



MEETING	DATE	TIME	LOCATION
Town Board	Tuesday, May 21, 2019	Immediately following Sanitary District Meeting	Grand Chute Town Hall 1900 Grand Chute Blvd Board Room

A. CALL TO ORDER/ROLL CALL

B. APPROVAL OF AGENDA/ORDER OF THE DAY

C. SPECIAL PRESENTATION – Dale Youngquist, Village of Fox Crossing President

D. POLICE DEPARTMENT AWARDS

E. OATH OF OFFICE – Police Lieutenant Maas

F. PUBLIC INPUT

Members of the public are welcome to address the Commission and Town Board. **Individuals are allowed to speak only about agenda items and must fill out a “Request to Speak” form and submit to the Town Clerk prior to the start of the meeting in order to speak during the Public Input segment of the meeting.** This segment is placed early in the agenda so that the public may make their comments prior to any discussion or action by the Commission or Town Board. Individual comments are limited to no more than three minutes each. The Public Input section is limited to a total of 15 minutes. The Commission/Town Board may suspend this rule if deemed necessary. Once the public input segment ends there will be no additional discussion from the audience.

G. CONSENT AGENDA

(Items on the Consent Agenda are routine in nature and require one motion to approve all items listed. Prior to voting on the Consent Agenda, items on the Consent Agenda may be removed at the request of any Supervisor and addressed immediately following the motion to approve the other items on the Consent Agenda.)

1. Approval of Regular Meeting minutes and Public Hearing minutes – May 7, 2019

2. Licensing: (*applications on file in the clerk’s office*)(*License Committee recommends approval*)

- a. Operator Licenses applications to expire: 2021 dated 4/26/19, 5/3/19, and 5/10/19
- b. Original application for Hotel/Motel, WRLP Appleton LLC dba Hampton Inn Appleton, 350 Fox River Drive
- c. Change of Agent for United Hospitality dba Grand Stay appoints Erin Engle
- d. Original application for Secondhand Article for ecoATM, LLC, 2400 W. Wisconsin Avenue, Hunter Bjorkman, Manager

3. Accept Monthly Reports: Community Development, Police Department, Public Works, and Parks Commission

H. FINANCIAL REPORTS

1. Approval of Voucher List – May 21, 2019

I. NEW BUSINESS

1. Plan Commission Recommendations:

- a. CUP-08-19 Conditional Use Permit requested by the City of Appleton to allow grading, filling and stormwater management facilities associated with the installation of portions of Spartan Drive and Sommers Drive, between N. Richmond Street and future Haymeadow Avenue. PC recommends approval.
- b. SE-07-19 Special Exception Permit requested by Kappa Hospitality LLC, dba The Mad Apple Burger and Billiard Co., 3025 W. College Avenue, for operation of an outdoor service/beer garden. PC recommends approval.

- c. CSM-05-19 Certified Survey Map approval requested by Robert H. and Gladys M. Ebben Revocable Trust, 5625 N. McCarthy Road, for a two-lot CSM with roadway dedication. PC recommends approval.
 - d. Town of Grand Chute Pedestrian and Bicycle Strategy Update. PC recommends approval.
 - e. CSM-06-19 Certified Survey Map approval requested by the Community Development Authority of the Town of Grand Chute, 2200 N. McCarthy Road, for a two-lot CSM with roadway dedication. Director Buckingham to reports results from 5/21/2019 PC meeting.
2. Approve the proposal from McMahon Associates, Inc. for design and permitting services of Casaloma Drive from Waterstone Court to W. Spencer Street at a cost not to exceed \$89,700.
 3. Approve the Casaloma Drive Urbanization Change Order #4, Contact 2016-14, increasing the amount by \$58,289.59.
 4. Approve the Gillett Street Urbanization Change Order #5, Contract 2018-01, increasing the amount by \$32,808.50.
 5. Approve the special assessment methodology for the construction of Buran Way from 200' northwest of Heron Lane to 550' northwest.
 6. Disallow Michelle and Tim Price's claim in the amount of \$37,836.36 for a sewer backup.

J. RESOLUTION

1. Final Resolution TBR-08-2019 for French Road (CTH OO north for 0.43 miles) as located in the Town of Grand Chute authorizing the commencement of work or improvements and special assessments for reclamation and paving, and levying special assessments against abutting property owners or on an area wide basis to specially benefiting property owners under Chapter 60 and 66.0703(1)(b), et al Police Powers, Wis. Stats., 2017-18 as amended.

K. ADJOURNMENT

Public Notice: Agendas are posted in the following locations: Town Hall bulletin boards & Town website www.grandchute.net 2015 Wisconsin Act 79 allows the publication of certain legal notices on an Internet site maintained by a municipality. This law allows these types of legal notices to be posted in one physical location in the jurisdiction (instead of three) if also placed on an Internet site maintained by the local government.

Special Accommodations: Requests from persons with disabilities who need assistance to participate in this meeting should be made to the Clerk's Office at (920-832-5644) with at least 24-hour notice.

Notice of Possible Quorum: A quorum of the Sanitary Districts, Plan Commission, Board of Review, Licensing Committee, Parks Commission, Community Development Authority, Joint Review Board, Zoning Board of Appeals and/or Police and Fire Commission may be present at this meeting for the purpose of gathering information and possible discussion on items listed on this agenda. However, unless otherwise noted in this agenda, no official action by the Sanitary Districts, Plan Commission, Board of Review, Licensing Committee, Parks Commission, Joint Review Board, Zoning Board of Appeals and/or Police and Fire Commission will be taken at this meeting.

PUBLIC HEARING – TOWN BOARD – TOWN OF GRAND CHUTE – 1900 GRAND CHUTE BLVD., GRAND CHUTE, WI – FRENCH RD (CTH 00 north for 0.43 miles) MAY 7, 2019

CALL PUBLIC HEARING TO ORDER/ROLL CALL

Public Hearing called to order at 6:30 p.m. by Dave Schowalter, presiding officer.

PRESENT: Dave Schowalter, Jeff Nooyen, Travis Thyssen, Bruce Sherman, Eric Davidson, and Angie Cain, Town Clerk

STAFF: Jim March, Town Administrator; Bob Buckingham, Community Development Director; Greg Peterson, Police Chief; Tim Bantes, Fire Chief; Katie Schwartz, Public Works Director; Julie Wahlen, Finance Director; Brent Braun, IT Director; Karen Heyrman, Deputy Director of Public Works; Mike Patza, Town Planner; Captain Mike Velie, Police Department; several officers; Mick Magalski, McMahon Associates; Atty. Claringbole, Herrling Clark Law Offices

OTHERS: 4 signed attendance

Proposed imposition of special assessments for the Town of Grand Chute's cost allocable for reclamation and paving for French Road (CTH OO north for 0.43 Miles), as located in the Town of Grand Chute, Outagamie County, Wisconsin.

Clint Dekeyser, 2909 N. French Road, asked the life expectancy of the new road and was concerned it would need to be replaced again in a few years.

Dir. Schwartz stated the County would be doing the work. The plan is to pulverize the existing asphalt and use that as an additional base. There will be new binder and surface mat asphalt on top. This will be a total of five and a half inches. The subgrade will be fixed prior to any paving.

Mr. Dekeyser questioned if the new base would withstand tractor trailers. He feels the semis destroyed the road. Once the roundabouts went in on Evergreen, French Road starting seeing a lot of semi traffic. He stated there really isn't anything on this stretch of French Road that warrants tractor trailer traffic. He was hoping it would be eliminated. This isn't enforced as there are hundreds of trucks travel the road in a day.

Dir. Schwartz stated that the box culvert structure is being removed and replaced, which is not part of the assessment. The posting will be removed and the road will be built according to the collector standards. It will be able to with-stand tractor trailers.

Mr. Dekeyser questioned if the road would be a little wider.

Dir. Schwartz explained that the road is not being reconstructed. There will be no widening of the street or shoulders.

Mr. Dekeyser questioned how long it would last.

Dir. Schwartz stated the pavement that is there is thirty years old. The design is expected to last twenty or more years.

Mr. Dekeyser stated there are multiple accidents on the corner of CTH OO and French Road. He questioned if it would be possible to add a right turn lane.

Dir. Schwartz stated it was not part of this project. The Town is in discussion with the County regarding a study of that area to see what improvements can be made.

Mr. Dekeyser questioned why CTH JJ to the 41 overpass is 45 mph when everywhere else it is 35 mph. It is hard to pull out of his driveway with other cars going 45 mph.

