street are expected to be reduced by approximately 35%. The ADT north of Lincoln Street would be reduced to 2,000 vehicles per day and the ADT south of Lincoln Street would be reduced to 1,100 vehicles per day. Alternative 3 is estimated to have an ADT of approximately

600 vehicles per day, reducing ADT on Lincoln Street to approximately 1,200. These anticipated reductions in ADT on N. Watertown Street and Lincoln Street are less than Alternative 2, but are still expected to help alleviate some of the safety and efficiency concerns on the existing roadways.

The roadway stretches west across Fireman's Park, impacting the existing baseball diamond. In order to fit the proposed roadway and maintain the park's recreational features, one alternative would be to convert the baseball diamond into athletic fields, as shown in Figure 6.3.

According to WDNR surface water data, the location of Alternative 3 intersects a 7.3 acre wetland. The proposed roadway stretches 320 feet over the wetland area, impacting approximately 5% of the existing wetland. If the village further considers this option, supplemental environmental impact review and hydraulic structure analysis must be completed.

7.0 Existing and Future Developments

The implementation of either Alternative 2 or Alternative 3 would likely have an impact to the existing and future traffic patterns of development in the area. One of these developments is the River Creek Center development located north of Interstate 94 off of Union Road/CTH Y. If either connection is made, it is likely that a percentage of the vehicles trips, whose destination is within the development, would likely divert to the new road connection instead of utilizing River Road located north of the outlet mall. Currently an 88 room hotel exists with a 300,000 square feet distribution center being constructed. In an attempt to determine the impact these developments would have on the ADT's of the new connection alternatives; the *Institute of Transportation Engineering Trip Generation Manual 9th Edition* was referenced. This manual provides information that links characteristics of a development to the anticipated number of vehicle trips that could be expected over the course of the day. Utilizing the known land uses at River Creek Center, the estimated ADT from each development was calculated and is provided in Figure 7.1 below.

ITE Land Use	ITE Code	Size	Units	DAILY ADT	
				Rates	TOTAL
Hotel	310	88.0	Rooms	8.17	720
Distribution Center	152	300.0	1,000 sf	1.68	505
				Total	1225

Note that the trips for the Hotel are estimated based on full occupancy of all rooms.

Figure 7.1: River Creek Center Estimated ADT per Development

Based on the characteristics of the existing roadway network within the village and discussions with local officials, it was assumed that Alternative 2 has the potential to divert up to 50% (615) of the Hotel and Distribution Center trips to its new road connection. Based on the same assumptions and due to the shorter distance from the development, it was assumed that Alternative 3 has the potential to divert approximately 70% (850) of the Hotel and Distribution Center trips. The diverted trips are likely to increase the anticipated ADT on Alternative 2's road connection from 750 vehicles, discussed under section 6.0, to 1,365 vehicles. For Alternative 3, the estimated ADT on the new road connection is likely to increase from 600 vehicles to 1,450 vehicles. As additional development is constructed within the area, it is likely that the anticipated ADT for both road connection alternatives will increase, with Alternative 3 better serving as an alternative route for the River Creek Center development.

The village has also stated that the residential development on the west side of Union Street, north of Lincoln Street will continue to expand by approximately 100 single unit residential houses. Based on

the *Trip Generation Manual*, it is estimated that the additional 100 houses would add 950 daily trips to the existing roadway network. These trips would likely utilize either road connection alterative increasing the anticipated ADT's further.

8.0 Preliminary Cost Estimates

Preliminary construction cost estimates were completed for both Alterative 2 and Alternative 3 road connections. The preliminary construction cost estimate for Alternative 2 is approximately **$595,000** and assumes a 32 ft. roadway cross section with sidewalk. The preliminary construction cost estimate for Alternative 3 is approximately **$1,020,000** and assumes a 38 ft. roadway cross section with a 6 ft. median boulevard and sidewalk. Costs do not include any land acquisition fees. A detailed breakdown of the cost estimates can be found in Attachment 8.

9.0 Railroad Considerations

Both of the new road connection alternatives would require a new at-grade crossing. According to FDM Chapter 17, Section 60, several considerations must be made when proposing an at-grade crossing. Proposed roadways should cross tangent to the railroad and avoid being located on or near a horizontal curve to maximize sight distance and safety. A desired horizontal clearance of 18-25 feet should also be incorporated at the grade crossings.

Warning signs and markings typically shall include a minimum of crossbuck signs, advance warning signs, and appropriate pavement markings at each crossing. However, there is a high probability that warning lights may be required.

According to the Federal Railroad Administration (FRA), it is recommended that crossings should be spaced at least one-half mile apart in urban areas (FDM 17-60-1). Both connection alternatives being reviewed would add a railroad crossing within the one-half mile recommended spacing from the Lincoln Street crossing. Supplemental analysis is needed to evaluate FRA recommendations and village needs. It is likely that the railroad would require a closure of an existing crossing prior to approving a new at-grade crossing location within the village. If required, it is possible that the at-grade crossing closures could be either Depot Street or Lincoln Street. A closure of either crossing would impact the trip distribution assumptions and percentages discussed as part of the study.

10.0 Conclusions

This Traffic Study was completed utilizing traffic count data collected by MSA and existing conditions based off of site visit observations. Existing roadway geometry along N. Watertown Street in the Village of Johnson Creek proves to be inefficient and unsafe for the existing ADT and peak hour traffic volumes. The width of N. Watertown Street (south of Maple Street) is too narrow to function as a collector road, posing several challenges to drivers.

Improvements to the cross section on N. Watertown Street were reviewed. Alternative 1a works within the existing roadway footprint, minimizing the construction cost. Parking would be prohibited on N. Watertown Street to widen the travel lanes from 9 ft. to 11 ft. Alternative 1b proposes to maximize the entire 50 ft. of existing right-of-way. This improvement alternative would require reconstruction of the roadway and would have a high construction cost. Alternative 1b would include an 8 ft. parking lane and two 10 ft. travel lanes. Sidewalks are recommended to be expanded to 5 ft., while terraces would be reduced to 4.5 ft. With the proposed road reconstruction, it is likely existing trees would need to be pulled from the terraces. The proposed 4.5 ft. terrace will provide enough space for replanting of new

trees. Considering the higher costs associated with the improvements made in Alternative 1b, ***Alternative 1a is recommended as a short-term, less expensive solution to improve the roadway's function and safety.*** A parking demand study should be considered to assist with any public involvement campaign aimed to eliminate concern regarding the loss of parking on the corridor.

With future development anticipated within the village, it is important to address the long-term roadway network plans within the village limits. Currently, the calculated ADT along N. Watertown Street north of Lincoln Street is approximately 3,000 vehicles per day and approximately 1,700 vehicles per day south of Lincoln Street. These values show that almost half of the commuting traffic in and out of the village currently utilizes Lincoln Street to access Union Street and N. Watertown Street.

Two road connection alternatives between Union Street and N. Watertown Street were reviewed in this study. Both alternatives are intended to divert traffic away from the narrow cross section on N. Watertown Street and provide a safer and more efficient route for commuting traffic. Cross section characteristics include 11 ft. travel lanes, 4 ft. bike lanes, 5 ft. terraces, and 5 ft. sidewalks.

Alternative 2 proposes to link Ashland Street and Maple Street with 650 ft. of new roadway. It is estimated that approximately 42% of traffic will utilize the new connection and ultimately reduce the ADT on N. Watertown Street from 3,000 vehicles per day to approximately 1,700. Diverting traffic away from Lincoln Street, the predicted ADT for Alternative 2 is approximately 750 vehicles per day, reducing the Lincoln Street ADT to approximately 1,000 vehicles per day.

Alternative 3 links Union Street and N. Watertown Street by continuing Hartwig Blvd. west through Fireman's Park with 1,450 ft. of new roadway. Approximately 35% of the traffic will utilize this connection, reducing the ADT on N. Watertown Street from 3,000 vehicles per day to approximately 2,000 vehicles per day. The estimated ADT for Alternative 3 is approximately 630 vehicles per day, lowering the ADT on Lincoln Street to approximately 1,200 vehicles per day.

Both connection alternatives require further environmental and social impact analyses. Alternative 3 has a preliminary cost estimate of $1,020,000 and Alterative 2 has a preliminary cost estimate of $595,000. It is likely that costs could vary for both alternatives depending on the needs required to maintain drainage, such as culvert pipes or box culverts, and requirements to permit and construct a new railroad crossing. Alternative 2 is estimated to be less costly than Alternative 3 since it proposes a shorter road segment and has less impact on the wetlands and surrounding land uses. Analyzing the data collected for this study, it is estimated that Alternative 2 could divert a higher percentage of the existing traffic away from N. Watertown Street, reducing the traffic demand on the narrow section of the corridor. However, as development expands on Union Street north of Interstate 94, it is likely that Alternative 2 and Alternative 3 could see an increase in volume. It is assumed that Alternative 3 would experience a higher increase of trips than Alternative 2 due to its closer proximity to existing and future development. Additional traffic analysis is recommended to further consider the impacts that the existing and future development north of the study area may have on the proposed alternatives and the existing roadway network.

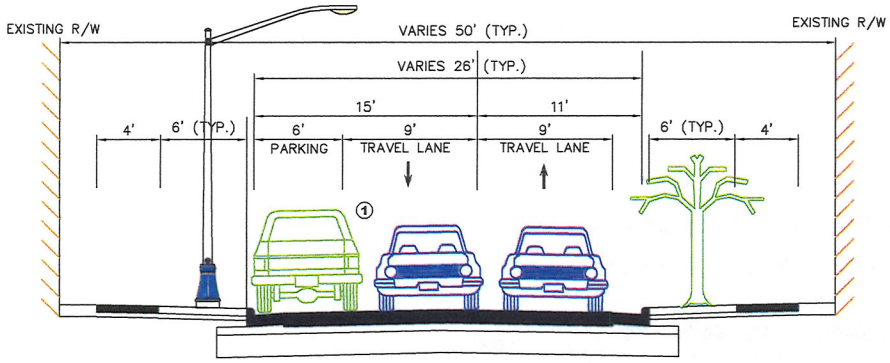
HWY 94
HARTWIG BLVD.
MIDGE ST.
BOBCAT LN.
ASHLAND ST.
MAPLE ST.
PARKVIEW DR.
UNION ST.
N. WATERTOWN ST.
WEST ST.
LINCOLN ST.
EDEN ST.
S. WATERTOWN ST.
MILWAUKEE ST.
AZTALAN ST.
N
MSA
PROFESSIONAL SERVICES

Urban Streets Roadway Criteria for Posted Speed Limits of 40 mph or Less

Functional Class	Design Year ADT Thresholds at Levels of Service C, D & E [1]				Design Basis	Roadway Criteria [9]						
						Travel Lanes			Roadway (Face of Curb to Face of Curb) Width (feet)[4]			
									No Parking[6,7]		Parking [6,7]	
	Scenario	C[2] LOS 4.0 ADT (DHV)	D LOS 5.0 ADT (DHV)	Middle E LOS 5.5 ADT (DHV)	Urban Design Class [Design Speed] (mph)[3]	No.	Lane Width (feet)[5]	Median Widths (feet)	Range of Normal Widths[8]	Range of Widths that are sufficient for bike lane	Range of Normal Widths[8]	Range of Widths that are sufficient for bike lane
Locals	N/A	Low Volume Residential (0-250 ADT)			1a [20-25]	1	**12**	No	**N/A**	**N/A**	**28**	**N/A**
		Volume not a consideration			1b [25-30(20)]	2	**10-12** (9)	No	**28-32** (22)	**32-36** (30)	**36-40** (30)	**46-56** (44)
Arterials and Collectors	N/A	≤ 4,500 ADT (660 DHV)			2a [30-45]	2	**11-12** (10)	No	**32-36** (24)	**34-36** (32)	**46-48** (34)	**48-56** (46)
	Worst Best	6,500 (1086) 20,000 (2260)	7,500 (1170) 22,500 (2475)	8,000 (1216) 25,000 (2700)	2b [30-45]	2	**11-12** (10)	No	**32-36** (24)	**34-36** (32)	**46-48** (34)	**48-56** (46)
	Worst Best	16,000-(1888) 41,000 (4100)	17,500 (2048) 47,000 (4610)	18,000 (2088) 50,500 (4900)	3 [30-45]	4	**11-12** (10)	No	**54-60** (44)	**56-60** (52)	**68-72** (54)	**70-80** (66)
	Worst Best	22,000 (2440) 41,500 (4110)	22,750 (2500) 47,000 (4610)	23,000 (2530) 51,000 (4950)	4 [30-45]	4	**11-12** (10)	**14-30** (6)	**2 @ 29-32** (2 @ 24)	**2 @ 30-32** (2 @ 28)	**2 @ 36-38** (2 @ 29)	**2 @ 37-42** (2 @ 35)
Arterials	Worst Best	35,500 (3660) 68,000 (6390)	37,500 (3790) 76,000 (7070)	38,500 (3850) 81,500 (7580)	5 [30-45]	6	**11-12** (10)	**14-30** (6)	**2 @ 40-44** (2 @34)	**2 @ 41-44** (2 @ 38)	**2 @ 47-50** (2 @ 39)	**2 @ 48-54** (2 @ 45)

Desirable values are shown in bold and minimum values are shown in parentheses.

N. Watertown Street Typical Sections



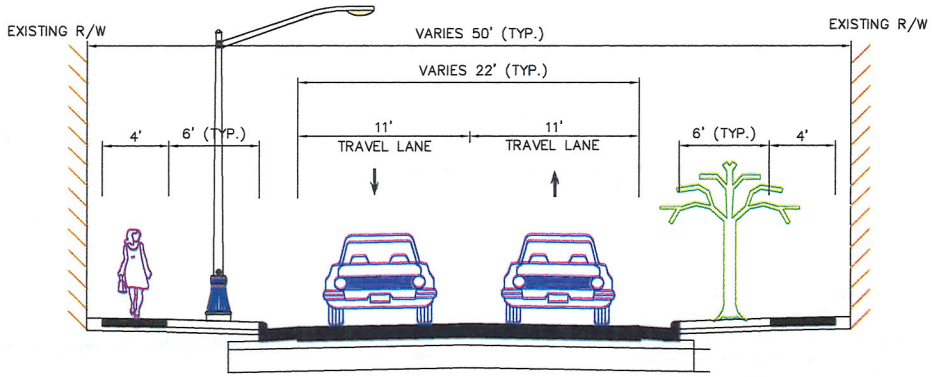
LOOKING NORTH

Existing Typical Sections

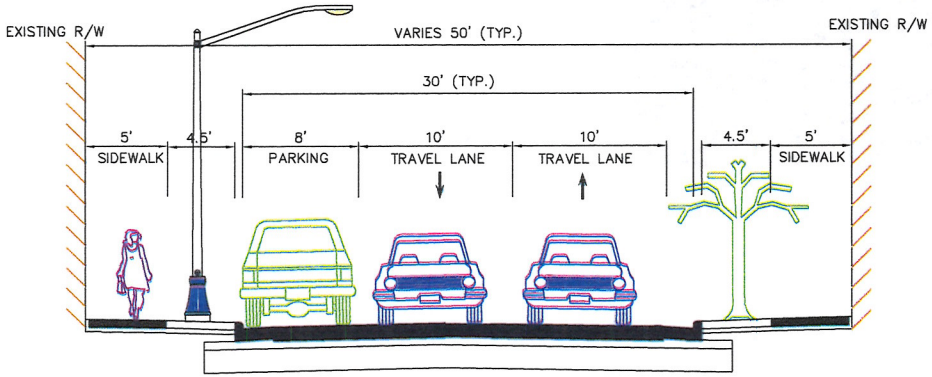
1 6 FT. EXISTING PARKING LANE DOES NOT ACCOMMODATE VEHICLE WIDTH

MSA PROFESSIONAL SERVICES

N. Watertown Street Proposed Typical Sections

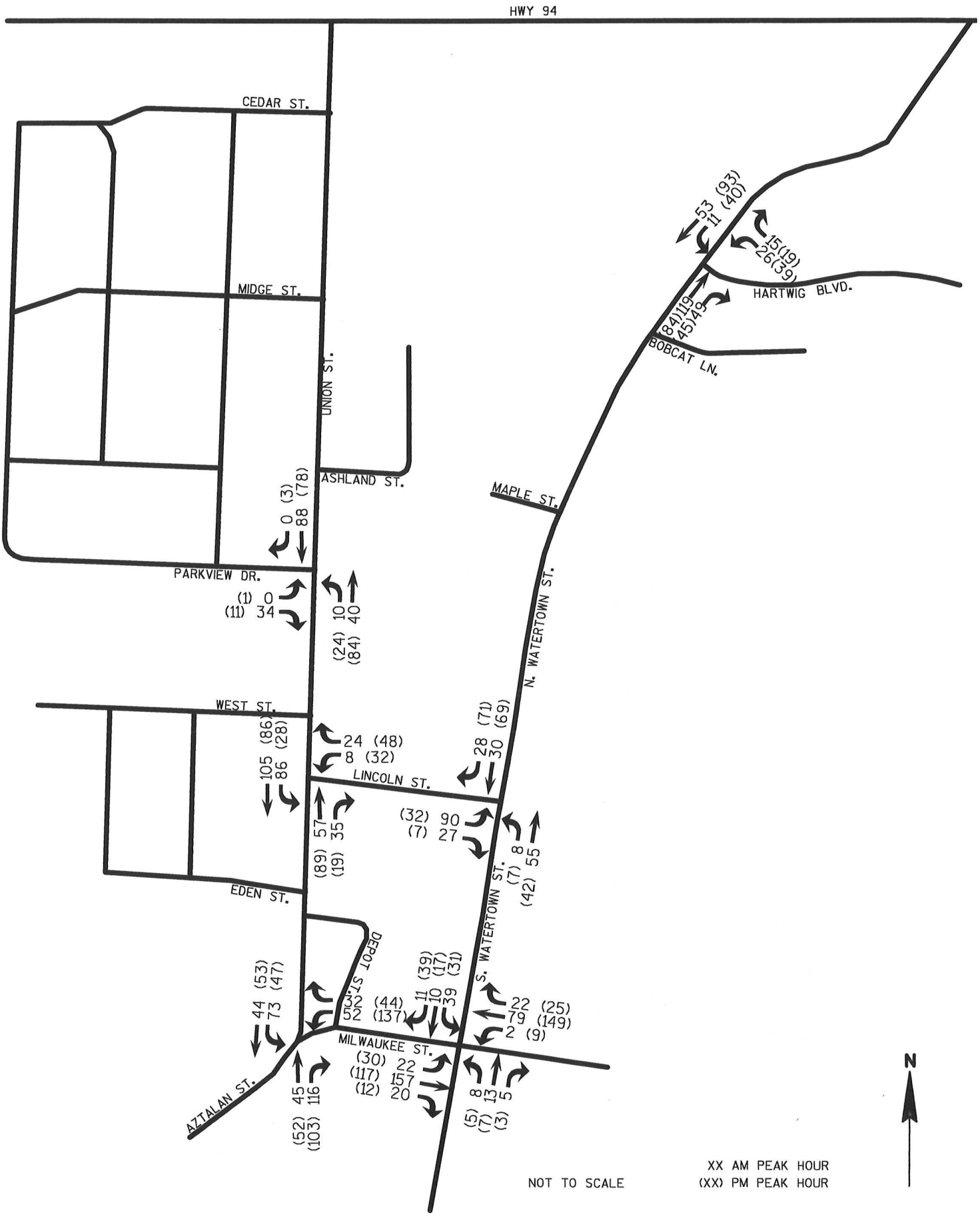


Alternative 1a: Proposed Typical Section (Maintaining Existing Roadway Footprint)



Alternative 1b: Proposed Typical Section (Maintaining Existing Right of Way)

MSA PROFESSIONAL SERVICES


HWY 94
CEDAR ST.
MIDGE ST.
UNION ST.
ASHLAND ST.
PARKVIEW DR.
WEST ST.
LINCOLN ST.
EDEN ST.
DEPOT STREET
MILWAUKEE ST.
AZTALAN ST.
MAPLE ST.
N. WATERTOWN ST.
S. WATERTOWN ST.
HARTWIG BLVD.
BOBCAT LN.
53 (93)
11 (40)
15(19)
26(39)
(84)119
45)49
0 (3)
88 (78)
(1) 0
(11) 34
10
40
(24)
(84)
24 (48)
8 (32)
105 (86)
86 (28)
28 (71)
30 (69)
57
35
(89)
(19)
(32) 90
(7) 27
8
55
(7)
(42)
44 (53)
73 (47)
22 (44)
52 (137)
11 (39)
10 (17)
39 (31)
22 (25)
79 (149)
2 (9)
(30) 22
(117) 157
(12) 20
45
116
(52)
(103)
8
13
5
(5)
(7)
(3)
NOT TO SCALE
XX AM PEAK HOUR
(XX) PM PEAK HOUR
N

Study Name Union St/Aztalan St & Milwaukee St
Start Date 03/10/2015
Start Time 6:00 AM
Site Code
Project Wisconsin: Village of Johnson Creek: 05114023 - N

Type Road
Classification Totals

	Union St Southbound				Milwaukee St Westbound				Aztalan St Northbound				n/a Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:00 AM		5	5	0	2		5	0	21	1		0				
6:15 AM		4	5	0	3		4	0	19	4		0				
6:30 AM		5	8	0	4		23	0	25	4		0				
6:45 AM		11	4	0	8		10	0	19	8		0				
7:00 AM		8	11	0	2		13	0	29	6		0				
7:15 AM		10	20	0	4		12	0	33	15		0				
7:30 AM		15	38	0	18		17	0	35	16		0				
7:45 AM		8	4	0	11		14	0	21	12		0				
8:00 AM		6	6	0	4		10	0	18	8		0				
8:15 AM		10	4	0	3		10	0	29	2		0				
8:30 AM		6	4	0	2		13	0	10	6		0				
8:45 AM		8	4	0	3		12	0	19	2		0				
3:00 PM		14	12	0	9		22	0	18	10		0				
3:15 PM		12	8	0	29		42	0	24	4		0				
3:30 PM		7	7	0	10		28	0	26	15		0				
3:45 PM		10	4	0	5		35	0	20	12		0				
4:00 PM		14	12	0	11		31	0	19	12		0				
4:15 PM		13	15	0	6		32	0	19	16		0				
4:30 PM		16	10	0	13		42	0	39	13		0				
4:45 PM		10	10	0	14		32	0	26	11		0				
5:00 PM		11	6	0	17		35	0	21	15		0				
5:15 PM		4	4	0	6		35	0	28	6		0				
5:30 PM		11	12	0	8		32	0	30	10		0				
5:45 PM		9	6	0	8		31	0	20	9		0				

Study Name **Union St & Lincoln St**
Start Date **03/10/2015**
Start Time **6:00 AM**
Site Code
Project **Wisconsin: Village of Johnson Creek: 05114023 - N**

Type **Road**
Classification Totals

	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				n/a Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:00 AM		8	9	0	1		1	0	3	5		0				
6:15 AM		9	16	0	3		1	0	4	5		0				
6:30 AM		9	13	0	0		5	0	5	6		0				
6:45 AM		13	24	0	3		1	0	3	11		0				
7:00 AM		17	13	0	4		1	0	5	4		0				
7:15 AM		37	20	0	9		2	0	16	15		0				
7:30 AM		38	29	0	8		4	0	11	27		0				
7:45 AM		12	6	0	8		3	0	3	18		0				
8:00 AM		15	6	0	2		1	0	3	12		0				
8:15 AM		6	4	0	1		3	0	3	4		0				
8:30 AM		11	5	0	2		2	0	3	5		0				
8:45 AM		8	4	0	2		1	0	3	5		0				
3:00 PM		21	4	0	7		9	0	4	14		0				
3:15 PM		14	7	0	21		6	0	1	37		0				
3:30 PM		12	7	0	11		6	0	2	20		0				
3:45 PM		14	8	0	17		5	0	7	16		1				
4:00 PM		22	8	0	12		8	0	4	15		0				
4:15 PM		28	3	0	12		7	0	7	20		0				
4:30 PM		15	12	0	7		11	0	3	25		0				
4:45 PM		21	5	0	17		6	0	5	29		1				
5:00 PM		8	6	0	16		9	0	4	22		0				
5:15 PM		6	3	0	16		4	0	5	11		0				
5:30 PM		21	8	0	25		8	0	2	20		0				
5:45 PM		10	9	0	12		3	0	5	17		0				

Study Name Union St & Parkview Dr
Start Date 03/10/2015
Start Time 6:00 AM
Site Code
Project Wisconsin: Village of Johnson Creek: 05114023 - N

Type Road
Classification Totals

	Southbound Approach Southbound				n/a Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:00 AM	0	10		0						5	1	0	5		0	0
6:15 AM	0	8		0						1	1	0	5		0	0
6:30 AM	0	11		0						4	1	0	4		0	0
6:45 AM	0	17		0						11	2	0	3		0	0
7:00 AM	0	13		0						9	0	0	4		0	0
7:15 AM	0	31		0						11	3	0	12		0	0
7:30 AM	0	27		0						15	5	0	15		0	0
7:45 AM	0	10		0						15	2	0	2		0	0
8:00 AM	0	5		0						12	1	0	4		1	0
8:15 AM	0	4		0						2	0	0	0		1	0
8:30 AM	0	11		0						7	1	0	2		0	0
8:45 AM	0	4		0						8	0	0	2		0	0
3:00 PM	0	13		0						14	2	0	4		0	0
3:15 PM	0	11		0						28	10	0	4		0	0
3:30 PM	0	12		0						13	4	0	1		0	0
3:45 PM	0	15		0						13	5	0	4		0	0
4:00 PM	3	18		0						22	7	0	3		0	0
4:15 PM	0	24		0						17	6	0	0		0	0
4:30 PM	0	17		0						22	4	0	5		1	0
4:45 PM	0	19		0						23	7	0	3		0	0
5:00 PM	0	6		0						18	8	0	1		3	0
5:15 PM	0	10		0						14	3	0	3		0	0
5:30 PM	1	22		0						22	8	0	1		0	0
5:45 PM	0	15		0						9	7	0	0		1	0

Study Name Watertown St & Hartwig St
Start Date 03/10/2015
Start Time 6:00 AM
Site Code
Project Wisconsin: Village of Johnson Creek: 05114023 - N

Type Road
Classification Totals

	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				n/a Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:00 AM		2	1	0	1		2	0	5	14		0				
6:15 AM		10	0	0	2		0	0	6	30		0				
6:30 AM		10	2	0	4		4	0	5	25		0				
6:45 AM		10	3	0	5		2	0	7	32		0				
7:00 AM		14	3	0	4		9	0	12	21		0				
7:15 AM		14	2	1	4		9	0	14	29		0				
7:30 AM		15	3	0	2		6	0	16	37		0				
7:45 AM		17	3	0	2		14	0	8	12		0				
8:00 AM		13	6	0	3		4	0	5	18		0				
8:15 AM		6	3	0	0		6	0	3	14		0				
8:30 AM		9	2	0	3		0	0	5	8		0				
8:45 AM		7	3	0	2		3	0	9	9		0				
3:00 PM		12	2	0	1		17	0	7	7		0				
3:15 PM		14	10	0	5		13	0	13	22		0				
3:30 PM		15	6	0	7		12	0	14	18		0				
3:45 PM		33	11	0	4		15	0	14	15		0				
4:00 PM		20	15	0	0		8	0	14	23		0				
4:15 PM		21	11	0	7		15	0	11	17		0				
4:30 PM		23	7	0	5		7	0	13	28		0				
4:45 PM		29	7	0	7		9	0	7	16		0				
5:00 PM		18	14	0	4		15	0	9	22		0				
5:15 PM		31	11	0	8		13	0	10	12		0				
5:30 PM		31	9	0	3		12	0	6	9		0				
5:45 PM		20	9	0	4		7	0	10	17		0				

Study Name Watertown St & Lincoln St
Start Date 03/10/2015
Start Time 6:00 AM
Site Code
Project Wisconsin: Village of Johnson Creek: 05114023 - N

Type Road
Classification Totals

	Southbound Approach Southbound				n/a Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:00 AM	2	2		0						6	0	0	1		13	0
6:15 AM	4	5		0						9	0	0	0		18	0
6:30 AM	4	3		0						11	1	0	2		16	0
6:45 AM	4	4		0						11	0	0	1		25	0
7:00 AM	4	4		0						11	1	0	0		18	0
7:15 AM	10	12		0						8	4	0	7		29	0
7:30 AM	10	10		0						25	3	0	19		18	0
7:45 AM	9	5		0						5	3	0	2		9	0
8:00 AM	5	7		0						6	0	0	0		9	0
8:15 AM	5	4		0						10	0	0	0		7	0
8:30 AM	3	4		0						6	0	0	2		7	0
8:45 AM	3	2		0						6	0	0	0		7	0
9:00 AM	3	10		0						4	1	0	0		11	0
9:15 AM	3	3		0						7	0	0	0		12	0
9:30 AM	1	4		0						6	2	0	1		7	0
9:45 AM	8	5		0						9	1	0	0		8	0
10:00 AM	5	7		0						5	2	0	1		7	0
10:15 AM	5	4		0						3	0	0	1		4	0
10:30 AM	5	4		0						6	0	0	0		4	0
10:45 AM	4	2		0						6	1	0	1		2	0
11:00 AM	1	6		0						4	1	0	0		5	0
11:15 AM	6	4		0						7	0	0	2		3	0
11:30 AM	10	8		0						14	1	0	0		2	0
11:45 AM	9	11		0						3	1	0	4		9	0
12:00 PM	6	9		0						8	2	0	2		13	0
12:15 PM	4	7		0						6	1	0	0		7	0
12:30 PM	8	8		0						9	1	0	0		12	0
12:45 PM	15	5		0						10	0	0	1		6	0
1:00 PM	10	10		0						7	0	0	1		7	0
1:15 PM	2	6		0						7	1	0	1		9	0
1:30 PM	9	12		0						6	0	0	3		8	0
1:45 PM	2	10		0						10	2	0	1		7	0
2:00 PM	8	11		0						3	2	0	0		4	0
2:15 PM	5	8		0						6	0	0	2		11	0
2:30 PM	10	19		0						9	2	0	1		9	0
2:45 PM	7	6		0						7	2	0	4		7	0
3:00 PM	13	16		0						7	3	0	3		7	0
3:15 PM	17	11		0						17	9	0	1		6	0
3:30 PM	17	18		0						12	2	0	1		7	0
3:45 PM	23	18		0						15	1	0	5		10	0
4:00 PM	14	13		0						10	2	0	3		12	0
4:15 PM	17	16		0						13	4	0	0		7	0
4:30 PM	17	26		0						13	0	0	2		10	0
4:45 PM	23	14		0						6	1	0	2		3	0
5:00 PM	20	11		0						8	0	0	0		8	0
5:15 PM	20	23		0						6	2	0	0		9	0
5:30 PM	30	11		0						6	2	0	1		9	0
5:45 PM	13	11		0						13	1	0	1		11	0