Dir. Schwartz stated there wasn't a plan to change that, but it could be discussed.

PUBLIC HEARING – TOWN BOARD – TOWN OF GRAND CHUTE – 1900 GRAND CHUTE
BLVD., GRAND CHUTE, WI – FRENCH RD (CTH 00 north for 0.43 miles) MAY 7, 2019

CLOSE PUBLIC HEARING

Motion (Nooyen/Thyssen) to close the Public Hearing. Motion carried.

ADJOURNMENT

Motion (Nooyen/Sherman) to adjourn meeting.

Public Hearing closed at 6:37 p.m.

These minutes were taken and recorded in this record book May 7, 2019 by:

Angie Cain

Angie Cain, Town Clerk
Town of Grand Chute
INITIAL DRAFT

CALL TO ORDER/ROLL CALL

Meeting called to order at 6:42 p.m. by Dave Schowalter, presiding officer.

PRESENT: Dave Schowalter, Jeff Nooyen, Bruce Sherman, Travis Thyssen, Eric Davidson, and Angie Cain, Town Clerk

STAFF: Jim March, Town Administrator; Bob Buckingham, Community Development Director; Greg Peterson, Police Chief; Tim Bantes, Fire Chief; Katie Schwartz, Public Works Director; Julie Wahlen, Finance Director; Brent Braun, IT Director; Karen Heyrman, Deputy Director of Public Works; Mike Patza, Town Planner; Captain Mike Velie, Police Department; several officers; Mick Magalski, McMahon Associates; Atty. Claringbole, Herrling Clark Law Offices

OTHERS: 4 signed attendance

APPROVAL OF AGENDA/ORDER OF THE DAY

Motion (Thyssen/Davidson) to approve the agenda. Motion carried.

SPECIAL PRESENTATION - Recognition of Samuel Rospenda for obtaining an Eagle Scout Award

The Town Board presented an recognition award to Samuel Rospenda.

PROCLAMATION – Police Week

Chairman Schowalter read the Police Week Proclamation.

PUBLIC INPUT – There was no public input.

CONSENT AGENDA

Approval of regular meeting minutes from April 16, 2019 and public hearing minutes from April 15, 2019.

Licensing: *(applications on file in the clerk's office)(License Committee recommends approval)*

Operator Licenses:

Approval of Applications to expire: 2021 dated 4/12/19, 4/18/19, and 4/19/19

Denial of operator license applications for Castillo and Colling

Liquor Licenses:

Transfer of Premise for “Class A” beer and liquor, The Shinery Neenah LLC dba The Shinery, 4301 W. Wisconsin Avenue Ste. 914

Change of agent for Target Corporation dba Target located at 4301 W. Wisconsin Avenue appoints Alexandria Smith

Special Event Permits:

Appleton Baseball Club, 2400 N. Casaloma Drive, for wedding fireworks on Saturday, June 15, 2019 and Saturday, June 29, 2019. CONDITIONS: 1) No fireworks may begin after 10:00 p.m., 2) Display must comply with NFPA 1123 standards

Motion (Nooyen/Sherman) to approve the consent agenda. Motion carried.

FINANCIAL REPORTS

Approval of Voucher List – May 7, 2019

\$425,286.69 (93941-94004); Payroll \$292,888.51; ACH \$1,261,977.76

Motion (Thyssen/Davidson) to approve the voucher list.

Supv. Nooyen questioned the number of refunds for false alarms.

Chief Petersen stated there was a problem with the false alarm module system and some false alarms were counted twice. False alarms were also unable to be billed for three months.

Motion carried.

NEW BUSINESS

Plan Commission Recommendations:

Affidavit of Correction to the Plat of Grand Chute Southwest Business Park, releasing and correcting a recorded detention easement on Lot 3 (5790 W. Midwest Drive). Director Buckingham to report results from 5/7/19 PC meeting.

Dir. Buckingham stated that Plan Commission recommends approval.

Motion (Thyssen/Nooyen) to approve. Motion carried.

Recommendation from Licensing Committee regarding the Howard Johnson complaint of unpaid hotel/motel tax, utility bill, and personal property tax.

Clerk Cain explained a complaint was filed on April 16, 2019 regarding outstanding room tax, 2018 personal property taxes and utilities. The past due bills were paid on April 30, 2019. The attorney recommended to the Licensing Committee and Town Board to dismiss the complaint since the bills were paid.

Motion (Schowalter/Nooyen) to dismiss the complaint as moot due to the intervening payment.

Chairman Schowalter stated we will act more rapidly when these bills are not paid. The Town takes this seriously. He also mentioned all the hotels are currently up-to-date with the first quarter payments.

Motion carried.

Award of Bid, Contract 2019-05A utilities on N. McCarthy Road and contract 2019-05B Champion Drive and Silverspring Drive construction, to PTS Contractors, Inc. in the amount of \$1,352,593.51.

Motion (Thyssen/Davidson) to approve contract 2019-05A and contract 2019-05B. Motion carried.

Award of Bid, Contract 2019-07 Galaxy Drive construction to Feaker & Sons Co., Inc, in the amount of \$716,036.65.

Motion (Sherman/Nooyen) to approve. Motion carried.

Approve the special assessment methodology for 2019 urbanization of McCarthy Road from Brookview Drive to Capitol Drive.

Motion (Nooyen/Davidson) to approve. Motion carried.

Finance and IT budget adjustments.

Motion (Nooyen/Sherman) to approve. Motion carried.

Approve the proposal from McMahon Associates, Inc. for design and permitting services to replace a culvert on Casaloma Drive at a cost not to exceed \$35,200.

Motion (Thyssen/Nooyen) to approve. Motion carried.

Approve of the insurance package for the 2019-2020 year.

Motion (Davidson/Sherman) to approve. Motion carried.

Approve Change Order #3 for Town Center Park Playground, Contract 2018-14, increasing the amount by \$1,270 and extending the project completion date to May 15, 2019.

Motion (Davidson/Nooyen) to approve.

Supv. Sherman questioned why the ramp sidewalk project wasn't part of the change order from last fall regarding the sidewalks.

Deputy Dir. Heyrman explained the original estimate was for plain four-inch sidewalk. The additional cost is to make these areas thicker and add the detectable warning fields. Those were not current bid items. There will be deducts in other areas.

Motion carried.

RESOLUTIONS

Final Resolution TBR-07-2019 for Spencer Street (Casaloma Drive to Mayflower Drive) as located in the Town of Grand Chute authorizing the commencement of work or improvements and special assessments for street construction and levying special assessments against abutting property owners or on an area wide basis to specially benefiting property owners under Chapter 60 and 66.0703(1)(b), et al Police Powers, Wis. Stats., 2017-18 as amended.

Motion (Sherman/Thyssen) to suspend the rules in order to discuss prior to a motion. Motion carried.

Supv. Sherman stated that the price for the street is \$111.09 per linear foot. Elsner Road was at \$77.28 per foot. Both streets are collector streets and were assessed using the 50/50 schedule. He feels the assessment should be more in-line with the Elsner Road assessment.

Dir. Schwartz stated that Grand Chute's policy is on a per foot basis and the bid prices. The bidding environment has been very competitive and the bid was placed in March. The conditions are tough due to the area being fairly wet. There is a lot of high ground water in that area, including wetlands, which is part of the difficulty for construction in that area.

Supv. Sherman would like the Spencer Street assessments to be less per foot. He suggested using the State money that has been received towards the Town portion of the project and allocate that more towards the residential assessments. A State project costs more than a Town project. He feels by the end of the year, a

standardized per foot residential street assessment should be put in place. There is big difference between the two street assessments for basically the same type of road.

Chairman Schowalter explained that when the Town receives State money it belongs to the residents of Grand Chute as a whole and not just to that project. He questioned if the project was more costly due to it being a State project or due to the issues in that area.

Dir. Schwartz stated it was hard to say. The bid prices were higher and there are more requirements on the contractor for a State project.

Supv. Thyssen wants to be fair and equitable. There weren't any concerns that this project was not fair and equitable.

Supv. Nooyen feels the Town is being fair and equitable by raising the Town's portion from 33 percent to 50 percent. He feels it would be nice to have a set cost, but if the building conditions are different it would be hard to have a set cost.

Motion (Davidson/Schowalter) to approve TBR-07-2019. Motion carried. Sherman opposed.

CLOSED SESSION

Motion to convene in Closed Session via ROLL CALL VOTE pursuant to 19.85(1)(c) – Consideration of employment, promotion, compensation or performance evaluation data of any public employee of the Town of Grand Chute (proposed fire union contract negotiation strategy, terms, discussion, and possible approval) and 19.85(1)(e) – Deliberations or negotiations on the purchase of public properties, investing of public funds or conducting other specific public business when competitive or bargaining reasons require a closed session (land acquisition and sales of Town owned property)

Motion (Nooyen/Thyssen) to convene in Closed Session via Roll Call vote: Sherman – Aye; Thyssen – Aye; Davidson – Aye; Nooyen – Aye; Schowalter – Aye. Motion carried.

Roll call taken at 7:08 p.m.

Chairman Schowalter, Supervisors Thyssen, Sherman, Nooyen, and Davidson, Administrator March, Clerk Cain, Chief Bantes, and Attorney Claringbole attended the Closed Session. Closed Session commenced at 7:12 p.m.

Motion (Sherman/Nooyen) to adjourn Closed Session and reconvene the regular meeting. Motion carried.

Meeting reconvened at 8:10 p.m.

NEW BUSINESS CONTINUED

Action/discussion on closed session items.

Motion (Sherman/Thyssen) to approve the Fire Contract. Motion carried.

Motion (Nooyen/Thyssen) to approve the demolition agreement with Mike Gonnering. Motion carried.

ADJOURNMENT

Motion (Thyssen/Schowalter) to adjourn meeting. Motion carried.

Meeting adjourned at 8:12 p.m.

These minutes were taken at a regular meeting held on May 7, 2019 and entered in this record book, May 8, 2019 by:

Angie Cain

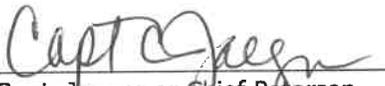
Angie Cain, Town Clerk
Town of Grand Chute
Initial Draft

Please Provide Operator's Licenses checks on the following applicants for New and Renewal Operator License, (the license will expire in 2021). Amended applications where background check already complete and now resubmitted

NEW

Approve Deny

Aschenbrenner, Matthew A	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marquardt, Daniel M	<input checked="" type="checkbox"/>	<input type="checkbox"/>
O'Neill, Margaret A	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pape, Trisha A	<input checked="" type="checkbox"/>	<input type="checkbox"/>

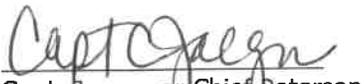

Capt. Jaeger or Chief Peterson

Date: 5/3/19

RENEWAL

Approve Deny

Schelfhout, Jenalle M	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Badilla, Alex M	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bricco, Tim J	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hall, Timothy W	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hart, Alicia D	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mattson, Lisa A	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Simon, Kristin L	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wilson, Mikayla E	<input checked="" type="checkbox"/>	<input type="checkbox"/>


Capt. Jaeger or Chief Peterson

Date: 5/3/19

Please Provide Operator's Licenses checks on the following applicants for New and Renewal Operator License, (the license will expire in 2021). Amended applications where background check already complete and now resubmitted

RENEWAL

Approve Deny

Fischer, Milo C	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gaupp, David C	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hottenstine, Karen M	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loosen, Kevin E	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Manteufel, Ashley M	<input checked="" type="checkbox"/>	<input type="checkbox"/>


Capt. Jaeger or Chief Peterson

Date: 5/6/19

Please Provide Operator's Licenses checks on the following applicants for New and Renewal Operator License, (the license will expire in 2021). Amended applications where background check already complete and now resubmitted

NEW

Approve Deny

Chastain, John L	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fox, Emily K	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fuerte, Abbey B	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Kohl, Hailey M	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Louis, Ragina T	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Meinke, Catherine E	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Petit, Cody M	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Siani, Taylor L	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Capt Jaeger
 Capt. Jaeger or Chief Peterson

Date: 5/15/19

RENEWAL

Approve Deny

Austreng, Ellen C	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Blodgett, Allen J	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Coburn, Leslie J	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gerhard, Daniel J	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Heit, Paul G	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hintze, Margaret A	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Krull, Brenda S	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Meilahn, Casey C	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Meshnick, Aaron J	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Paustian, Michelle A	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Santkuyl, Wendy S	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Need Certificate

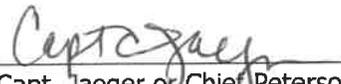
Thank You

Please Provide Operator's Licenses checks on the following applicants for New and Renewal Operator License, (the license will expire in 2021). Amended applications where background check already complete and now resubmitted

Renewal Cont.

Swanson, Michelle L

Vassar, Jodi N


Capt. Jaeger or Chief Peterson

Date: 5/15/19

TOWN OF GRAND CHUTE - DEPARTMENT OF COMMUNITY DEVELOPMENT

PERMIT ACTIVITY REPORT

REPORT PERIOD - MARCH 2019

	2019				2018			
	MARCH		YTD		MARCH		YTD	
	Number	% of Total						
Permits Issued								
Building Permits	44	35%	103	29%	37	30%	114	32%
Electric Permits	24	19%	80	23%	27	22%	74	20%
Plumbing Permits	31	25%	93	26%	20	16%	82	23%
HVAC Permits	25	20%	78	22%	39	32%	91	25%
Other Permits	0	0%	0	0%	0	0%	0	0%
Total Permits Issued	124		354		123		361	
	2019				2018			
	MARCH		YTD		MARCH		YTD	
	Number	% of Total						
Projects								
New Single Family Dwellings	6	14%	14	14%	3	8%	16	14%
New Duplexes	2	5%	3	3%	0	0%	0	0%
New Multi-Family Dwellings	0	0%	0	0%	1	3%	1	1%
New Residential Access Bldgs	3	7%	5	5%	3	8%	5	4%
New Commercial/Ind Bldgs	4	9%	4	4%	0	0%	1	1%
Residential Additions & Alter	10	23%	36	35%	9	24%	28	25%
Comm/Ind Additions & Alter	7	16%	20	19%	14	38%	39	34%
Signs	8	18%	15	15%	7	19%	19	17%
Other Projects	4	9%	6	6%	0	0%	5	4%
Total Projects	44		103		37		114	
	2019				2018			
	MARCH		YTD		MARCH		YTD	
	Number	% of Total						
Projects By Zone								
Single Family (RSF)	17	39%	47	46%	12	32%	44	39%
Two Family (RTF)	2	5%	4	4%	0	0%	2	2%
Multi-Family (RMF)	3	7%	6	6%	3	8%	4	4%
Local Commercial (CL)	5	11%	10	10%	6	16%	23	20%
Regional Commercial (CR)	9	20%	20	19%	5	14%	19	17%
Planned Commercial (CP)	2	5%	5	5%	7	19%	10	9%
Industrial (IND)	4	9%	7	7%	2	5%	9	8%
Exclusive Agriculture	0	0%	0	0%	0	0%	0	0%
General Agriculture	2	5%	4	4%	2	5%	3	3%
Total Proj. by Zoning Dist.	44		103		37		114	
	2019				2018			
	MARCH		YTD		MARCH		YTD	
New Dwelling Units								
Construction Costs (Ave.)	\$	259,983	\$	239,993	\$	186,667	\$	250,653
Calculated Permit Fees (Ave.)	\$	644	\$	648	\$	634	\$	674
Finished Floor Area (Ave. sq. ft.)		2,162		2,100		1,741		2,233
Garage Area (Ave. sq. ft.)		792		793		870		980
Lot Area (Ave. sq. ft.)		79,676		44,281		12,167		19,746
With Municipal Sewer (%)		83%		93%		100%		100%
With Municipal Water (%)		83%		93%		100%		100%
On Mapped Floodplain Lots (%)		0%		0%		0%		0%
	Year							
	2019 YTD	2018	2017	2016	2015	2014	2013	2012
New Dwelling Units								
In Single Family Homes	14	112	82	66	73	64	71	53
In Duplexes	6	12	8	2	2	2	0	0
In Multi-Family Apartment Units	0	20	190	40	59	8	32	160