Study Name Watertown Dt & Milwaukee St
Start Date 03/10/2015
Start Time 6:00 AM
Site Code
Project Wisconsin: Village of Johnson Creek: 05114023 - N

Type Road
Classification Totals

	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:00 AM	2	0	2	0	1	3	0	0	2	1	3	0	1	23	3	0
6:15 AM	2	0	4	0	1	11	0	0	0	2	0	0	0	25	4	0
6:30 AM	1	2	3	0	4	19	1	0	0	1	2	0	2	28	6	0
6:45 AM	2	1	1	0	6	15	1	0	1	1	1	0	1	20	3	0
7:00 AM	3	2	1	0	3	14	0	0	2	3	1	0	5	32	4	0
7:15 AM	3	0	13	0	4	19	1	0	0	2	1	0	8	54	4	0
7:30 AM	3	7	24	0	9	31	0	0	0	7	5	0	6	51	11	0
7:45 AM	2	2	3	0	0	22	1	0	1	1	4	0	1	19	7	0
8:00 AM	4	2	1	0	3	15	0	0	0	0	0	0	2	22	3	0
8:15 AM	2	0	1	0	0	16	0	0	0	1	1	0	1	23	8	0
8:30 AM	5	0	2	0	0	11	0	0	0	1	1	0	1	15	5	0
8:45 AM	0	2	0	0	5	12	1	0	0	0	1	0	0	20	4	0
3:00 PM	6	2	7	0	4	30	2	0	1	2	6	0	4	23	5	0
3:15 PM	6	2	8	0	14	41	4	0	0	6	20	0	9	26	3	0
3:30 PM	11	3	4	0	4	29	2	0	0	3	3	0	3	27	8	0
3:45 PM	11	4	3	0	4	41	0	0	1	1	1	0	4	17	9	0
4:00 PM	8	2	7	0	7	29	2	0	1	1	1	0	3	24	5	0
4:15 PM	13	2	7	0	10	32	3	0	2	4	1	0	3	34	7	0
4:30 PM	15	8	9	0	5	44	1	0	0	1	1	0	5	32	11	0
4:45 PM	3	5	8	0	3	44	3	0	2	1	2	0	1	27	7	0
5:00 PM	7	0	3	0	4	45	0	0	0	2	6	0	0	22	4	0
5:15 PM	9	6	9	0	6	35	0	0	1	1	2	0	2	27	4	0
5:30 PM	6	1	7	0	1	33	0	0	0	1	0	0	2	28	7	0
5:45 PM	8	1	3	0	2	37	0	0	0	2	2	0	3	16	8	0

Wisconsin Department of Transportation

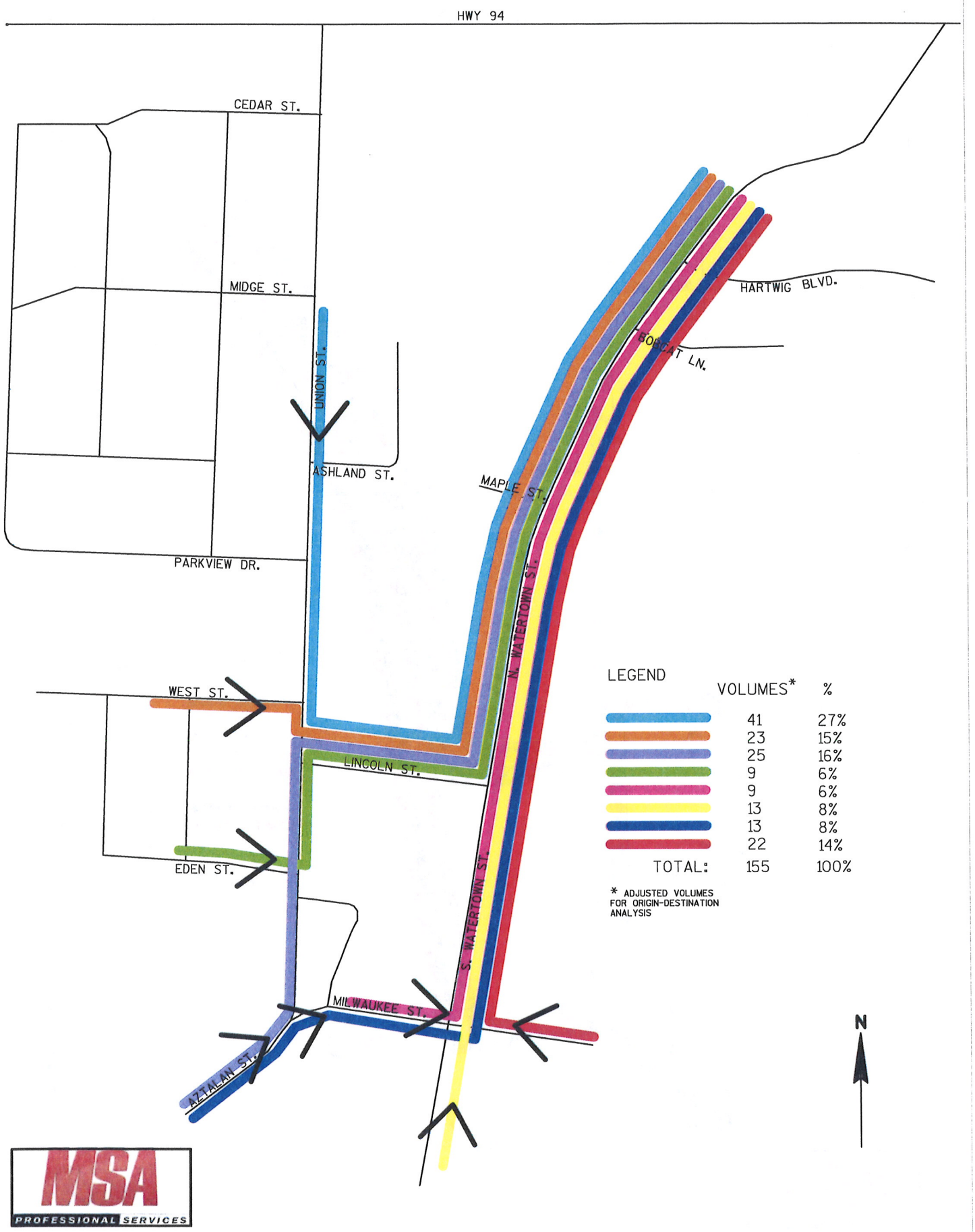
Annual Hourly Day of Week Percentages for 2012

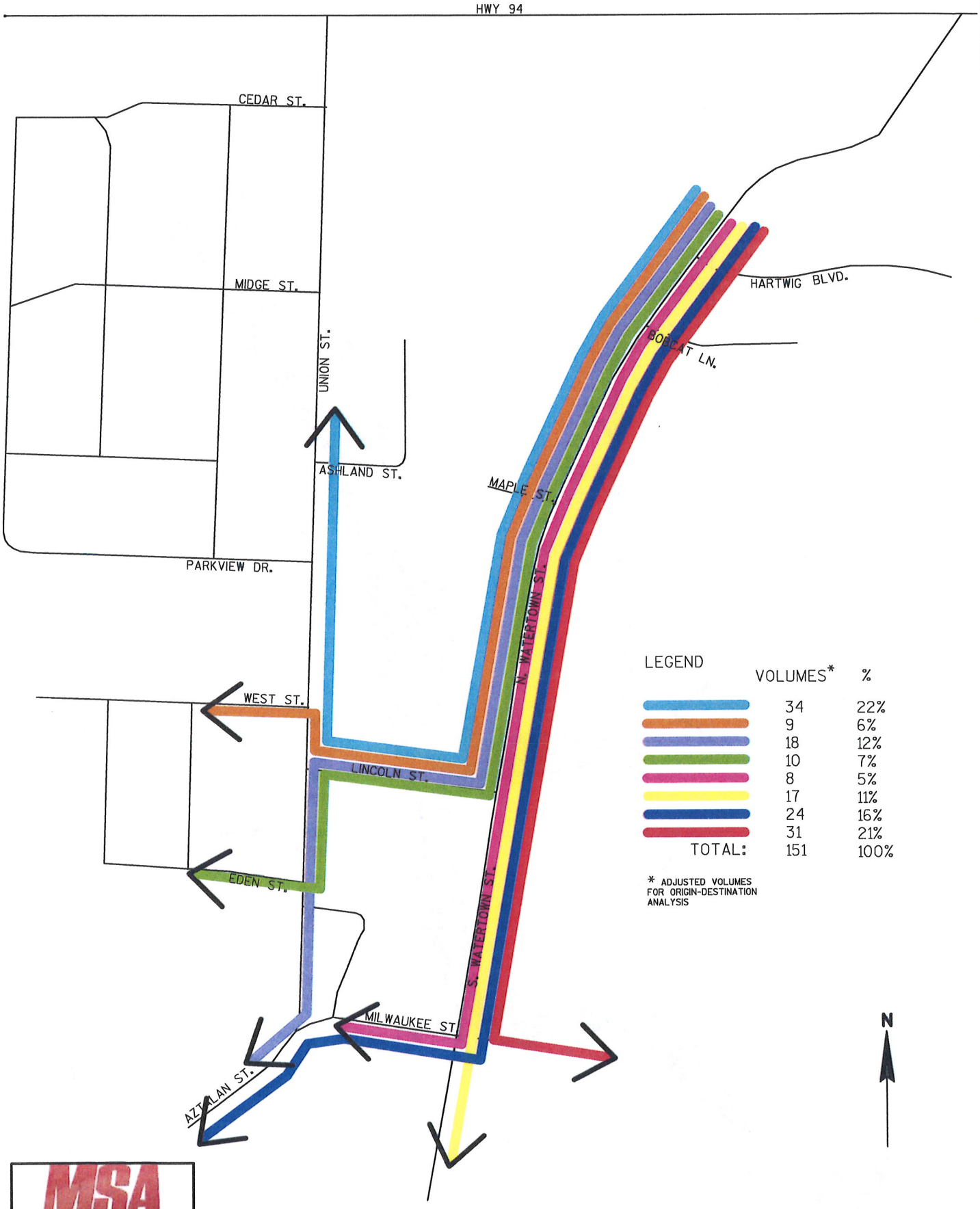
Site Names: 280001, 4117, SW
County: Jefferson
Funct. Class: R Principal Arterial - Interstate
Location: I-94 EAST OF STH 26 - HPMS

Seasonal Factor Group: 3
Daily Factor Group: 3
Axle Factor Group: 26
Growth Factor Group: 1

	Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday		
	Road	Neg Dir	Pos Dir	Road	Neg Dir	Pos Dir	Road	Neg Dir	Pos Dir	Road	Neg Dir	Pos Dir	Road	Neg Dir	Pos Dir	Road	Neg Dir	Pos Dir	Road	Neg Dir	Pos Dir
0:00	1.3	1.4	1.2	1.0	1.0	1.1	1.0	1.1	0.8	1.0	1.2	0.8	0.9	1.1	0.8	0.8	0.8	0.8	1.3	1.5	1.1
1:00	0.8	0.8	0.7	0.7	0.7	0.6	0.6	0.7	0.6	0.7	0.8	0.6	0.7	0.7	0.6	0.6	0.6	0.6	0.8	0.9	0.7
2:00	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.6	0.5
3:00	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.4	0.7	0.6	0.5	0.6	0.5	0.4	0.7	0.5	0.4	0.6	0.5	0.5	0.5
4:00	0.4	0.4	0.4	0.9	0.8	1.0	0.9	0.7	1.1	0.9	0.7	1.0	0.9	0.7	1.0	0.7	0.6	0.9	0.6	0.6	0.6
5:00	0.5	0.6	0.5	2.3	2.1	2.4	2.2	2.0	2.4	2.1	1.8	2.3	2.0	1.8	2.3	1.6	1.4	1.9	0.9	1.0	0.9
6:00	0.9	1.1	0.7	4.4	4.4	4.4	4.4	4.3	4.5	4.0	3.8	4.2	3.9	3.7	4.1	3.1	2.9	3.3	1.6	2.0	1.3
7:00	1.5	2.0	1.1	6.2	6.6	5.9	6.4	6.7	6.2	5.9	6.0	5.8	5.8	5.9	5.7	4.5	4.5	4.6	2.9	3.7	2.0
8:00	2.5	3.3	1.9	6.2	6.6	5.7	6.4	6.8	6.0	6.1	6.4	5.8	6.0	6.3	5.7	4.8	5.0	4.5	4.4	5.7	3.1
9:00	4.1	5.1	3.4	5.7	6.4	5.0	5.7	6.3	5.1	5.7	6.3	5.1	5.6	6.2	5.0	4.9	5.5	4.2	5.8	7.2	4.4
10:00	6.1	7.1	5.4	5.7	6.4	5.0	5.3	5.8	4.8	5.6	6.0	5.1	5.6	6.2	4.9	5.1	5.8	4.4	7.0	8.5	5.5
11:00	7.7	8.3	7.3	5.9	6.3	5.5	5.5	5.8	5.2	5.7	6.1	5.4	5.7	6.1	5.3	5.4	5.8	4.8	7.8	8.8	6.6
12:00	8.1	8.5	7.8	6.0	6.1	5.8	5.5	5.6	5.4	5.7	5.8	5.5	5.7	5.8	5.5	5.7	6.0	5.3	7.6	8.0	7.2
13:00	8.1	8.0	8.1	6.1	5.8	6.3	5.7	5.5	5.8	5.9	5.8	5.9	5.8	5.8	5.9	6.2	6.3	6.1	7.4	7.1	7.6
14:00	8.1	7.6	8.5	6.4	6.0	6.8	6.1	5.8	6.4	6.2	6.0	6.5	6.2	6.0	6.5	7.0	6.9	7.1	7.3	6.6	8.0
15:00	8.2	7.4	8.7	6.8	6.3	7.2	6.8	6.4	7.2	6.9	6.5	7.3	6.9	6.5	7.3	7.7	7.4	8.0	7.3	6.3	8.3
16:00	8.4	7.8	8.9	7.6	7.1	8.1	7.9	7.5	8.3	7.9	7.5	8.2	7.8	7.4	8.2	8.6	8.2	9.0	7.1	6.1	8.2
17:00	7.9	7.3	8.4	7.7	7.2	8.2	8.0	7.5	8.5	8.0	7.8	8.2	7.9	7.8	8.1	8.6	8.3	8.9	6.4	5.5	7.4
18:00	7.1	6.6	7.5	6.1	5.8	6.5	6.3	5.8	6.7	6.4	6.2	6.6	6.5	6.4	6.6	7.6	7.7	7.5	5.5	4.5	6.4
19:00	5.9	5.3	6.4	4.2	3.9	4.5	4.4	4.1	4.6	4.5	4.4	4.6	4.7	4.5	4.8	5.3	5.3	5.4	4.7	3.8	5.6
20:00	4.6	4.1	5.0	3.2	3.0	3.3	3.3	3.2	3.4	3.4	3.2	3.5	3.5	3.4	3.6	3.8	3.5	4.0	4.0	3.3	4.6
21:00	3.3	3.0	3.6	2.6	2.6	2.7	2.7	2.7	2.7	2.8	2.7	2.9	2.9	2.8	3.0	2.9	2.6	3.3	3.5	3.1	3.9
22:00	2.2	2.1	2.3	2.0	2.1	2.0	2.2	2.4	1.9	2.2	2.3	2.2	2.3	2.2	2.3	2.5	2.3	2.7	3.0	2.8	3.2
23:00	1.4	1.3	1.4	1.5	1.7	1.3	1.6	2.0	1.3	1.5	1.5	1.4	1.6	1.6	1.5	1.8	1.8	1.8	2.2	2.0	2.3
AADW	42,707	19,086	23,622	35,551	17,336	18,215	35,792	17,810	17,982	37,601	18,957	18,644	38,652	19,948	18,704	47,305	25,613	21,691	42,833	21,899	20,934
NDAYS	36	36	36	36	36	36	35	35	35	36	36	36	34	34	34	33	33	33	35	35	35