TOWN OF GRAND CHUTE - DEPARTMENT OF COMMUNITY DEVELOPMENT

PERMIT ACTIVITY REPORT

REPORT PERIOD - MARCH 2019

	2019				2018			
	MARCH		YTD		MARCH		YTD	
Costs By Project	Cost	% of Total	Cost	% of Total	Cost	% of Total	Cost	% of Total
New Single Family Dwellings	\$ 1,806,265	30%	\$ 4,011,082	26%	\$ 692,915	18%	\$ 4,676,820	32%
New Duplexes	\$ 501,600	8%	\$ 686,600	4%	\$ 12,000	0%	\$ 37,600	0%
New Multi-Family Dwellings	\$ -	0%	\$ -	0%	\$ 800,670	21%	\$ 800,670	6%
New Residential Access Bldgs	\$ 19,600	0%	\$ 29,700	0%	\$ 24,033	1%	\$ 36,093	0%
New Commercial/Ind Bldgs	\$ 2,038,006	33%	\$ 2,321,494	15%	\$ -	0%	\$ 599,779	4%
Residential Additions & Alter	\$ 210,906	3%	\$ 1,074,380	7%	\$ 321,921	8%	\$ 843,039	6%
Comm/Ind Additions & Alter	\$ 1,278,310	21%	\$ 6,388,683	42%	\$ 1,941,814	51%	\$ 7,119,048	49%
Signs	\$ 145,428	2%	\$ 334,522	2%	\$ 42,459	1%	\$ 240,242	2%
Other Projects	\$ 99,199	2%	\$ 429,199	3%	\$ -	0%	\$ 143,000	1%
Total Costs by Project Type	\$ 6,099,314		\$ 15,275,660		\$ 3,835,812		\$ 14,496,291	
	2019				2018			
	MARCH		YTD		MARCH		YTD	
Costs By Work Type	Cost	% of Total	Cost	% of Total	Cost	% of Total	Cost	% of Total
Building Construction	\$ 4,159,094	68%	\$ 10,192,803	67%	\$ 2,842,845	74%	\$ 11,433,318	79%
Electrical	\$ 389,785	6%	\$ 1,730,639	11%	\$ 255,725	7%	\$ 1,236,464	9%
Plumbing	\$ 858,840	14%	\$ 1,964,779	13%	\$ 334,983	9%	\$ 937,414	6%
HVAC	\$ 691,595	11%	\$ 1,387,440	9%	\$ 402,259	10%	\$ 889,096	6%
Other	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	0%
Total Costs by Work Type	\$ 6,099,314		\$ 15,275,660		\$ 3,835,812		\$ 14,496,291	
	2019				2018			
	MARCH		YTD		MARCH		YTD	
Costs By Zoning District	Cost	% of Total	Cost	% of Total	Cost	% of Total	Cost	% of Total
Single Family (RSF)	\$ 1,459,705	24%	\$ 4,211,674	28%	\$ 642,060	17%	\$ 5,044,797	35%
Two Family (RTF)	\$ 215,705	4%	\$ 456,942	3%	\$ 2,395	0%	\$ 41,075	0%
Multi-Family (RMF)	\$ 371,200	6%	\$ 608,300	4%	\$ 1,056,670	28%	\$ 1,204,477	8%
Local Commercial (CL)	\$ 333,265	5%	\$ 612,574	4%	\$ 285,420	7%	\$ 2,728,673	19%
Regional Commercial (CR)	\$ 2,022,098	33%	\$ 7,190,887	47%	\$ 388,132	10%	\$ 1,107,000	8%
Planned Commercial (CP)	\$ 373,734	6%	\$ 496,364	3%	\$ 1,091,541	28%	\$ 2,236,036	15%
Industrial (IND)	\$ 797,946	13%	\$ 896,156	6%	\$ 213,180	6%	\$ 1,929,360	13%
Exclusive Agriculture	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	0%
General Agriculture	\$ 525,661	9%	\$ 802,764	5%	\$ 156,414	4%	\$ 204,873	1%
Total Costs by Zoning Dist.	\$ 6,099,314		\$ 15,275,660		\$ 3,835,812		\$ 14,496,291	
	YEAR							
Total Costs By Year	2019 YTD	2018	2017	2016	2015	2014	2013	2012
	\$ 15,275,660	\$ 138,207,277	\$ 98,638,083	\$ 78,371,494	\$ 84,705,003	\$ 62,532,610	\$ 65,715,620	\$ 61,301,129

TOWN OF GRAND CHUTE - DEPARTMENT OF COMMUNITY DEVELOPMENT

PERMIT ACTIVITY REPORT

REPORT PERIOD - MARCH 2019

	2019				2018			
	MARCH		YTD		MARCH		YTD	
Fees By Fee Type	Fees	% of Total	Fees	% of Total	Fees	% of Total	Fees	% of Total
Building Permits	\$11,344.00	28%	\$32,967.00	31%	\$12,151.00	35%	\$42,721.00	36%
Electric Permits	\$2,922.00	7%	\$10,396.00	10%	\$2,908.00	8%	\$8,476.00	7%
Plumbing Permits	\$2,771.00	7%	\$8,016.00	8%	\$1,445.00	4%	\$8,448.00	7%
HVAC Permits	\$3,098.00	8%	\$8,373.00	8%	\$4,065.00	12%	\$9,129.50	8%
Building Plan Review	\$2,150.00	5%	\$8,050.00	8%	\$4,950.00	14%	\$13,250.00	11%
SAC Fees	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%
1% SAC Fees	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%
Wis. Uniform Building Seal	\$280.00	1%	\$595.00	1%	\$105.00	0%	\$560.00	0%
Park Fee	\$3,600.00	9%	\$7,400.00	7%	\$3,200.00	9%	\$8,400.00	7%
Driveway/Access Permits	\$300.00	1%	\$780.00	1%	\$120.00	0%	\$900.00	1%
Drainage Plan Review	\$600.00	1%	\$700.00	1%	\$200.00	1%	\$500.00	0%
Drainage Inspections	\$4,650.00	11%	\$9,150.00	9%	\$1,050.00	3%	\$7,200.00	6%
Erosion Control Plan Review	\$800.00	2%	\$1,700.00	2%	\$300.00	1%	\$1,600.00	1%
Erosion Control Inspections	\$2,350.00	6%	\$4,950.00	5%	\$750.00	2%	\$4,000.00	3%
Permit Penalty Fees	\$240.00	1%	\$240.00	0%	\$0.00	0%	\$0.00	0%
Fire Department Impact Fees	\$3,538.00	9%	\$6,320.00	6%	\$1,908.00	5%	\$6,362.00	5%
Assessment Maintenance Fee	\$2,100.00	5%	\$5,350.00	5%	\$1,900.00	5%	\$6,800.00	6%
Total Permit Fees By Zoning Dist.	\$40,743.00		\$104,987.00		\$35,052.00		\$118,346.50	
	2019				2018			
	MARCH		YTD		MARCH		YTD	
Fees By Project Type	Fees	% of Total	Fees	% of Total	Fees	% of Total	Fees	% of Total
New Single Family Dwellings	\$18,306.00	45%	\$43,184.00	41%	\$8,601.00	25%	\$45,090.00	38%
New Duplexes	\$6,533.00	16%	\$9,652.00	9%	\$169.00	0%	\$558.00	0%
New Multi-Family Dwellings	\$0.00	0%	\$0.00	0%	\$6,528.00	19%	\$6,528.00	6%
New Res. Access Bldgs	\$203.00	0%	\$273.00	0%	\$270.00	1%	\$538.00	0%
New Commercial/Ind Bldgs	\$6,661.00	16%	\$7,035.00	7%	\$0.00	0%	\$4,273.00	4%
Residential Additions & Alter	\$2,542.00	6%	\$9,779.00	9%	\$3,315.00	9%	\$9,212.00	8%
Comm/Ind Additions & Alter	\$5,012.00	12%	\$30,603.00	29%	\$15,419.00	44%	\$48,617.50	41%
Signs	\$1,050.00	3%	\$2,650.00	3%	\$750.00	2%	\$2,800.00	2%
Other Projects	\$436.00	1%	\$1,811.00	2%	\$0.00	0%	\$730.00	1%
Total Permits Fees by Project Type	\$40,743.00		\$104,987.00		\$35,052.00		\$118,346.50	
	2019				2018			
	MARCH		YTD		MARCH		YTD	
Fees By Zoning District	Fees	% of Total	Fees	% of Total	Fees	% of Total	Fees	% of Total
Single Family (RSF)	\$18,171.00	45%	\$48,871.00	47%	\$8,364.00	24%	\$49,162.00	42%
Two Family (RTF)	\$3,135.00	8%	\$7,093.00	7%	\$40.00	0%	\$706.00	1%
Multi-Family (RMF)	\$3,874.00	10%	\$3,874.00	4%	\$7,382.00	21%	\$8,956.00	8%
Local Commercial (CL)	\$2,746.00	7%	\$6,501.00	6%	\$3,773.00	11%	\$14,630.00	12%
Regional Commercial (CR)	\$6,514.00	16%	\$29,284.00	28%	\$3,016.00	9%	\$12,981.00	11%
Planned Commercial (CP)	\$1,097.00	3%	\$1,805.00	2%	\$7,629.00	22%	\$15,704.50	13%
Industrial (IND)	\$1,978.00	5%	\$3,672.00	3%	\$1,651.00	5%	\$12,599.00	11%
Agricultural (AED) and (AGD)	\$3,228.00	8%	\$3,887.00	4%	\$3,197.00	9%	\$3,608.00	3%
Total Permit Fees by Zoning Dist.	\$40,743.00		\$104,987.00		\$35,052.00		\$118,346.50	
	Year							
Total Fees By Year	2019 YTD	2018	2017	2016	2015	2014	2013	2012
	\$ 104,987	\$ 744,028	\$ 684,850	\$ 499,050	\$ 534,144	\$ 416,728	\$ 505,387	\$ 449,275