Created: 10/2/2013 1:22:29PM


HWY 94
CEDAR ST.
MIDGE ST.
UNION ST.
ASHLAND ST.
PARKVIEW DR.
HARTWIG BLVD.
BOBCAT LN.
MAPLE ST.
N. WATERTOWN ST.
WEST ST.
LINCOLN ST.
EDEN ST.
S. WATERTOWN ST.
MILWAUKEE ST.
AZTALAN ST.
LEGEND
VOLUMES* %
41 27%
23 15%
25 16%
9 6%
9 6%
13 8%
13 8%
22 14%
TOTAL: 155 100%
* ADJUSTED VOLUMES FOR ORIGIN-DESTINATION ANALYSIS
N
MSA
PROFESSIONAL SERVICES


HWY 94
CEDAR ST.
MIDGE ST.
UNION ST.
ASHLAND ST.
PARKVIEW DR.
HARTWIG BLVD.
BOBCAT LN.
MAPLE ST.
N. WATERTOWN ST.
WEST ST.
LINCOLN ST.
EDEN ST.
S. WATERTOWN ST.
MILWAUKEE ST
AZTALAN ST.
LEGEND
VOLUMES* %
34 22%
9 6%
18 12%
10 7%
8 5%
17 11%
24 16%
31 21%
TOTAL: 151 100%
* ADJUSTED VOLUMES FOR ORIGIN-DESTINATION ANALYSIS
N
MSA
PROFESSIONAL SERVICES

APPROX. 7.3 ACRES
OF SURROUNDING
WETLAND
N
DRAINAGE BASIN
AT-GRADE RAILROAD CROSSING
UNION STREET
BOX CULVERT
FIREMAN'S PARK
ATHLETIC FIELDS
N. WATERTOWN ST.
HARTWIG
BOBCAT LN.
AT-GRADE RAILROAD CROSSING
UNION STREET
ASHLAND ST.
MAPLE ST.
N. WATERTOWN ST.
MSA
PROFESSIONAL SERVICES

Village of Johnson Creek
Maple Street and Ashland Street
Project Cost Estimate
Prepared by: MSA Professional Services, Inc.
4/17/2015

Project Limits: Approx. 900 LF of Roadway connecting Maple Street and Ashland Street
Scope of Work: 66' wide Right-of-Way. Anticipating 16' lanes to accomodate a driving lane and bike path, concrete curb and gutter, 5' wide sidewalk on both sides. Roadway section includes 12" of 3" breaker, 8" CABC, and 3 1/2" of asphalt. Wetland Mitigation and a Railroad Crossing will be included.

Project: Maple Street to Ashland Street

Item	*Estimated Qty.*	*Units*	*Estimated Unit Cost*	*Estimated Total Cost*
Mobilization/Bonds/Insurance	1	LS	$10,000.00	$10,000.00
Traffic Control	1	LS	$5,000.00	$5,000.00
Wetland Mitigation	1	LS	$30,000.00	$30,000.00 [1]
Clear and Grubbing	1	LS	$10,000.00	$10,000.00
Removals	1	LS	$15,000.00	$15,000.00 [2]
Topsoil Stripping	1,800	SY	$4.00	$7,200.00
Undercut Excavation 15%	500	CY	$25.00	$12,500.00
3" Breaker Run w/ Fabric	2,000	CY	$20.00	$40,000.00 [3]
Imported Fill	2,000	CY	$8.00	$16,000.00 [4]
1 1/4" Aggregate Base Course 8"	2,700	TON	$15.00	$40,500.00
Railroad Crossing	1	LS	$40,000.00	$40,000.00
Box Culvert	1	LS	$40,000.00	$40,000.00
Storm Sewer 12" RCP	300	LF	$30.00	$9,000.00
Storm Sewer 18" RCP	450	LF	$45.00	$20,250.00
Storm Inlets 2'x3'	8	EA	$1,400.00	$11,200.00
Storm Manholes	4	EA	$2,800.00	$11,200.00
Apron Endwall 24" RCP	2	EA	$1,200.00	$2,400.00
Medium Rip Rap w/ Fabric	100	SY	$35.00	$3,500.00
Concrete Curb and Gutter	1,800	LF	$16.00	$28,800.00
Asphaltic Concrete Pavement, 3.5"	670	TON	$65.00	$43,550.00
Sidewalk 5'	9,000	SF	$5.00	$45,000.00
Topsoil, Seed, Fertilize, Mulch	4,000	SY	$5.00	$20,000.00
Pavement Marking	1,800	LF	$1.50	$2,700.00
Erosion Control	1	LS	$8,000.00	$8,000.00
Hartwig Blvd Extension Construction Total				***$471,800.00***
Engineering and CRS 16%				**$75,488**
Contingency 10%				**$47,180**
Total				**$594,468.00**

Does not include land purchase.

[1] Approx $60,000 per acre. Disturbing just over 1 acre at a factor of not less than 1.2
[2] Pavements, Curb, Fencing, etc.
[3] Roadway Base and Approx 50% area of additional depth
[4] Approximately 1' Depth throughout

Village of Johnson Creek
Hartwig Blvd Extension
Project Cost Estimate
Prepared by: MSA Professional Services, Inc.
4/17/2015

Project Limits: Approx. 1400 LF of Roadway extending Hartwig Blvd to the west to Union Street
Scope of Work: 66' wide Right-of-Way. Anticipating 16' lanes to accomodate a driving lane and bike path, 6' terrace at center, concrete curb along outside and median throughout, 5' wide sidewalk on both sides. Roadway section includes 12" of 3" breaker, 8" CABC, and 3 1/2" of asphalt. Wetland Mitigation and a Railroad Crossing will be included.

Project: Hartwig Blvd

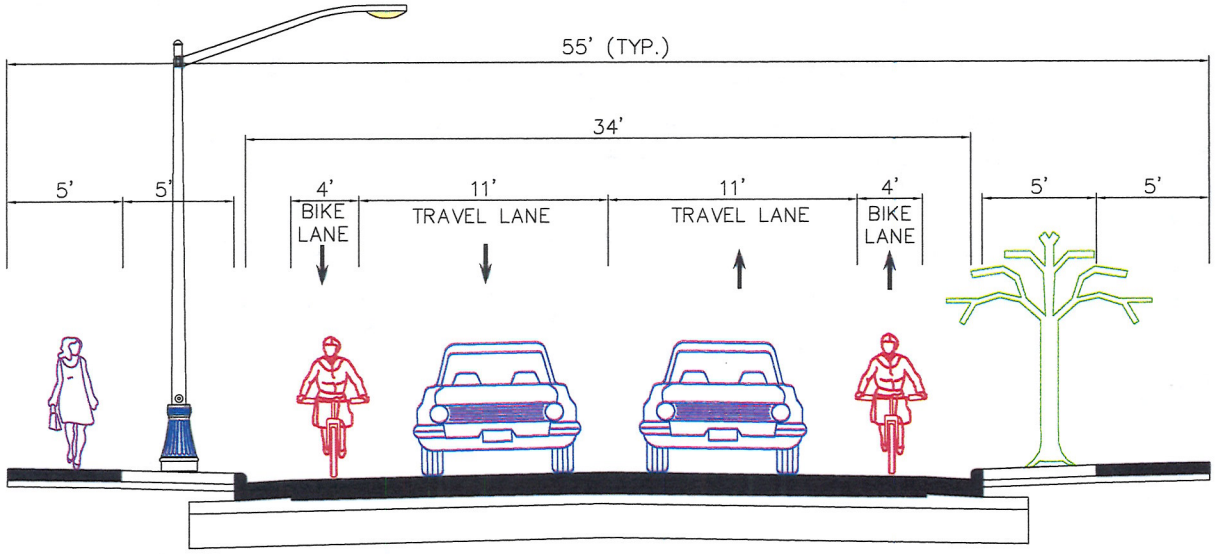
Item	*Estimated Qty.*	*Units*	*Estimated Unit Cost*	*Estimated Total Cost*
Mobilization/Bonds/Insurance	1	LS	$10,000.00	$10,000.00
Traffic Control	1	LS	$5,000.00	$5,000.00
Wetland Mitigation	1	LS	$100,000.00	$100,000.00 [1]
Clear and Grubbing	1	LS	$5,000.00	$5,000.00
Removals	1	LS	$8,000.00	$8,000.00 [2]
Topsoil Stripping	12,000	SY	$4.00	$48,000.00
Undercut Excavation 15%	1,500	CY	$25.00	$37,500.00
3" Breaker Run w/ Fabric	3,600	CY	$20.00	$72,000.00 [3]
Imported Fill	3,800	CY	$8.00	$30,400.00 [4]
1 1/4" Aggregate Base Course 8"	4,100	TON	$15.00	$61,500.00
Railroad Crossing	1	LS	$40,000.00	$40,000.00
Box Culvert	1	LS	$40,000.00	$40,000.00
Storm Sewer 12" RCP	200	LF	$30.00	$6,000.00
Storm Sewer 18" RCP	500	LF	$45.00	$22,500.00
Storm Sewer 24" RCP	500	LF	$60.00	$30,000.00
Storm Inlets 2'x3'	8	EA	$1,400.00	$11,200.00
Storm Manholes	4	EA	$2,800.00	$11,200.00
Apron Endwall 24" RCP	2	EA	$1,200.00	$2,400.00
Medium Rip Rap w/ Fabric	100	SY	$35.00	$3,500.00
Concrete Curb and Gutter	5,600	LF	$16.00	$89,600.00
Asphaltic Concrete Pavement, 3.5"	1,010	TON	$65.00	$65,650.00
Sidewalk 5'	14,000	SF	$5.00	$70,000.00
Topsoil, Seed, Fertilize, Mulch	5,800	SY	$5.00	$29,000.00
Pavement Marking	2,800	LF	$1.50	$4,200.00
Erosion Control	1	LS	$8,000.00	$8,000.00
Hartwig Blvd Extension Construction Total				***$810,650.00***
Engineering and CRS 16%				**$129,704**
Contingency 10%				**$81,065**
Total				**$1,021,419.00**

Does not include land purchase.

[1] Approx $60,000 per acre. Disturbing just over 1 acre at a factor of not less than 1.2
[2] Pavements, Curb, Fencing, etc.
[3] Roadway Base and Approx 50% area of additional depth
[4] Approximately 1' Depth throughout

Traffic Study Roadway Extension Cost Estimate.xlsx

Road Connector Typical Section

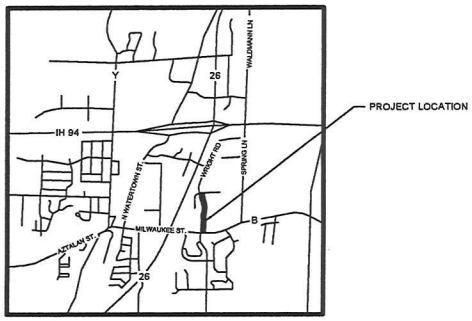


Proposed Typical Section
Union St. & N. Watertown St. Connection Alternatives
(Alternative 2 and Alternative 3)

MSA PROFESSIONAL SERVICES

WRIGHT ROAD GRADING PLAN

VILLAGE OF JEFFERSON
JEFFERSON COUNTY, WISCONSIN



LOCATION MAP
NOT TO SCALE

SHEET INDEX

G - GENERAL SHEETS

G 1	TITLE SHEET
G 2	DETAILS
G 3	DETAILS

ST - SITE PLANS

ST 1	EXISTING GRADING PLAN
ST 2	GRADING PLAN

LEGEND

- EXISTING WATER MAIN
- EXISTING GATE VALVE & HYDRANT
- WATER SERVICE & CURB STOP
- PROPOSED WATERMAIN, VALVE, & HYDRANT
- PROPOSED WATER SERVICE & CURB STOP
- EXISTING SANITARY SEWER & MANHOLE
- EXISTING FORCEMAIN
- EXISTING STORM SEWER & INLET
- PROPOSED STORM SEWER & INLET
- PROPOSED MANHOLE & SEWER MAIN
- BURIED ELECTRIC
- BURIED GAS & VALVE
- BURIED CABLE TELEVISION
- BURIED TELEPHONE
- BURIED FIBER OPTICS
- RAILROAD TRACKS
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- EXISTING CULVERT PIPE
- PROPOSED CULVERT PIPE
- FENCE LINE
- DRAINAGE ARROW
- SILT FENCE
- RIGHT-OF-WAY
- BASELINE
- PROPERTY LINE
- TREE LINE
- IRON PIPE
- IRON ROD
- CONTROL POINT
- UTILITY POLE & GUY
- SOIL BORING
- LIGHT POLE
- PEDESTAL
- STREET SIGN
- MAILBOX
- FLAGPOLE
- EROSION BALES
- TREE - DECIDUOUS
- TREE - CONIFEROUS
- TREE TO BE REMOVED

UTILITIES

GAS & ELECTRIC:
WE ENERGIES
1300 JANESVILLE AVE.
FORT ATKINSON, WI 53538
1-800-842-0813

TELEPHONE:
TDS TELECOM
121 DEPOT STREET
JOHNSON CREEK, WI 53038
(920) 699-3411

INTERNET:
WINDSTREAM
2970 CHAPEL VALLEY ROAD
MADISON, WI 53711
1-855-801-3272

SEWER & WATER:
JOHNSON CREEK WATER UTILITIES
200 AZTALAN STREET
JOHNSON CREEK, WI 53038
(920) 699-3341

CATV:
CHARTER COMMUNICATIONS
703 E. LAKE STREET
LAKE MILLS, WI 53551
(920) 648-3277

DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

NOTE:
UTILITY LOCATIONS SHOWN ON PLANS ARE APPROXIMATE AND CONTRACTOR SHALL HAVE APPROPRIATE UTILITY MARK EXACT LOCATIONS PRIOR TO CONSTRUCTION.

PROJECT NO.: 05114017	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 04/10/15	DRAWN BY: KNN	-	-	-	-
F.B.: -	CHECKED BY: KCL	-	-	-	-
-	-	-	-	-	-

PLOT DATE: 4/10/15, P:\5100s\5110s\51140\51140517\CADD\C3D\05114017_WRIGHT ROAD PARTIAL DESIGN.dwg

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TITLE SHEET

WRIGHT ROAD GRADING PLAN
VILLAGE OF JOHNSON CREEK
JEFFERSON COUNTY, WISCONSIN

FILE NO. 05114017
SHEET G 1

CONSTRUCTION SITE EROSION CONTROL REQUIREMENTS

1.) SECTION NR216.46 OF WISCONSIN STATE ADMINISTRATIVE CODE IDENTIFIES REQUIREMENTS FOR CONSTRUCTION SITE AND POST-CONSTRUCTION EROSION CONTROL. IT IS THE INTENT OF THESE PLANS TO SATISFY THESE REQUIREMENTS. THE METHODS AND STRUCTURES USED TO CONTROL EROSION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL IMPLEMENT AN APPROPRIATE MEANS OF CONTROLLING EROSION DURING SITE OPERATION AND UNTIL THE VEGETATION IS RE-ESTABLISHED. ADJUSTMENTS TO THE CONTROL SYSTEM SHALL BE MADE AS REQUIRED.

2.) ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE WISCONSIN DNR'S CONSERVATION PRACTICE STANDARDS. THESE STANDARDS ARE PERIODICALLY UPDATED AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN AND REFERENCE THE MOST RECENTLY RELEASED STANDARD.

3.) THIS INFORMATION IS ONLY ONE PART OF THE OVERALL EROSION CONTROL REQUIREMENTS. ADDITIONAL REQUIREMENTS MAY ALSO BE SHOWN ON THE CONTRACT DRAWINGS AND IN THE ACCOMPANYING SPECIFICATIONS.

4.) ADDITIONAL EROSION CONTROL MEASURES, AS REQUESTED IN WRITING BY THE STATE OR LOCAL INSPECTORS, OR THE OWNER'S ENGINEER, SHALL BE INSTALLED WITHIN 24 HOURS.

5.) THE AREA OF EROSIVE LAND EXPOSED TO THE ELEMENTS BY GRUBBING, EXCAVATION, TRENCHING, BORROW AND FILL OPERATIONS AT ANY ONE TIME SHALL BE MINIMIZED TO THE MAXIMUM EXTENT PRACTICABLE. FOR ANY DISTURBED AREA THAT REMAINS INACTIVE FOR GREATER THAN 7 WORKING DAYS, OR WHERE GRADING WORK EXTENDS BEYOND THE PERMANENT SEEDING DEADLINES, THE SITE MUST BE TREATED WITH TEMPORARY STABILIZATION MEASURES SUCH AS SOIL TREATMENT, TEMPORARY SEEDING AND/OR MULCHING. ALL DISTURBED AREAS SHALL BE TREATED WITH PERMANENT STABILIZATION MEASURES WITHIN 3 WORKING DAYS OF FINAL GRADING.

6.) ALL EROSION CONTROL MEASURES AND STRUCTURES SERVING THE SITE MUST BE INSPECTED AT LEAST WEEKLY OR WITHIN 24 HOURS OF THE TIME 0.5 INCHES OF RAIN HAS OCCURRED. ALL NECESSARY REPAIR AND MAINTENANCE WILL BE DONE AT THIS INSPECTION TIME.

7.) ALL EROSION CONTROL DEVICES AND/OR STRUCTURES SHALL BE PROPERLY INSTALLED PRIOR TO CLEARING AND GRUBBING OPERATIONS WITHIN THEIR RESPECTIVE DRAINAGE AREAS. THESE SHALL BE PROPERLY MAINTAINED FOR MAXIMUM EFFECTIVENESS UNTIL VEGETATION IS RE-ESTABLISHED.

8.) ALL EROSION CONTROL DEVICES SHALL BE PROPERLY INSTALLED PRIOR TO ANY SOIL DISTURBANCE.

9.) ANY SLOPES STEEPER THAN 3H:1V SHALL BE STAKED WITH EROSION CONTROL FABRIC UNLESS INDICATED ON THE PLAN.

10.) ALL WASTE AND UNUSED BUILDING MATERIALS (INCLUDING GARBAGE, DEBRIS, CLEANING WASTES, WASTEWATER, TOXIC MATERIALS, OR HAZARDOUS MATERIALS) SHALL BE PROPERLY DISPOSED OF AND NOT ALLOWED TO BE CARRIED OFF-SITE BY RUNOFF OR WIND.

11.) WIND EROSION SHALL BE KEPT TO A MINIMUM DURING CONSTRUCTION. WATERING, MULCH, OR A TACKING AGENT MAY BE REQUIRED TO PROTECT NEARBY RESIDENCES AND WATER RESOURCES.

12.) CHANNELIZED RUNOFF ENTERING THE PROJECT SITE FROM ADJOINING LANDS SHALL BE DIVERTED THROUGH NATURALLY OR ARTIFICIALLY EROSION-RESISTANT CONVEYANCES. IF CHANNELIZED RUNOFF CANNOT BE DIVERTED, SITE BEST MANAGEMENT PRACTICES MUST ACCOUNT FOR THE ADDITIONAL FLOW RATES AND EROSION POTENTIAL THAT SUCH RUNOFF PRESENTS.

13.) THE CONTRACTOR SHALL TAKE ALL POSSIBLE PRECAUTIONS TO PREVENT SOILS FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. PAVED SURFACES ADJACENT TO CONSTRUCTION SITE VEHICLE ACCESS SHALL BE SWEPT AND/OR SCRAPED (NOT FLUSHED) PERIODICALLY TO REMOVE SOIL, DIRT, AND/OR DUST.

14.) EROSION CONTROLS SHALL BE INSTALLED ON THE DOWNSTREAM SIDE OF TEMPORARY STOCKPILES. ANY SOIL STOCKPILE THAT REMAINS FOR MORE THAN 30 DAYS SHALL BE COVERED OR TREATED WITH STABILIZATION PRACTICES SUCH AS TEMPORARY OR PERMANENT SEEDING AND MULCHING. ALL STOCK PILES SHALL BE PLACED AT LEAST 75 FEET FROM STREAMS OR WETLANDS.

15.) ADDITIONAL EROSION CONTROL FOR UTILITY CONSTRUCTION (STORM SEWER, SANITARY SEWER, WATER MAIN, ETC.) SHALL INCLUDE THE FOLLOWING:
- a. PLACE EXCAVATED TRENCH MATERIAL ON THE HIGH SIDE OF THE TRENCH.
- b. BACKFILL, COMPACT, AND STABILIZE THE TRENCH IMMEDIATELY AFTER PIPE CONSTRUCTION.
- c. DISCHARGE OF TRENCH WATER OR DEWATERING EFFLUENT MUST BE PROPERLY TREATED TO REMOVE SEDIMENT IN ACCORDANCE WITH THE WDNR CONSERVATION PRACTICE STANDARD 1061 - DEWATERING OR A SUBSEQUENT WDNR DEWATERING STANDARD PRIOR TO DISCHARGE INTO A STORM SEWER, DITCH, DRAINAGEWAY, OR WETLAND OR LAKE.

16.) ALL DRAINAGE CULVERTS, STORM DRAIN INLETS, MANHOLES, OR ANY OTHER EXISTING STRUCTURES THAT COULD BE DAMAGED BY SEDIMENTATION SHALL BE PROTECTED ACCORDING TO THE VARIOUS METHODS PROVIDED IN THE PRINTED CONSERVATION PRACTICE STANDARDS.

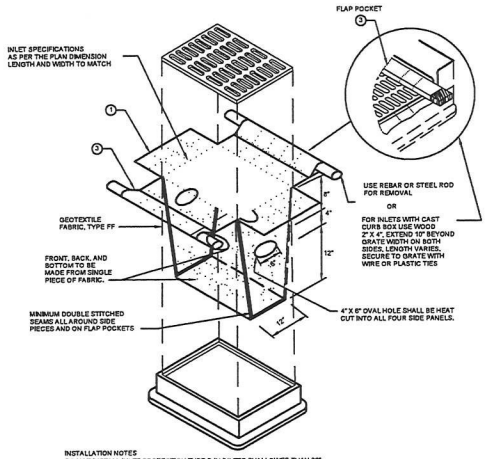
17.) ANY SOIL EROSION THAT OCCURS AFTER FINAL GRADING AND/OR STABILIZATION MUST BE REPAIRED AND THE STABILIZATION WORK REDONE.

18.) DURING THE FIRST SIX WEEKS AFTER INITIAL STABILIZATION OF A DISTURBED WATERING OF ALL NEWLY SEEDED AND MULCHED AREAS SHALL BE PROVIDED WHENEVER 7 DAYS ELAPSE WITHOUT A RAIN EVENT.

19.) WHEN THE DISTURBED AREA HAS BEEN STABILIZED BY PERMANENT VEGETATION OR OTHER MEANS, TEMPORARY BMP'S SUCH AS SILT FENCES, STRAW BALES, AND SEDIMENT TRAPS SHALL BE REMOVED AND THESE AREAS STABILIZED.

20.) ALL TEMPORARY BEST MANAGEMENT PRACTICES SHALL BE MAINTAINED UNTIL THE SITE IS STABILIZED.

21.) ALL DISTURBED AREAS SHALL BE PERMANENTLY STABILIZED WITH SEED AND MULCH UNLESS OTHERWISE SPECIFIED. A MINIMUM OF FOUR INCHES OF TOPSOIL SHALL BE APPLIED TO ALL AREAS TO BE SEEDED OR SODDED.

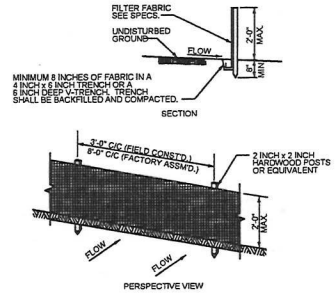


INSTALLATION NOTES
DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

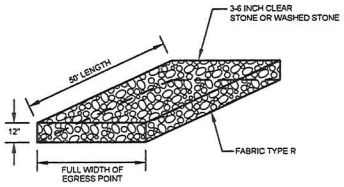
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3", WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES. TO ACHIEVE THE 3" CLEARANCE, THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION, TYPE D
NTS
(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE)

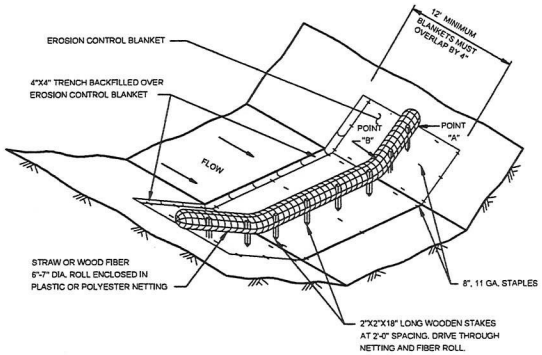


GENERAL NOTES:
1. ENDS OF FENCE SHALL BE TURNED UPSLOPE 1 TO 2 FEET IN ELEVATION TO PREVENT FLANKING.
2. STAPLE FABRIC WITH 1/2 INCH (MINIMUM) STAPLES TO THE UPSLOPE SIDE OF THE POSTS.
3. WHEN TWO SECTIONS OF FILTER FABRIC ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.

TYPICAL SILT FENCE INSTALLATION AT SITE PERIMETER DETAIL
NTS



STONE TRACKING PAD DETAIL
NTS



BIOROLL BLANKET SYSTEM
SCALE: NONE

PROJECT NO.: 05114017	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 04/10/15	DRAWN BY: KNN	-	-	-	-
F.B.: -	CHECKED BY: KCL	-	-	-	-
-	-	-	-	-	-

PLOT DATE: 4/10/15, P:\5100s\5114\05114017\CADD\C3D\05114017_WRIGHT ROAD PARTIAL DESIGN.dwg

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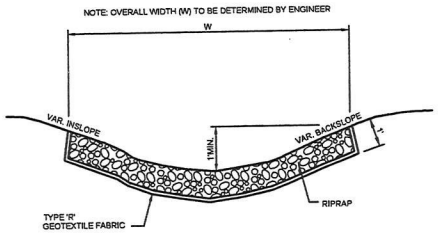
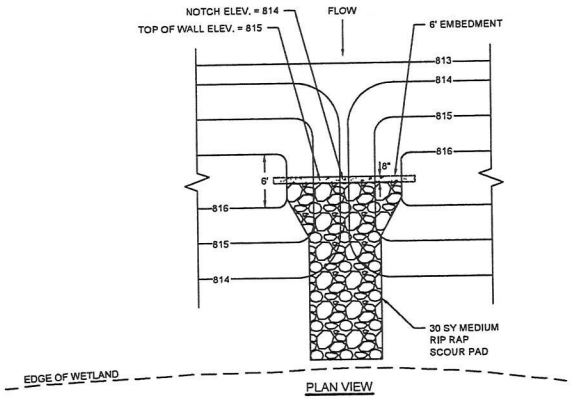
DETAILS

WRIGHT ROAD GRADING PLAN
VILLAGE OF JOHNSON CREEK
JEFFERSON COUNTY, WISCONSIN

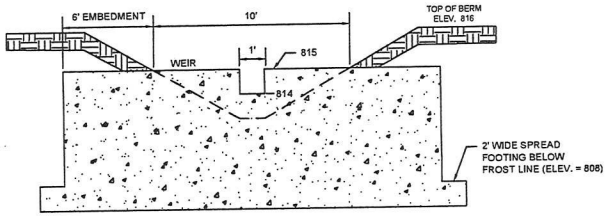
FILE NO. 05114017
SHEET G 2



TYPICAL RIPRAP INSTALLATION
NTS

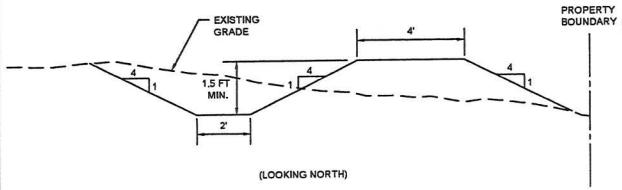


PLAN VIEW

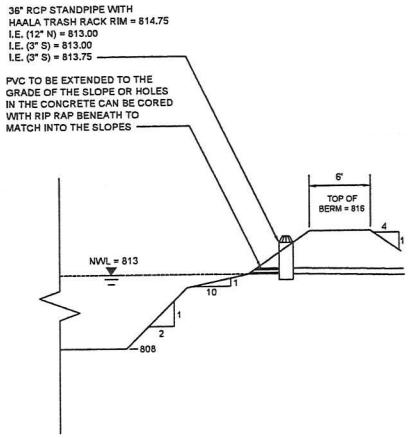


SECTION VIEW

CONCRETE WEIR
NOT TO SCALE



DITCH ALONG EASTERN PROPERTY LINE
NOT TO SCALE



BASIN AND STANDPIPE SECTION
NOT TO SCALE

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-		-	-	-	-	-

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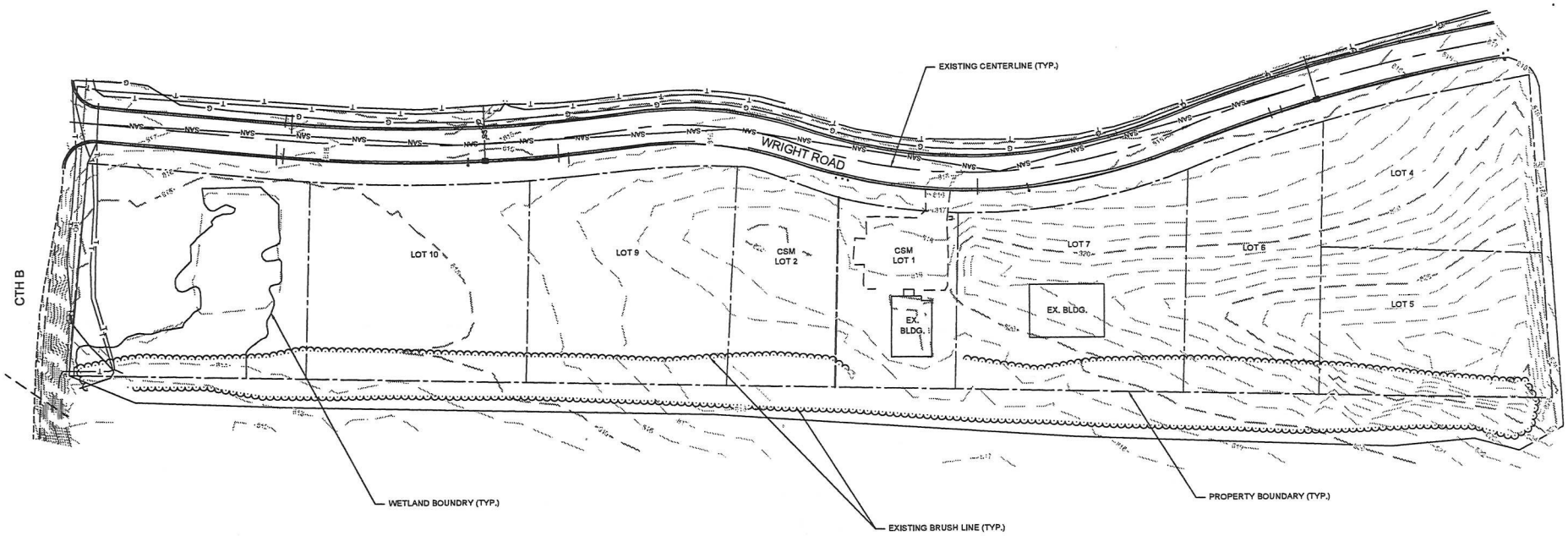
DETAILS