TOWN OF GRAND CHUTE - DEPARTMENT OF COMMUNITY DEVELOPMENT

PERMIT ACTIVITY REPORT

REPORT PERIOD - APRIL 2019

	2019				2018			
	APRIL		YTD		APRIL		YTD	
	Number	% of Total						
Permits Issued								
Building Permits	45	39%	148	32%	45	33%	159	32%
Electric Permits	28	25%	108	23%	26	19%	100	20%
Plumbing Permits	22	19%	115	25%	41	30%	123	25%
HVAC Permits	19	17%	97	21%	25	18%	116	23%
Other Permits	0	0%	0	0%	0	0%	0	0%
Total Permits Issued	114		468		137		498	
	2019				2018			
	APRIL		YTD		APRIL		YTD	
	Number	% of Total						
Projects								
New Single Family Dwellings	6	13%	20	14%	8	18%	24	15%
New Duplexes	0	0%	3	2%	1	2%	1	1%
New Multi-Family Dwellings	0	0%	0	0%	0	0%	1	1%
New Residential Access Bldgs	11	24%	16	11%	0	0%	5	3%
New Commercial/Ind Bldgs	2	4%	6	4%	3	7%	4	3%
Residential Additions & Alter	11	24%	47	32%	3	7%	31	19%
Comm/Ind Additions & Alter	8	18%	28	19%	8	18%	47	30%
Signs	5	11%	20	14%	7	16%	26	16%
Other Projects	2	4%	8	5%	15	33%	20	13%
Total Projects	45		148		45		159	
	2019				2018			
	APRIL		YTD		APRIL		YTD	
	Number	% of Total						
Projects By Zone								
Single Family (RSF)	24	53%	71	48%	22	49%	66	42%
Two Family (RTF)	1	2%	5	3%	3	7%	5	3%
Multi-Family (RMF)	2	4%	8	5%	0	0%	4	3%
Local Commercial (CL)	5	11%	15	10%	2	4%	25	16%
Regional Commercial (CR)	5	11%	25	17%	13	29%	32	20%
Planned Commercial (CP)	2	4%	7	5%	0	0%	10	6%
Industrial (IND)	4	9%	11	7%	5	11%	14	9%
Exclusive Agriculture	0	0%	0	0%	0	0%	0	0%
General Agriculture	2	4%	6	4%	0	0%	3	2%
Total Proj. by Zoning Dist.	45		148		45		159	
	2019				2018			
	APRIL		YTD		APRIL		YTD	
New Dwelling Units								
Construction Costs (Ave.)	\$	224,167	\$	235,245	\$	250,613	\$	250,640
Calculated Permit Fees (Ave.)	\$	624	\$	641	\$	619	\$	656
Finished Floor Area (Ave. sq. ft.)		2,196		2,129		2,003		2,156
Garage Area (Ave. sq. ft.)		820		801		786		916
Lot Area (Ave. sq. ft.)		13,478		34,553		14,168		18,073
With Municipal Sewer (%)		100%		95%		100%		100%
With Municipal Water (%)		100%		95%		100%		100%
On Mapped Floodplain Lots (%)		0%		0%		0%		0%
	Year							
	2019 YTD	2018	2017	2016	2015	2014	2013	2012
New Dwelling Units								
In Single Family Homes	20	112	82	66	73	64	71	53
In Duplexes	6	12	8	2	2	2	0	0
In Multi-Family Apartment Units	0	20	190	40	59	8	32	160

TOWN OF GRAND CHUTE - DEPARTMENT OF COMMUNITY DEVELOPMENT

PERMIT ACTIVITY REPORT

REPORT PERIOD - APRIL 2019

	2019				2018			
	APRIL		YTD		APRIL		YTD	
Costs By Project	Cost	% of Total	Cost	% of Total	Cost	% of Total	Cost	% of Total
New Single Family Dwellings	\$ 1,507,271	16%	\$ 5,518,353	22%	\$ 2,356,967	17%	\$ 7,033,787	25%
New Duplexes	\$ 10,000	0%	\$ 696,600	3%	\$ 189,500	1%	\$ 227,100	1%
New Multi-Family Dwellings	\$ -	0%	\$ -	0%	\$ 189,000	1%	\$ 989,670	3%
New Residential Access Bldgs	\$ 67,600	1%	\$ 97,300	0%	\$ -	0%	\$ 36,093	0%
New Commercial/Ind Bldgs	\$ 4,763,892	49%	\$ 7,085,386	28%	\$ 9,692,000	69%	\$ 10,291,779	36%
Residential Additions & Alter	\$ 169,829	2%	\$ 1,244,209	5%	\$ 141,575	1%	\$ 984,614	3%
Comm/Ind Additions & Alter	\$ 2,990,974	31%	\$ 9,379,657	38%	\$ 1,274,582	9%	\$ 8,393,630	29%
Signs	\$ 87,350	1%	\$ 421,972	2%	\$ 18,425	0%	\$ 258,667	1%
Other Projects	\$ 30,000	0%	\$ 459,199	2%	\$ 228,058	2%	\$ 371,058	1%
Total Costs by Project Type	\$ 9,626,916		\$ 24,902,676		\$ 14,090,108		\$ 28,586,399	
	2019				2018			
	APRIL		YTD		APRIL		YTD	
Costs By Work Type	Cost	% of Total	Cost	% of Total	Cost	% of Total	Cost	% of Total
Building Construction	\$ 7,529,237	78%	\$ 17,722,040	71%	\$ 11,062,158	79%	\$ 22,495,476	79%
Electrical	\$ 1,393,458	14%	\$ 3,124,097	13%	\$ 1,550,432	11%	\$ 2,786,896	10%
Plumbing	\$ 449,585	5%	\$ 2,414,364	10%	\$ 822,570	6%	\$ 1,759,984	6%
HVAC	\$ 254,636	3%	\$ 1,642,076	7%	\$ 654,947	5%	\$ 1,544,043	5%
Other	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	0%
Total Costs by Work Type	\$ 9,626,916		\$ 24,902,576		\$ 14,090,108		\$ 28,586,399	
	2019				2018			
	APRIL		YTD		APRIL		YTD	
Costs By Zoning District	Cost	% of Total	Cost	% of Total	Cost	% of Total	Cost	% of Total
Single Family (RSF)	\$ 1,500,802	16%	\$ 5,712,476	23%	\$ 2,620,705	19%	\$ 7,665,502	27%
Two Family (RTF)	\$ 15,859	0%	\$ 472,801	2%	\$ 189,546	1%	\$ 230,621	1%
Multi-Family (RMF)	\$ 222,840	2%	\$ 831,140	3%	\$ 201,750	1%	\$ 1,406,227	5%
Local Commercial (CL)	\$ 394,285	4%	\$ 1,006,858	4%	\$ 514,783	4%	\$ 3,243,456	11%
Regional Commercial (CR)	\$ 5,497,952	57%	\$ 12,688,839	51%	\$ 10,142,575	72%	\$ 11,249,575	39%
Planned Commercial (CP)	\$ 1,118,000	12%	\$ 1,614,364	6%	\$ 177,854	1%	\$ 2,413,890	8%
Industrial (IND)	\$ 825,604	9%	\$ 1,721,760	7%	\$ 242,295	2%	\$ 2,171,655	8%
Exclusive Agriculture	\$ -	0%	\$ -	0%	\$ -	0%	\$ -	0%
General Agriculture	\$ 51,574	1%	\$ 854,338	3%	\$ 600	0%	\$ 205,473	1%
Total Costs by Zoning Dist.	\$ 9,626,916		\$ 24,902,576		\$ 14,090,108		\$ 28,586,399	
	YEAR							
Total Costs By Year	2019 YTD	2018	2017	2016	2015	2014	2013	2012
	\$ 24,902,676	\$ 138,207,277	\$ 98,638,083	\$ 78,371,494	\$ 84,705,003	\$ 62,532,610	\$ 65,715,620	\$ 61,301,129