WRIGHT ROAD GRADING PLAN
VILLAGE OF JOHNSON CREEK
JEFFERSON COUNTY, WISCONSIN

FILE NO.: 05114017
SHEET: G 3



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PROJECT DATE: 04/10/15	DRAWN BY: KNN	-	-	-	-
F.B.: -	CHECKED BY: KCL	-	-	-	-
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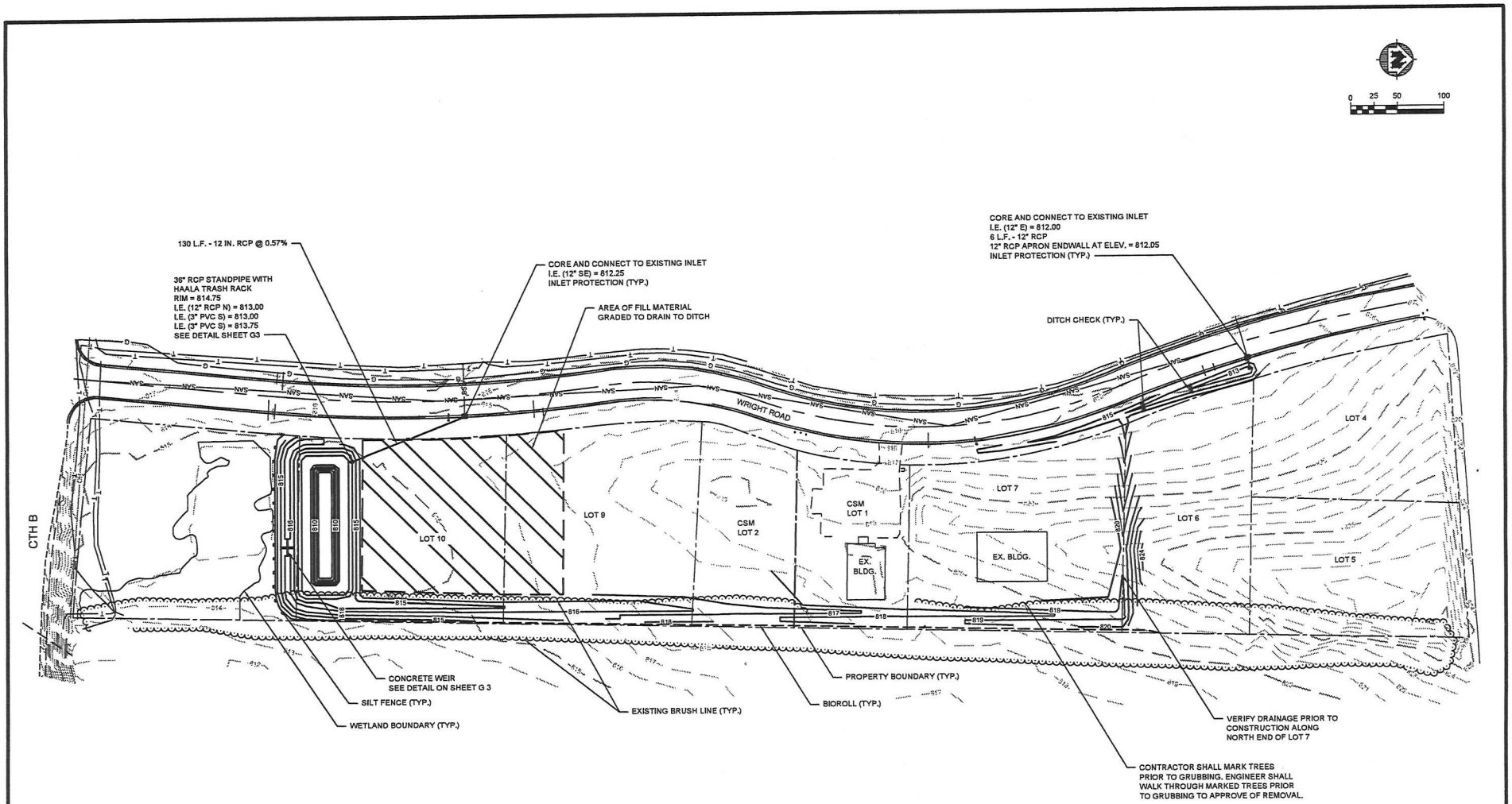
EXISTING STIE PLAN

WRIGHT ROAD GRADING PLAN
VILLAGE OF JOHNSON CREEK
JEFFERSON COUNTY, WISCONSIN

FILE NO. 05114017
SHEET ST 1



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GRADING PLAN

WRIGHT ROAD GRADING PLAN
VILLAGE OF JOHNSON CREEK
JEFFERSON COUNTY, WISCONSIN

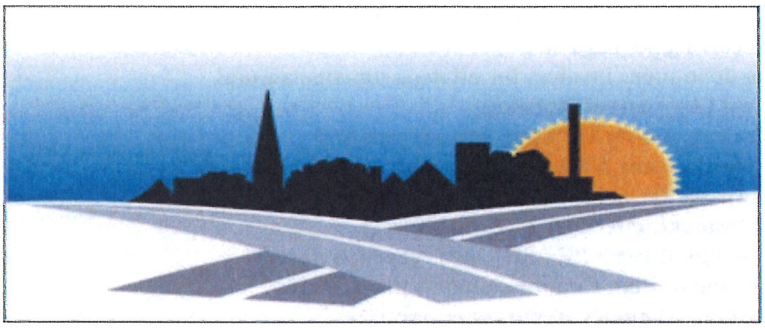
FILE NO. 05114017
SHEET ST 2

Village of Johnson Creek
Wright Road
Project Cost Estimate - April 10, 2015

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
	GENERAL REQUIREMENTS				
1.	Mobilization/ Bonds/ Insurance	1	LS	$ 5,000.00	$ 5,000.00
2.	Silt Fence	215	LF	$ 2.00	$ 430.00
3.	Bioroll	925	LF	$ 5.00	$ 4,625.00
4.	Ditch Checks	2	EA	$ 100.00	$ 200.00
4.	Tracking Pad	1	LS	$ 1,600.00	$ 1,600.00
5.	Inlet Protection	2	EA	$ 100.00	$ 200.00
	GRADING/ REMOVAL				
6.	Clearing and Grubbing	1	LS	$ 6,000.00	$ 6,000.00
7.	Grading, Includes Topsoil Stripping/ Placement	1,725	CY	$ 8.00	$ 13,800.00
	STORM SEWER				
8.	36-Inch RCP Standpipe with Haala Rack	1	EA	$ 3,000.00	$ 3,000.00
9.	12-Inch RCP Storm Sewer Pipe	136	LF	$ 50.00	$ 6,800.00
10.	12-Inch RCP Apron Endwall	1	EA	$ 250.00	$ 250.00
11.	3-Inch PVC Storm Sewer Pipe	6	LF	$ 20.00	$ 120.00
12.	Concrete Weir	1	EA	$ 8,000.00	$ 8,000.00
13.	Core & Connect into Existing Inlet	2	EA	$ 1,000.00	$ 2,000.00
	RESTORATION				
14.	Restoration, Seed, Fertilize & Mulch	9,300	SY	$ 2.00	$ 18,600.00
	Total: Items #1-#13				$ 70,625.00
	Contingency - 5%				$ 3,531.25
	TOTAL				$ 74,156.25

Village of Johnson Creek

Crossroads With A Future



Schedule of Fees

Village of Johnson Creek

As Revised

~~12/29/2014~~
May 5, 2015

Administration

Copies	
Black and white, legal or letter	$0.25
Black and white, 11x17	$1.00
Color, legal or letter	$0.50
Color, 11x17	$2.00
Faxing	
Outgoing local, per page	$2.00
Outgoing long-distance first page	$3.00
Outgoing long-distance additional pages	$1.00
Receiving per page	$1.00
Interest on delinquent invoices for all departments, annual	18%
Mailing Cost (Any correspondence)	**$1.00**
Record locating, hourly fee when cost exceeds $50	$25.00
Returned check to any Village department	$40.00
Room Tax (based on taxable sales)	8%
Special assessment letter, per recorded parcel	$30.00
Special assessment letter "RUSH", per recorded parcel	$60.00
Special meeting of Plan Commission or Village Board	Actual Cost
Tax Exemption Summary Report (per parcel)	**$30.00**
Tax bill requests, per recorded parcel	$10.00

Building Inspection

BUILDING PERMIT FEES - FEES DOUBLE IF WORK STARTED BEFORE PERMIT ISSUED

Agricultural Buildings	
New Building, per sf for all areas	$0.15
Remodel/Addition, per M of valuation	$6.00
Remodel or addition minimum	$75.00
Commercial/Industrial Buildings	
Footings and foundation	$75.00
New Building, per sf for all areas	$0.15
Remodel/Addition, per M of valuation	$6.00
Remodel or addition minimum	$75.00
Mechanical and Miscellaneous Items	
Deck	$40.00
Fence/Retaining Wall	$25.00
Pool, above ground	$40.00
Special Assessments	$30.00
Razing – plus cost of inspection	$50.00
Residential One and Two Family	
Accessory Building	
Up to 150 sf	$30.00
150-600 sf	$50.00
600 + sf	New structure rate
Footings and foundation	$50.00
New Structure	$0.15
Remodel/Addition, per M of valuation	$6.00
Remodel minimum	$40.00
Addition minimum	$75.00
Reinspection or fail to call for inspection	$35.00

ELECTRICAL PERMIT FEES - FEES DOUBLE IF WORK STARTED BEFORE PERMIT ISSUED	
Minimum Permit Fee	$35.00
New Building Base Fee	$35.00
New Building square foot fee (add to base)	$0.03
Reinspection or fail to call for inspection	$35.00
Replacement, Modification & Misc.	
Light, switch, convenience outlet	$0.50
Power receptacle over 150 v, first 30 amps	$8.00
Over 30 amps	$6.00
Lighting fixtures – incandescent/LED	$0.40
Tubular lamp, such as fluorescent, per tube	$0.25
Arc, search or flood light, HID Light pole base and poles	$3.00
Temporary service and temporary wiring installation	$50.00
Service switch, each or alteration	
First 200 amperes	$50.00
Over 200 amperes, per 100 amps or fraction thereof	$15.00
Feeder, sub feeder, raceway, per 100 amps or fraction thereof	$15.00
Refrigeration unit	
Up to 5 HP	$6.00
Per HP over 5	$1.00
Residential gas burner, oil burner, electrical furnace	$5.50
Air Conditioner	
Up to 5 ton	$6.00
Over 5 ton	$1.00
Combination heating and air conditioning unit	
Up to 5 ton	$10.00
Over 5 ton	$20.00
Range, oven, dryer, dishwasher, disposal, water heater	$6.50
Each motor, per HP or fraction thereof ($1.00 minimum)	$0.50/HP
Dispenser – gas, fuel oil, vending machines, and well pump	$7.00
Each generator, transformer, reactor, rectifier, capacitor, Welder, converter and electric furnace	$0.50/kw
Electric unit heating device (including remote Thermostat)	$4.00
Dimmer and rheostats	$2.00
Swimming pool (electrical wiring & grounding)	$50.00
Sign, fluorescent, LED, neon, or incandescent	$15.00
Strip lighting, plug-in strip, trolley duct wire way, gutter	$0.50/ft.
Audible or visual electric signal or communication device	$1.00
Fans – bath, paddle, and misc. under 1 HP	$1.00
Hydro Massage and hot tubs	$50.00
Photo cell, clocks, smoke detectors	$1.00
Fire alarm system, exit lights, emergency lights	$50.00
Approved assemblies not included above and others	$25.00
Sanitary ejector/grinder pump and control box	$40.00
Other	$25.00

HVAC PERMIT FEES - FEES DOUBLE IF WORK STARTED BEFORE PERMIT ISSUED

Minimum Permit Fee	$35.00
New Building Base Fee	$35.00
New Building Square Foot Fee	$0.03
Reinspection or fail to call for inspection	$35.00
Replacement, Modifications & Misc.	
Automatic washer	$6.00
Sink, dishwasher	$6.00
Garbage grinder	$6.00
Water closet/urinal	$6.00
Shower/lavatory	$6.00
Laundry tray	$6.00
Bath tub	$6.00
Hot tub spa, whirlpool	$10.00
High Pressure boiler	$25.00
Drinking fountain	$6.00
Floor drain/sight drain	$6.00
Silcock	$6.00
Water Heater	$6.00
Wash fountain	$6.00
Sump Pump	$6.00
Ejectors or pump	$6.00
Water Softener	$6.00
Storm sewer conductor	$6.00
Backflow prevention device	$6.00
Plan review	$15.00
Sprinkler heads, $1.00 each, $15.00 MINIMUM	$15.00
Fire hose rack	$6.00
Fire department connection	$6.00
Hydrant	$6.00
Fire suppression systems – restaurant stoves, fryers, broilers	$15.00
Sanitary building drain	
First 75 feet	$50.00
Over 75 feet	$0.35/ft.
Manhole	$10.00
Catch basin	$6.00
Water Service	
First 100 feet lateral	$60.00
Over 100 feet lateral	$0.35/ft.
Sanitary building sewer	
First 100 feet lateral	$50.00
Over 100 feet lateral	$0.35/ft.
Storm building sewer	
First 100 feet lateral	$50.00
Over 100 feet lateral	$0.35/ft.
Extension of house drain, where fixtures already installed	$50.00
Septic abandonment	$50.00
Other	$25.00

Emergency Services

Ambulance response		
ALS1 Base Rate		
Non-Resident		$1,150.00
Resident		$1050.00
ALS2 Base Rate		
Non-Resident		$1,350.00
Resident		$1,250.00
ALS On-scene care		
Non-Resident		$900.00
Resident		$750.00
BLS Base Rate		
Non-Resident		$950.00
Resident		$850.00
BLS On-scene care		
Non-Resident		$300.00
Resident		$200.00
Mileage		
Non-Resident		$20.00
Resident		$15.00
No transport refusal		$0.00
Oxygen		$100.00
Paramedic intercept		Actual Cost
Spinal Immobilization		$150.00
Supplies		Actual Cost
False Alarms ~~(after the first tow per calendar year)~~		
(After two alarms per calendar year)		$300.00
~~Residential~~		~~$100.00~~
~~Multifamily~~		~~$150.00~~
~~Business, commercial, industrial, office~~		~~$200.00~~
Fire Department response		
Apparatus fee (hourly cost per apparatus responding		$300.00
Arson or neglect fire		Actual Cost
Motor Vehicle ~~Car~~ accident clean-up	~~$250.00~~	$400.00
Motor Vehicle – Fire		$375.00
Motor Vehicle ~~Car~~ accident with Jaws of Life (extrication)		$500.00
Dry Chemical – Extinguisher		$75.00
Foam		
First gallon of foam		$100.00
Additional gallons of foam (per gallon)		$50.00
Hazardous materials response		Actual Cost
Oil-dry agent (per bag)	~~$10.00~~	$20.00
Technical Fire		Actual Cost
Technical Rescue		Actual Cost
Water (for use outside of Village of Johnson Creek corporate limits)		
Hydrant Charge		$25.00
Volume Charge (per 1,000 gallons)		$2.23
Inspection of fire protection/detection systems – new, modifications, existing		
Commercial/Industrial – except Hotels/Motels		
Under 5,000 square feet		$100.00
5,000-25,000 square feet		$200.00
25,001-50,000 square feet		$300.00
Each additional 25,000 square feet over 50,000		$50.00
Failure to call for inspection		$25.00

Fire Department alarm control panel	$100.00
Fire Department connection	$100.00
Fire hose racks or alarm pull stations (each)	$50.00
Hydrants (each)	$100.00
Hydrant testing for private hydrants (per hydrants)	$100.00
Hydrant bonnet painting/maintenance for private hydrants (per hydrant)	$200.00
Kitchen system – class k	$300.00
Motels/hotels (per unit)	$10.00
PSI 200 test (Sprinkler test)	$125.00
Pump – auxiliary	$75.00
Reinspection fees	
Initial reinspection	$150.00
Second reinspection	$150.00
Third reinspection	$200.00
Fourth reinspection	$350.00
Reserve capacity tanks	
Up to 100,000 gallons	$100.00
Over 100,000 gallons	$160.00
Residential multi-family unit (per unit)	$50.00
Sprinkler permit – new building base fee	$125.00
Sprinkler permit – new building square foot fee (add to base)	$0.03
Sprinkler Heads (each)	$1.00
Sprinkler piping (replacements, modifications)	$0.20/6 ft.
Standpipes (each)	$100.00
Plan Review	
Fire detection plan review	$100.00
Fire protection plan review	$100.00
Life safety plan review	$100.00
Police Department	
New Vehicle Registration	$19.50
Renew Vehicle License	$10.00
Photocopies (per page)	
In Person	$0.25
By Mail or Fax	$1.00
E-mail	$1.00
Photographs (provided on electronic storage)	$1.00 per Photograph - $10.00 minimum
Audio and/or Video records (per electronic format)	$20.00
Vehicle Towing Fee (Police Department)	$100.00

Facility Rentals

General Park Fee – added to applicable rental fee if purchasing temporary or 6 month Class "B" license to sell beer Malted liquor in Village parks based on the sale and consumption of alcohol within a Village park excluding the Community Center.

Annual	$150.00
Daily	$25.00
Centennial Park	
Banner advertising	
Single Season	$300.00
Two Season	$500.00
Deposit – Refundable	
Deposit deduction – damage/repairs	Actual Cost
Deposit deduction – failure to observe park curfew	$100.00
Deposit deduction – failure to remove garbage	$100.00
Deposit deduction – failure to return keys/loss of keys	$150.00
Deposit deduction – unapproved use of concession area	$150.00

Field Fees	
Concessions – see price for Pavilion rental with concession area	
Daily rental, each field (Northeast and Southeast)	$150.00
Game rental, each field (Northeast and Southeast)	$35.00
Practice, each field (Northeast and Southeast)	$10.00/hr.
Striping, lining field – weekday service only	$30.00
Pavilion Fees	
Daily Rental, without concession	$60.00
Daily Rental, with concession	$100.00
Volleyball Court Fees	
Rental, hourly	$10.00

Firemans Park

Banner advertising	
Single season	$300.00
Two seasons	$500.00
Community Center Fees	
Beverage cooler electricity fee, monthly	$40.00
Cabinet storage fee, monthly	$15.00
Cleaning Fee (optional – paid at time of rental reservation)	$150.00
Deposit – Refundable	$500.00
Deposit deduction – bathrooms	$100.00
Deposit deduction – damage/repairs	Actual Cost
Deposit deduction – floor	$100.00
Deposit deduction – kitchen	$200.00
Deposit deduction – refuse removal	$100.00
Deposit deduction – table and chairs	$100.00
Deposit deduction – glass	$150.00
Deposit deduction – failure to clean	$500.00
Deposit deduction – exceed rental time (hourly)	$150.00
Event Fee – All events held at the Community Center	$50.00
(excepting events held weekdays 8a.m. to 4p.m. and JC School)	
Event Fee – Holidays	$150.00
Microphone rental – cordless	$25.00
Meetings – two hours or less (weekdays 8a.m. – 4p.m.)	$25.00
Rental –two hours or less	$75.00
Rental – four hours	$150.00
Rental – eight hours	$300.00
Rental – No charge	
(501(3) (c) non-profit, civil, charitable, or school organizations including JC Area Chamber of Commerce, JC School District and Senior Club)	
Field Fees	
Concession stand	$100.00
Daily rental	$200.00
Deposit – Refundable	$150.00
Deposit deduction – bathrooms	$100.00
Deposit deduction – damage/repairs	Actual Cost
Deposit deduction – kitchen	$200.00
Deposit deduction – refuse removal	$100.00
Deposit deduction – failure to observe park curfew	$100.00
Deposit deduction – failure to return keys/loss of keys	$150.00
Game rental, without lights	$45.00
Game rental, with lights	$65.00

Practice hourly	$15.00
Striping, lining field – weekday service only	$30.00
Tennis Court Fees	
Rental, hourly	$20.00
Veterans Park	
Gazebo	
Deposit – Refundable	$100.00
Deposit deduction – damage/repairs	Actual Cost
Deposit deduction – failure to observe park curfew	$100.00
Rental	$50.00
Rental – No Charge	
501(3) (c), civil, charitable or school organizations	
Village Hall meeting room for non-Village groups	
Deposit – Refundable	$150.00
Deposit deduction – failure to clean	$100.00
Deposit deduction – damage/repairs	Actual Cost
Rental – No Food or Drink	$25.00
Rental – Food or Drink	$50.00
Rental – No Charge	
501(3) (c) non-profit, civil, charitable or school organizations	

Impact Fees

Parks	$1,152.00
Public Safety	$995.00
Public Works	$271.00
Sewer	$79.00
Water	$408.00
Total Fee – per residential unit or dwelling unit equivalent	$2,905.00

A temporary reduction of impact fees is effective through December 31, 2014. Only the parks portion of the fee will be Charged per dwelling unit or dwelling unit equivalent for any properties that apply for a building permit prior to December 31, 2014. (Res. 115-13)

Library

Copies	
Black and white	
Letter size, single side	$0.15
Letter size, two-sided	$0.25
Legal size, single side	$0.25
Legal size, two sided	$0.35
11x17, single side	$0.50
11x17, two sided	$0.75
Color, letter size only, single side	$0.50
Printing from public access printer, per page	$0.15
Staff surcharge if staff does the coping (per request)	$1.50
Die Cuts	
Per item cut, cut by customer	$0.05
Per item cut, cut by staff	$0.10
Faxing	
Receiving, per page	$1.00
Sending, per page	$2.00
Library card replacement	$1.00
Library materials bar code missing/damaged	$3.00

Library materials late fines (charged daily each day library is open)	
Certified mail notice prior to police referral	Actual Cost
DVDs, videotapes, DVD players (daily)	$1.00
Items except videotapes, DVDs and reference (daily)	$0.25
Reference materials (daily)	$1.00
If items reach maximum late fine, item is considered lost. Maximum fine amounts are Books $10, Board books $5, Graphic novels $5, Magazines $3, Audiovisual items $10, Audiovisual equipment $5.	
Library materials lost	
Certified mail notice prior to police referral	Actual Cost
Interlibrary	Determining by owning library
Johnson Creek library materials (except periodicals)	Replacement Cost + $5.00
Johnson Creek periodicals	$6.50
Library materials sold	
Cassettes/records	$0.25
Compact discs	$1.00
DVDs	$2.00
Hardbound	$2.00 each or 3/$5.00
Magazines	$0.50 each or $3.00 bundle
Paperback	$1.00 each or 3/$2.00
Videotapes	$1.00
Library meeting room use	
Deposit, refundable if cleaned and not damaged	$20.00
Nonprofit groups	Deposit Only
Profit groups with Village residence	$25.00
Profit groups with non-Village residence	$50.00
Weekly use, reserved for one year	$400 plus $100 deposit

Licensing - Alcohol

*NOTE: Licenses noted with * can be prorated for a partial year*

Agent change, successor (Corporation or LLC)	$10.00
Beer, liquor or wine sales	
Class "A" Beer, annual	*$100.00
Class "A" Liquor, annual	*$300.00
Class "B" Beer, annual	*$100.00
Class "B" Beer to bona fide club, annual	*$100.00
Class "B" Beer – six month, one per year	$50.00
Class "B" Liquor, annual	*$300.00
Class "B" Liquor to bona fide club, annual	*$150.00
Class "B" RESERVE liquor, in addition to license fee	$10,000.00
Class "B" initial issuance for exempt facilities	$500.00
Class "B" or Class "B" Temporary Retailer (Picnic license)	$10.00
Class "C" wine, annual	*$100.00
Operator Licensing	
Operator License, 1 year	$25.00
Operator License – Provisional, limit 60 days, once/year	$10.00
Operator License – Temporary, limit 14 days, once/year	$10.00
Operator License, duplicate copy if lost/stolen	$5.00
Publication fee	Actual Cost
Transfer license, from place to place within Village	$10.00
Wholesale Beer, annual	$25.00

Licensing - Other

Adult Establishments – per year	$500.00

Amusement Device – annual, each pool table, jukebox, game	$10.00
Bicycle/Scooter Registration, one-time fee	$10.00
Bicycle/Scooter Registration, replacement tag	$5.00
Cabaret License	
Cabaret application fee	$25.00
Cabaret license, annual	$300.00
Cabaret license, short-term	$35.00
Cabaret license transfer	$25.00
Cigarette License, annual	$100.00
Dog License	
Additional dog fee, add to annual license fee for each dog over two per home or residential unit	$25.00
License fee per spayed/neutered dog, annual	$10.00
License fee per unaltered dog, annual	$15.00
Penalty for licenses issued after March 31	$25.00
Replacement tag	$5.00
Jefferson County Dog Park License Fee (In addition to County fee)	$1.00
Home Park	
License fee, annual – per 50 spaces or fraction thereof	$100.00
License transfer	$25.00
Alter or extend – per 50 spaces or fraction thereof	$100.00
Transient Merchant/Peddler	
Investigation fee	$10.00
License, daily	$10.00
License, weekly	$40.00
License, monthly	$100.00
License, annual	$400.00

Permits

Building, Electrical, HVAC or Plumbing Permits – see Building Inspection	
Burning Permit – no fee, application required	$0.00
Chickens – permit to keep chickens in Village limits	
Enclosed coop annual	$10.00
Open coop, annual	$20.00
Driveway/driveway approach permit	$50.00
Dumpster permit – for placement in Village right of way only	
Deposit	$150.00
Permit fee, weekly	$35.00
Erosion control permit – no fee, application required	$0.00
Fireworks permit, per event (see Fireworks ordinance for restrictions)	$100.00
Grading Permit	$200.00
Sidewalk construction and repair permit	$50.00
Signal receiving antenna permit	$50.00
Street opening permit	$100.00
Double permit fee if work started prior to obtaining permit	
Street privilege permit	$50.00

Planning & Zoning

Annexation petition application	$150.00
Bed and Breakfast, annual inspection fee	$50.00
Certified survey map (CSM) application	
10 acres or less	$300.00
More than 10 acres	$600.00

Conditional use application	
Conditional use application not related to signs	$500.00
Conditional use application – signs less than 32 sq. feet	$100.00
Conditional use application – signs over 32 but less than 50 sq. ft.	$200.00
Extraterritorial subdivision application (per parcel created)	$100.00
Final plat review application	
Residential	
0 to 20 lots	$300.00
21 to 60 lots	$400.00
61 lots or more	$500.00
Commercial	
0 to 15 acres	$500.00
16 to 40 acres	$750.00
41 acres or more	$1,000.00
Resubmittal	$250.00
Improvement review application	$500.00
Parking space development fee (in lieu of parking spaces, per space)	$2,500.00
Preliminary plat review application	
Residential	
0 to 20 lots	$500.00
21 to 60 lots	$800.00
61 lots or more	$1,000.00
Commercial	
0 to 15 acres	$750.00
16 to 40 acres	$1,000.00
41 acres or more	$1,250.00
Resubmittal	$250.00
PUD application review	$500.00
Reimbursable development costs	
Agreement for reimbursable services	Actual Cost
(Applicants are billed for reimbursable services in excess of the services provided below.)	
Village Attorney	
Basis (application, correspondence, meeting attendance)	$300.00
Review (Plat, CSM, zoning, CUP, PIP, GDP, PUD, variance)	$300.00
Village Engineer	
Site Plan Review (grading, lighting, signage, storm water)	$700.00
Review (Plat, CSM, zoning, CUP PIP, GDP, PUD, variance	$300.00
Village Planner	
Site Plan Review (zoning, comprehensive plan, landscaping)	$500.00
Review (Plat, CSM, zoning, CUP, PIP, GDP, PUD, variance)	$300.00
Village Administration	
Basic (pre-application, meetings, legislation, correspondence	$300.00
Review (Plat, CSM, zoning, CUP, PIP, GDP, PUD, variance)	$300.00
Rezoning/permanent zoning, zoning regulations application	$500.00
Site plan application	$300.00
Site plan conceptual	No fee
Special exception review	$500.00
Temporary Use Permit application	$50.00
Urban service area application	$500.00
Variance application	$500.00
Wind energy systems, annual inspection fee	$50.00
Zoning and use compliance application (regular or temporary)	$50.00
Zoning Interpretation	$100.00
Zoning Interpretation appeal	$200.00