TOWN OF GRAND CHUTE - DEPARTMENT OF COMMUNITY DEVELOPMENT

PERMIT ACTIVITY REPORT

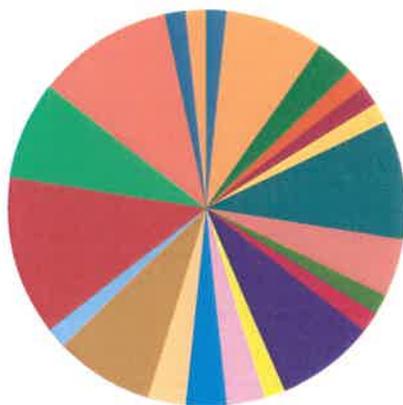
REPORT PERIOD - APRIL 2019

	2019				2018			
	APRIL		YTD		APRIL		YTD	
Fees By Fee Type	Fees	% of Total	Fees	% of Total	Fees	% of Total	Fees	% of Total
Building Permits	\$23,962.00	38%	\$56,929.00	34%	\$16,984.00	29%	\$59,705.00	34%
Electric Permits	\$4,598.00	7%	\$14,994.00	9%	\$3,501.00	6%	\$11,977.00	7%
Plumbing Permits	\$2,375.00	4%	\$10,391.00	6%	\$3,924.00	7%	\$12,372.00	7%
HVAC Permits	\$2,341.00	4%	\$10,714.00	6%	\$2,376.00	4%	\$11,505.50	6%
Building Plan Review	\$8,750.00	14%	\$16,800.00	10%	\$3,300.00	6%	\$16,550.00	9%
SAC Fees	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%
1% SAC Fees	\$0.00	0%	\$0.00	0%	\$0.00	0%	\$0.00	0%
Wis. Uniform Building Seal	\$210.00	0%	\$805.00	0%	\$315.00	1%	\$875.00	0%
Park Fee	\$2,400.00	4%	\$9,800.00	6%	\$3,800.00	6%	\$12,200.00	7%
Driveway/Access Permits	\$300.00	0%	\$1,080.00	1%	\$420.00	1%	\$1,320.00	1%
Drainage Plan Review	\$0.00	0%	\$700.00	0%	\$0.00	0%	\$500.00	0%
Drainage Inspections	\$5,400.00	9%	\$14,550.00	9%	\$5,750.00	10%	\$12,950.00	7%
Erosion Control Plan Review	\$600.00	1%	\$2,300.00	1%	\$900.00	2%	\$2,500.00	1%
Erosion Control Inspections	\$1,800.00	3%	\$6,750.00	4%	\$2,250.00	4%	\$6,250.00	4%
Permit Penalty Fees	\$70.00	0%	\$310.00	0%	\$0.00	0%	\$0.00	0%
Fire Department Impact Fees	\$7,306.00	12%	\$13,626.00	8%	\$13,593.00	23%	\$19,955.00	11%
Assessment Maintenance Fee	\$2,500.00	4%	\$7,850.00	5%	\$2,350.00	4%	\$9,150.00	5%
Total Permit Fees By Zoning Dist.	\$62,612.00		\$167,599.00		\$59,463.00		\$177,809.50	
	2019				2018			
	APRIL		YTD		APRIL		YTD	
Fees By Project Type	Fees	% of Total	Fees	% of Total	Fees	% of Total	Fees	% of Total
New Single Family Dwellings	\$16,224.00	26%	\$59,408.00	35%	\$21,477.00	36%	\$66,567.00	37%
New Duplexes	\$163.00	0%	\$9,815.00	6%	\$3,244.00	5%	\$3,802.00	2%
New Multi-Family Dwellings	\$0.00	0%	\$0.00	0%	\$1,026.00	2%	\$7,554.00	4%
New Res. Access Bldgs	\$592.00	1%	\$865.00	1%	\$0.00	0%	\$538.00	0%
New Commercial/Ind Bldgs	\$25,286.00	40%	\$32,321.00	19%	\$20,047.00	34%	\$24,320.00	14%
Residential Additions & Alter	\$2,274.00	4%	\$12,053.00	7%	\$1,688.00	3%	\$10,900.00	6%
Comm/Ind Additions & Alter	\$16,798.00	27%	\$47,401.00	28%	\$10,206.00	17%	\$58,823.50	33%
Signs	\$1,050.00	2%	\$3,700.00	2%	\$650.00	1%	\$3,450.00	2%
Other Projects	\$225.00	0%	\$2,036.00	1%	\$1,125.00	2%	\$1,855.00	1%
Total Permits Fees by Project Type	\$62,612.00		\$167,599.00		\$59,463.00		\$177,809.50	
	2019				2018			
	APRIL		YTD		APRIL		YTD	
Fees By Zoning District	Fees	% of Total	Fees	% of Total	Fees	% of Total	Fees	% of Total
Single Family (RSF)	\$18,495.00	30%	\$67,366.00	40%	\$23,738.00	40%	\$72,900.00	41%
Two Family (RTF)	\$268.00	0%	\$7,361.00	4%	\$3,254.00	5%	\$3,960.00	2%
Multi-Family (RMF)	\$312.00	0%	\$4,186.00	2%	\$1,388.00	2%	\$10,344.00	6%
Local Commercial (CL)	\$4,089.00	7%	\$10,590.00	6%	\$2,920.00	5%	\$17,550.00	10%
Regional Commercial (CR)	\$28,454.00	45%	\$57,738.00	34%	\$25,647.00	43%	\$38,628.00	22%
Planned Commercial (CP)	\$2,528.00	4%	\$4,333.00	3%	\$793.00	1%	\$16,497.50	9%
Industrial (IND)	\$8,032.00	13%	\$11,704.00	7%	\$1,693.00	3%	\$14,292.00	8%
Agricultural (AED) and (AGD)	\$434.00	1%	\$4,321.00	3%	\$30.00	0%	\$3,638.00	2%
Total Permit Fees by Zoning Dist.	\$62,612.00		\$167,599.00		\$59,463.00		\$177,809.50	
	Year							
Total Fees By Year	2019 YTD	2018	2017	2016	2015	2014	2013	2012
	\$ 167,599	\$ 744,028	\$ 684,850	\$ 499,050	\$ 534,144	\$ 416,728	\$ 505,387	\$ 449,275

Service Request Distribution By Request Type

Request Type	Request Count	Average Duration (days)	Average Duration (hours)	Percentage
Animal Control	1	0.00	0.00	1.6%
Building Maintenance	5	14.00	336.00	8.1%
Culvert Issue	2	30.50	732.00	3.2%
Curb Damage	1	38.00	912.00	1.6%
Ditch Issue	1	9.00	216.00	1.6%
Ditch Issues	1	39.00	936.00	1.6%
Drainage Issue	6	20.33	488.00	9.7%
Landscaping	3	18.67	448.00	4.9%
Manhole Issue	1	21.00	504.00	1.6%
Plowing/Salting Issues	1	1.00	24.00	1.6%
Pot Hole	5	1.20	28.80	8.1%
Road Kill Clean Up	1	0.00	0.00	1.6%
Sewer Back Up	2	10.00	240.00	3.2%
Shoulder Issues	2	20.00	480.00	3.2%
Sign Damage	2	31.00	744.00	3.2%
Sign Maintenance/Repair	5	12.40	297.60	8.1%
Snow Events	1	32.00	768.00	1.6%
Stop Box Repair	8	12.38	297.00	12.8%
Storm Sewer Issue	5	10.00	240.00	8.1%
Street Issues	7	15.29	366.86	11.3%
Tree Maintenance	1	13.00	312.00	1.6%
Water Shut off Valve	1	3.00	72.00	1.6%
Total Service Requests	62	14.69	352.65	

Service Request Distribution By Request Type



Animal Control	1.6%
Building Maintenance	8.1%
Culvert Issue	3.2%
Curb Damage	1.6%
Ditch Issue	1.6%
Ditch Issues	1.6%
Drainage Issue	9.7%
Landscaping	4.8%
Manhole Issue	1.6%
Plowing/Salting Issues	1.6%
Pot Hole	8.1%
Road Kill Clean Up	1.6%
Sewer Back Up	3.2%
Shoulder Issues	3.2%
Sign Damage	3.2%
Sign Maintenance/Repair	8.1%
Snow Events	1.6%
Stop Box Repair	12.9%
Storm Sewer Issue	8.1%
Street Issues	11.3%
Tree Maintenance	1.6%
Total:	100.0%