Public Works

Mowing/Weed Control, hourly fee, one hour minimum per parcel	$150.00
Public Improvements deposit	
New Construction	
Commercial/Industrial/Institutional/Multi-Family (3 units or more)	$5,000.00
Single Family or Duplex	$1,500.00
Remodel	
Commercial/Industrial/Institutional/Multi-Family (3 units or more	$5,000.00
Single Family or Duplex (if remodel exceeds $10,000)	$750.00
Sidewalk construction and repair permit – see Permits	
Snow/ice removal, hourly fee, one hour minimum per parcel	$150.00
Street opening or street privilege permit – see Permits	
Tree Planting	
Initial Planting	$250.00
Replanting Fee	$200.00

Signs

Insurance limits for signs over public right-of-way	$100,000.00
Sign Permits	
Permanent Sign	$2.50/sf
Temporary Sign (per Village code 250-110)	$1.25/sf
Sign return (if confiscated for illegally placing signs)	
Up to two feet x two feet on wire frame	$10.00
Over two feet x two feet on 4x4 frame	$50.00
Four feet x eight feet or greater	$100.00

ORDINANCE NO. _____

STATE OF WISCONSIN: VILLAGE OF JOHNSON CREEK: JEFFERSON COUNTY

ORDINANCE CREATING SECTION 11-2 D.
OF THE VILLAGE CODE OF THE VILLAGE OF JOHNSON CREEK
JEFFERSON COUNTY, WISCONSIN

THE VILLAGE BOARD OF THE VILLAGE OF JOHNSON CREEK, JEFFERSON COUNTY, WISCONSIN, DOES ORDAIN AS FOLLOWS:

SECTION 1: Section 11-2 D. of the Village Code of the Village of Johnson Creek is hereby created to read as follows:

11-2 Board of Review

* * *

D. *Hearing Procedure*. In accordance with the provisions of Wis. Stat. § 70.47(8), the Board of Review is authorized to consider requests and objections from property owners or the property owner's representatives to offer testimony, under oath, by telephone or submit written statements under oath to the Board of Review. The following procedure shall apply to such requests:

(1) A property owner or property owner's representative may request that the Board of Review consider testimony offered under oath by telephone, or consider written statements submitted under oath, provided that:

(a) The requirements of Wis. Stat. § 70.47 which requires that the property owner or property owner's representative provide notice of intent to appear at the Board of Review hearing are satisfied; and

(b) The Objection Form for Real Estate Property Assessment (PA-115A) has been completed and submitted to the Board of Review in accordance with the provisions of Wis. Stat. § 70.47; and

(c) A Request to Testify by Telephone or submit a Written Statement under oath to the Board of Review (Form PA-814) shall be filed with the City Clerk. Such requests must be submitted timely to be considered by the Board of

Review at the first meeting of the Board of Review.

(2) Criteria to be considered. The Board of Review may consider any and all of the following factors when deciding whether to grant or deny a request established under this subsection:

(a) The requester's stated reason(s) for the request as indicated on the PA-814.

(b) Fairness to the parties.

(c) Ability of the requester to procure in person oral testimony and any due diligence exhibited by the requester in procuring such testimony.

(d) Ability to cross examine the person providing the testimony.

(e) The Board of Review's technical capacity to honor the request.

(f) Any other factors that the board deems pertinent to deciding the request.

SECTION 2: All ordinances or parts of ordinances conflicting with or contravening the provisions of this ordinance are hereby repealed.

SECTION 3: This ordinance shall take effect upon passage and posting as provided by law.

PASSED AND ADOPTED by the Village Board of the Village of Johnson Creek, Jefferson County, Wisconsin this _____ day of _____ _____, 2015.

VILLAGE OF JOHNSON CREEK,

BY:_____
JOHN SWISHER, President

ATTEST:

_____
JOAN DYKSTRA, Clerk-Treasurer
Date Introduced:

CLASS A LIQUOR AND BEER
IGAS, LLC, DBA Johnson Creek Mobil, Ramkrishna Subedi, agent, 403 South Street
Kwik Trip, Inc. #487, Brian L Weihert, agent - 465 Village Walk Ln.
Loeder Oil Co, Inc, DBA Linmar BP, Daniel L. Loeder, agent, 880 E. Linmar Ln

CLASS B COMBINATION LIQUOR AND BEER
Bases Loaded, LLC, DBA Bases Loaded Corner Bar LLC, Michelle R. Lemminger, agent 210 Milwaukee Street
Fiesta Garibaldi of Johnson Creek, Jose H. Rebollar, agent, 310 Milwaukee Street
Highway Harrys Inc, Crystalyn J. Glover, agent, 710 Glover Lane
Tappers Bar & Grill, LLC, Kim Leitner, agent, 125 Milwaukee Street

CLASS B COMBINATION LIQUOR AND BEER FOR HOTEL/BANQUET FACILITY
Inn Ternet Hotels LLC, DBA Comfort Suites Johnson Creek, Dave Entwistle Agent, 725 Paradise Ln

CLASS B COMBINATION LIQUOR AND BEER – BONA FIDE CLUB
Schlesner Burri Post #305 The American Legion, Marlene Schultz, agent, 223 First Street

CLASS B COMBINATION LIQUOR AND BEER – RESERVE
Midpoint Eatery and Sports Pub, Inc, Patrick Smith, agent, 385 Wright Road

CIGARETTE LICENSES
IGAS, LLC, Johnson Creek Mobil- 403 South Street
Kwik Trip Inc #487, 465 Village Walk Ln
Pine Cone Travel Plaza – 685 W. Linmar Ln
Loeder Oil Co Inc, DBA: Linmar BP – 880 E. Linmar Ln

AMUSEMENT LICENSES
AMC Showplace Theatres, Inc – 420 Village Walk Ln – 7 machines
Bases Loaded, LLC, DBA Bases Loaded Corner Bar LLC, 210 Milwaukee Street- 1 machine
Fiesta Garibaldi of Johnson Creek – 310 Milwaukee St. - 5 machines
IGAS LLC, Johnson Creek Mobil- 403 South Street -2 machines
Midpoint eatery and Sports Pub, Inc- 385 wright road- 5 machines
Pine Cone Travel Plaza, 685 W. Linmar Ln - 3 machines
Schlesner Burri,Post #305 The American Legion, 223 First St. -2 machines
Tappers Bar & Grill, LLC, 125 Milwaukee St. - 8 machines

OPERATORS LICENSES:

American Legion Post 305, Schlesner-Burri
John O. Becker
Regina M. Hohmann
Denise M. Koepp
Monica L. Latsch
Brenda L. Roth
Scott A. Roth
Janelle M. Schick
Marlene M. E. Schultz

Highway Harry's

Michelle L. Briggs
Jessica L. Melchior
Donn R. Renning
Michael R. Smith
Elita D. Talamantes

Kwik Trip

Chris A. Canadeo
Courtney L. Dickow
Kevin R.. Doebereiner
Leslei A. Enright
Dana M. Farnsworth
Pamela J. Frohmader
Amber G. Gonska
Lori M. Hogan
Steven D. Keller
Luis R. Molina
Gail L. Opgenorth
Dawn A. Pint
Daniel S. Schwartz
Lauren A. Stout
Daniel A. Wagund
Lisa S. Walters
Lacey J. Wegner
Julia V. Wildes
Wendelin A. Zastrow

Linmar BP

Jeffrey A. Brunk
Jaime E. Findorff
Christine H. French
Sandra L. Glascock
Sandra J. Hilt
Daniel J. Korte
Donald L. Lundy
Harold E. O'Marrah
Lori D. widish

Jefferson County Highway Department
141 West Woolcock Street
Jefferson, WI 53549
920-674-7288 920-674-7446 fax

William T. Kern
Highway Commissioner

Highway Account Clerk
Alice Fischer

RECEIVED
APR 29 2015

April 27, 2015

Joan Dykstra, Village Clerk
Village of Johnson Creek
125 Depot Street
Johnson Creek, WI 53038

Dear Joan,

This letter is in regards to the County Road Aid Petition Money. This year it has been decided to handle the County Road Aid similar to last year. Like last year, we have decided that the municipalities should only send in their portion of the funds and that the Highway Department will match these funds in 2016. This means that in April of 2016, we will be applying our matching funds to your account so that the full amount can be used in 2016 for road construction projects.

We would appreciate having the enclosed petition form and your municipalities' portion of the petition monies returned to the County Highway Office by **June 30, 2015**. The petition is being mailed to you in duplicate. Please return the original to the Highway Office after your village meeting in order that the Highway Committee can report to the County Board of Supervisors. The duplicate is for your files.

The Village of Johnson Creek has 21.32 miles of village streets, according to the mileage established by the Wisconsin Department of Transportation. Therefore, the municipalities' amount of the petition that is due by June 30, 2015 is $2,132.00. The county share amounting to $2,132.00 will be applied to the municipalities account in April of 2016.

Enclosed is a copy of County Road Aid Resolution No. 2005-02. On April 19, 2005, the County Board of Supervisors adopted Resolution No. 2005-02 establishing the procedure for County Road Aid to towns, villages and cities for road projects. The most notable change in County Road Aid is that the Jefferson County Highway Department has the right of first refusal on future road construction projects.

We again offer the cooperation and help of our Highway Department if you wish to consult us regarding proposed street work in the Village of Johnson Creek. Please notify our office if you are going to do any construction, so that our staff may assist you in assessing your needs and making recommendations.

If there are any questions regarding this or other matters related to our department, please contact me or another member of our staff.

Sincerely,

JEFFERSON COUNTY HIGHWAY DEPARTMENT

Will Kern

William T. Kern
Highway Commissioner

NOTE: Petition and check for municipalities' portion of petition <u>MUST</u> be in our office by June 30. If there is a concern with the date please contact our office.

PETITION FOR COUNTY HIGHWAY AID

The ***Village of Johnson Creek***, Jefferson County, Wisconsin, hereby petitions the Board of Supervisors of the County of Jefferson as follows:

1. That heretofore, to-wit, on the _____ day of _____, 20____, at a lawful meeting of the governing body of said municipality a resolution was duly adapted to appropriate funds for the improvement of highways in said municipality at a cost estimated as follows:

   Local municipality share ___$2,132.00___ (to be paid by June 30)

   County of Jefferson share ___**$2,132.00**___ (to be applied to account in April)

   Total improvement costs ___$4,264.00___

2. That the County of Jefferson share of the appropriation does not exceed the maximum of $100.00 per mile of local roads in said municipality.

3. That said municipality is willing to abide by the rules set forth in Resolution No. 2005-02 adopted April 19, 2005, and to offer the Jefferson County Highway Department a right of first refusal for the work.

4. According to the resolution, Village of Johnson Creek takes the position of **(must check one):**

   _____ Will participate in County Road Aid this year.

   _____ Does not wish to participate in County Road Aid this year.

WHEREFORE, said municipality requests that the Board of Supervisors of the County of Jefferson grant this petition for County highway aid in the sum of $___$2,132.00___ in accordance with the provisions of s.83.14 and s. 83.03(1) of the Wisconsin Statutes and in accordance with the resolutions of said Board of Supervisors heretofore adopted.

Dated this _____ day of _____, 20_____.

Village of Johnson Creek

_____ _____

_____

NOTE: Petition and check for municipalities' portion of petition MUST be in our office by June 30

PETITION FOR COUNTY HIGHWAY AID

The ***Village of Johnson Creek***, Jefferson County, Wisconsin, hereby petitions the Board of Supervisors of the County of Jefferson as follows:

1. That heretofore, to-wit, on the _____ day of _____, 20____, at a lawful meeting of the governing body of said municipality a resolution was duly adapted to appropriate funds for the improvement of highways in said municipality at a cost estimated as follows:

   Local municipality share ___$2,132.00___ (to be paid by June 30)

   County of Jefferson share ___**$2,132.00**___ (to be applied to account in April)

   Total improvement costs ___$4,264.00___

2. That the County of Jefferson share of the appropriation does not exceed the maximum of $100.00 per mile of local roads in said municipality.

3. That said municipality is willing to abide by the rules set forth in Resolution No. 2005-02 adopted April 19, 2005, and to offer the Jefferson County Highway Department a right of first refusal for the work.

4. According to the resolution, Village of Johnson Creek takes the position of **(must check one):**

   _____ Will participate in County Road Aid this year.

   _____ Does not wish to participate in County Road Aid this year.

WHEREFORE, said municipality requests that the Board of Supervisors of the County of Jefferson grant this petition for County highway aid in the sum of $___$2,132.00___ in accordance with the provisions of s.83.14 and s. 83.03(1) of the Wisconsin Statutes and in accordance with the resolutions of said Board of Supervisors heretofore adopted.

Dated this _____ day of _____, 20_____.

Village of Johnson Creek

_____ _____

_____

NOTE: Petition and check for municipalities' portion of petition MUST be in our office by June 30

RESOLUTION NO. 2005-02

WHEREAS, Resolution No. 172, adopted March 11, 1969, establishes the procedure for county aid to towns, villages and cities for road projects, and

WHEREAS, Section 83.14, Wis. Stats., provides that the County is not obligated to aid town or village construction in excess of $2,000 per year, and

WHEREAS, the County may provide discretionary aid under Section 83.03, Stats., in excess of $2,000, and

WHEREAS, previous County Board policy is to provide aid to towns, villages and cities at the rate of $100 per mile of roads within their respective municipalities, and

WHEREAS, it is desirable when discretionary aid is granted that the County Highway Department have the opportunity to perform the work,

NOW, THEREFORE, BE IT RESOLVED that filing a petition for county road aid in excess of $2,000 in any year shall require the petitioning municipality to offer the work to the County Highway Department prior to entering into a contract with another party.

BE IT FURTHER RESOLVED that municipalities carrying over balances shall not be required to offer the Highway Department a right of first refusal for the work if said work is contracted for in 2006.

Fiscal Note: The 2005 budget contains $92,874 for this program. Requiring municipalities to offer the work under this program to the County Highway Department may result in greater utilization of Highway Department forces and savings from greater economies of scale. It is not anticipated that this resolution will have a significant fiscal impact.

AYES ____26____

NOES _____1___ (Bockmann)

ABSENT ___3___

Requested by
Highway Committee

04-19-05

Village of Johnson Creek
Memorandum

DATE: May 5, 2015

RE: Audio Broadcast of Village Meetings

To: Village Board

On February 23, 2015, the Village Board requested an estimate of costs to provide audio broadcast of Village meetings.

The estimated costs are as follows:

Wireless microphones with table top gooseneck stands with muting capabilities	12@$900	$10,800
Wireless clip-on microphone for public or presenters	2@$1350	2,700
16 Channel mixing board to mix microphone inputs	1@$900	900
Laptop computer for encoding	1@$900	900
Operating console and storage rack	1@$450	450
Recording equipment to archive and deliver	1@$675	675
Shielded cables and connectors for microphones and mixers	12@$45	540
Board room wiring	$450	450
Streaming software	$950	950
Installation & setup costs (per hour)	4@$120/hr	480
Hosting on Village web site (Content Delivery Network Subscription)	$350	350
Subtotal		$19,195
Contingency (10%)		1,920
Total		$21,115

The Village Board room is a multi-functional room used by the Village Board, elections, library and other private meetings which will require equipment to be set up and removed before and after each meeting.

Annual operating costs and maintenance are not included within this estimate.

Mark Johnsrud
Village Administrator