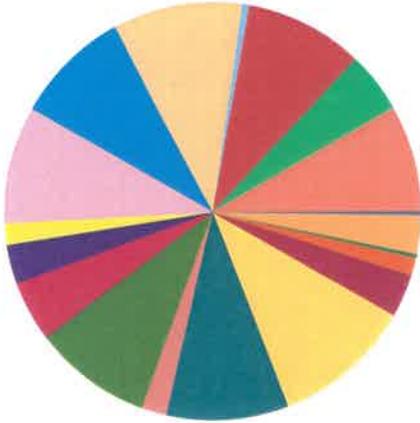
Cost Summary by Task Type

Task Type		Labor Hours	Labor Cost	Equipment Cost	Material Cost	Contractor Cost	Overhead Cost	Total Cost	%
002	Building Maintenance	7.0	\$342.11	\$0.00	\$0.00	\$0.00	\$0.00	\$342.11	0.3%
030	Forestry	69.5	\$2,009.94	\$2,224.64	\$0.00	\$0.00	\$0.00	\$4,234.58	3.1%
003	Ground Maintenance	7.5	\$152.03	\$152.46	\$0.00	\$0.00	\$0.00	\$304.49	0.2%
004	Inspection	53.0	\$1,588.90	\$438.08	\$0.00	\$0.00	\$0.00	\$2,026.98	1.5%
017	Leave	142.8	\$4,370.51	\$0.00	\$0.00	\$0.00	\$0.00	\$4,370.51	3.3%
005	Maintenance	357.5	\$10,368.99	\$3,996.85	\$0.00	\$0.00	\$0.00	\$14,365.84	10.7%
006	Miscellaneous	365.5	\$11,654.15	\$1,137.38	\$0.00	\$0.00	\$0.00	\$12,791.53	9.5%
007	Park Building Maintenance	75.5	\$2,020.91	\$710.40	\$0.00	\$0.00	\$0.00	\$2,731.31	2.0%
008	Park Ground Maintenance	289.8	\$6,930.93	\$5,253.98	\$0.00	\$0.00	\$0.00	\$12,184.91	9.1%
009	Repair	146.0	\$4,316.06	\$1,940.12	\$0.00	\$0.00	\$0.00	\$6,256.18	4.7%
010	Service/Customer	96.8	\$2,971.93	\$1,105.93	\$0.00	\$0.00	\$0.00	\$4,077.86	3.0%
011	Services	60.5	\$1,768.17	\$597.22	\$0.00	\$0.00	\$0.00	\$2,365.39	1.8%
027	Sewer Services	241.3	\$7,268.84	\$5,006.47	\$0.00	\$0.00	\$0.00	\$12,275.31	9.1%
024	Stormwater Maintenance	199.5	\$5,948.21	\$6,114.51	\$0.00	\$0.00	\$0.00	\$12,062.72	9.0%
012	Street Maintenance	281.3	\$8,796.69	\$4,526.56	\$0.00	\$0.00	\$0.00	\$13,323.25	9.9%
013	Structure Repair/Maintenance	5.0	\$167.00	\$14.80	\$0.00	\$0.00	\$0.00	\$181.80	0.1%
019	Summer Park Activities	25.0	\$529.55	\$74.00	\$0.00	\$0.00	\$0.00	\$603.55	0.4%
016	Vehicle Maintenance	337.0	\$12,436.04	\$128.42	\$0.00	\$0.00	\$0.00	\$12,564.46	9.3%
022	Water Services	146.5	\$4,505.25	\$1,804.12	\$0.00	\$0.00	\$0.00	\$6,309.37	4.7%
028	Winter Maintenance	98.0	\$4,256.69	\$6,818.43	\$0.00	\$0.00	\$0.00	\$11,075.12	8.2%
Task Types:	20	3,004.8	\$92,402.86	\$42,044.37	\$0.00	\$0.00	\$0.00	\$134,447.23	

Cost Summary by Task Type

Task Type	Labor Hours	Labor Cost	Equipment Cost	Material Cost	Contractor Cost	Overhead Cost	Total Cost	%
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Cost Summary by Task Type



Building Maintenance	0.3%
Forestry	3.1%
Ground Maintenance	0.2%
Inspection	1.5%
Leave	3.3%
Maintenance	10.7%
Miscellaneous	9.5%
Park Building Maintenance	2.0%
Park Ground Maintenance	9.1%
Repair	4.7%
Service/Customer	3.0%
Services	1.8%
Sewer Services	9.1%
Stormwater Maintenance	9.0%
Street Maintenance	9.9%
Structure Repair/Maintenance	0.1%
Summer Park Activities	0.4%
Vehicle Maintenance	9.3%
Water Services	4.7%
Winter Maintenance	8.2%
Total:	100.0%

To: Dave Schowalter, Town Chairman
Members of the Town Board
From: Karen Heyrman, P.E. *Kmh*
Deputy Director of Public Works
Re: Grand Chute Park Commission Monthly Report
Date: May 21, 2019

Benefits of Parks in Communities

According to NRPA "new research from Herriot-Watt University, which used advanced technology to measure brain waves through mobile EEGs, shows what we have intuitively known for generations—that a walk in the park may be the most beneficial thing you can do for your mental and physical health." The test subjects "took programmed walks in three different environments—an urban shopping district, a park with a lush green environment, and a busy commercial zone. The results showed evidence of brain-wave activity indicating relaxed states—lower frustration, lower 'engagement and arousal,' and higher meditative states—when moving into the green space, and just the reverse when moving out of it."

Park, Recreation, and Forestry

All Town parks have been cleaned and opened for the season.

The Adventure Camp program starts June 11 and continues through August 8. We have a limit of 45 kids at Lions Park and it's already full.

The Arbor Day event was held at Patriot Park this year. School kids from Houdini and Badger schools helped with planting ten trees. Staff performed the prep and planting this year. We were able to purchase ten trees for the budgeted amount this year. Three trees were planted using quotes from vendors to prep and plant in past years. Park staff is using a mobile app to update and map our trees. This will also be used to track Emerald Ash Borer (EAB) treatments, tree trimming, and other tree maintenance.

Town Center Park Updates

We did not get the minimum number of participants to hold the fitness classes from May 6-June 21.

The Park Commission approved the final proof of the donor recognition wall and Appleton Sign can schedule the installation.

The playground is complete and open for use.



Comprehensive Outdoor Recreation Strategy (CORS)

The Park Commission continued discussions for development of a 5-year Capital Improvement Plan for the priorities identified in the CORS plan update.

The Commission approved the staff recommendation improvements for the Brookview Parcel and Starview Parcel. These two locations are vacant land that have limited use due to environmental conditions and limited access.

The Starview parcel is located at 1175 W. Starview Drive. It is 4.15 acres that contains a regional stormwater detention pond on the southeast corner of the lot, a mud creek tributary along the southern property line, a 25 foot sanitary sewer easement located 55 feet off of the easterly property line, and a 15 foot storm sewer easement along the easterly property line. The parcel is over 50% wetland and located in the floodplain. There is approximately 8,500 square feet of property between the easements that could be used for a playground and this area is subject to flooding.

The Brookview parcel is located between Brookview Drive and Schroth Lane. It is 2.59 acres that has a mud creek tributary along the southerly property line. There is a 10 foot storm sewer easement along the west property line of 5551 Brookview Drive that extends from Brookview Drive to the westerly edge of the parcel. There is no frontage on a Town right of way. There appears to be over one acre of the parcel that is not in the floodway. Staff discussed a mini park with a small play set, mowed trail, and urban orchard, and invasive species removal as options if access becomes available.

Both locations are identified in the CORs as open green space and are not dedicated park lands. A mini park with a small play set, mowed trails, and invasive species removal are recommended as mid-term (6-10 year) priorities for the Starview parcel. No improvements are recommended for the Brookview parcel because access is not available to maintain the parcel.

In June we will evaluate a 5-year plan. Staff will propose a 5-year CIP of the priority items identified in the attached "Capital Improvement Schedule".

Capital Improvement Schedule



			Priority	Mid-term (6-10 Years)	Long-term (10+ Years)
PARK NAME	ESTIMATED COST				
Maple Edge Park					
Site Lighting	\$8,000			X	
Poured in Place Play Surface	\$55,800				X
Perimeter Walk	\$6,800				X
Existing Building Demolition	TBD	X			
Sports Court: surfacing, overlay, & striping	\$35,900	2			
Sports Court: hoops, fencing, & equipment	\$33,200	2			
Parking Lot	\$36,500				X
Shelter/Restroom	\$251,000	1			
Accessible Routes	\$25,000			X	
Landscaping Allowance	\$7,500				X
Security Allowance	\$3,000	3			
Site Furnishings Allowance	\$3,000				X
SUBTOTAL	\$465,700				
Arrowhead Park					
Site Lighting	\$8,000			X	
Rubber Mulch Play Surface	\$28,000	X			
Perimeter Walk	\$9,000	1			
Tennis Court Upgrades	\$60,000			X	
Tennis Court Addition	\$65,000			X	
Volleyball Upgrades	\$16,000				X
East Parking, Access, & Driveway Improvments	\$48,400	X			
Basketball Court Improvements	\$40,000			X	
Accessible Routes (asphalt)	\$6,000			X	
Security Allowance	\$3,000	X			
Site Furnishings Allowance	\$5,000	2			X
SUBTOTAL	\$288,400				
Lions Park					
Site Lighting Allowance	\$8,000				X
Poured in Place Play Surface	\$31,500			X	
Perimeter Walk	\$5,000			X	
Drainage Upgrades	\$16,000	X			
Asphalt Trail	\$45,400	X			
Parking Lot Improvements	\$44,600	X			
Volleyball Upgrades	\$31,000	X			
Landscaping Allowance	\$4,500			X	
Pavilion/Shelter Upgrades	TBD			X	
Site Furnishings Allowance	\$10,000	1			
SUBTOTAL	\$196,000				



		Priority	Mid-term (6-10 Years)	Long-term (10+ Years)
ESTIMATED PARK NAME		COST		
Patriot Park				
Site Lighting Allowance	\$8,000			X
Poured in Place Play Surface	\$95,500			X
Perimeter Walk	\$8,300			X
Tennis Court Upgrades: crack repair, surfacing, repainting)	\$14,500	2a		
Tennis Court Upgrades: lighting	\$100,000		X	
Volleyball Upgrades	\$16,000	3		
Driveway and East Parking Lot	\$26,000	1b		
Rolley Hockey Improvements	\$48,000	6		
Security Allowance	\$3,000	5		
Site Furnishings Allowance	\$15,000		X	
Patriot Trail 2*	\$45,000	2b		
Perimeter Walk	\$8,300	1a		
Drainage	\$16,000	4		
SUBTOTAL	\$403,600			
Prairie Hill Park				
Site Lighting Allowance	\$8,000			X
Poured in Place Play Surface	\$140,000		X	
Perimeter Walk	\$10,000	X		
Fox Valley Mountain Bike Club Area Improvements	\$40,000	X		
Parking Lot Improvements	\$25,400			X
Invasive Species Removal	\$6,500	M	X	
Trail Improvements	\$60,525	3		
Security Allowance	\$3,000	X		
Site Furnishings Allowance	\$10,000	2		
SUBTOTAL	\$303,425			
Carter Woods Park				
Site Lighting Allowance	\$8,000			X
Poured in Place Play Surface	\$140,000		X	
Perimeter walk	\$15,500	X		
Basketball Resurfacing	\$3,500		X	
Baseball Upgrades (fence for foul balls)	\$30,000	X		
Baseball Upgrades (batting cages)	\$14,000	AWBC		
Volleyball Upgrades	\$16,000		X	
Softball Field Option	\$627,000		X	
Dog Park Option	\$250,000		X	
Parking Lot Improvments (lot by soccer field)	\$29,200	3		
Entrance Drive and South Parking Lot	\$51,500	2b		
West Parking and Driveway Improvements	\$28,100	2c		
Driveway to Park Shelter Improvements	\$27,600	2a		
Park Shelter Renovations	\$350,000	1b		
Trail Improvements	\$5,000	M		



		Priority	Mid-term (6-10 Years)	Long-term (10+ Years)
ESTIMATED				
PARK NAME	COST			
Site Furnishings Allowance	\$5,000	1a		
Invasive Species Removal	\$4,500	M		
SUBTOTAL (softball option)	\$1,354,900			
SUBTOTAL (dog park option)	\$977,900			
Lecker Park				
Fencing Replacement	\$155,000	2		
Site Furnishings Allowance	\$8,000	X		
Invasive Species Removal	\$6,500		X	
Parking Lot	\$145,000	1		
Security Allowance	\$3,000		X	
SUBTOTAL	\$317,500			
Town Center Park				
Wetland Paths	\$11,700	X	X	
Community Gathering Path	\$29,300	X		
Southern Path	\$8,800	X		
Teen Play Area (Zipline)	\$39,500	1	X	
Pedestrian Bridge	\$75,000	2	X	
Boardwalks - 6' Wide	\$246,500	3		X
Adult Exercise	\$35,000	4		
Stream Education Lab*	\$50,000	MP 2022	X	
Wetland Education Lab*	\$72,900	MP 2021	X	
Nature Gathering Lab*	\$19,700	MP 2020		
Fire pit*	\$15,000	MP 2020		X
SUBTOTAL	\$603,400			



Grand Chute Police Department

MONTHLY REPORT

January 2019

	This Month	This Month Last Year	% Change	Year to Date	Last Year to Date	% Change
Total # of Incidents ₁	1871	1779	5%	1871	1779	5%
Requests for Service	1100	1064	3%	1100	1064	3%
Officer Initiated	756	715	6%	756	715	6%
Special Detail Generated	15			15		
CSO Calls ₁	418	195	114%	418	195	114%
Citizen Contacts/Warnings	180	270	-33%	180	270	-33%
SORP Verifications	0			0		
Traffic Citations	271	309	-12%	271	309	-12%
Speeding	62	55	13%	62	55	13%
OWI	12	10	20%	12	10	20%
Ordinance Summons	108	61	77%	108	61	77%
Retail Theft	26	26	0%	26	26	0%
Parking Tickets	109	37	195%	109	37	195%
Warrant Pick Ups	25	21	19%	25	21	19%
Accidents	166	120	38%	166	120	38%

	This Month	This Month Last Year	% Change	Year to Date	Last Year to Date	% Change
Adult Criminal Confinements	36	28	29%	36	28	29%
Adult Criminal Referrals	14	32	-56%	14	32	-56%
Juvenile Criminal Referrals	1	2	-50%	1	2	-50%
Emergency Detentions	2	5	-60%	2	5	-60%
Alcohol Holds	0	3	-100%	0	3	-100%
False Alarms	39	27	44%	39	27	44%

₁ Contains incidents not previously counted such as crime prevention, business checks, and vacation house checks.

Grand Chute Police Department

MONTHLY REPORT



February 2019

	This Month	This Month Last Year	% Change	Year to Date	Last Year to Date	% Change
Total # of Incidents ₁	1863	1566	19%	3734	3345	12%
Requests for Service	1078	940	15%	2178	2004	9%
Officer Initiated	772	626	23%	1528	1341	14%
Special Detail Generated	12			27		
CSO Calls ₁	446	160	179%	418	355	18%
Citizen Contacts/Warnings	200	248	-19%	380	518	-27%
SORP Verifications	2			2		
Traffic Citations	258	227	14%	529	536	-1%
Speeding	23	56	-59%	85	111	-23%
OWI	7	5	40%	19	15	27%
Ordinance Summons	60	40	50%	168	101	66%
Retail Theft	27	17	59%	53	43	23%
Parking Tickets	62	40	55%	171	77	122%
Warrant Pick Ups	28	18	56%	53	39	36%
Accidents	138	133	4%	304	253	20%

	This Month	This Month Last Year	% Change	Year to Date	Last Year to Date	% Change
Adult Criminal Confinements	21	17	24%	57	45	27%
Adult Criminal Referrals	28	19	47%	42	51	-18%
Juvenile Criminal Referrals	3	2	50%	4	1	300%
Emergency Detentions	5	3	67%	7	8	-13%
Alcohol Holds	0	0	#DIV/0!	0	3	-100%
False Alarms	39	35	11%	78	62	26%

₁ Contains incidents not previously counted such as crime prevention, business checks, and vacation house checks.

Grand Chute Police Department



MONTHLY REPORT

March 2019

	This Month	This Month Last Year	% Change	Year to Date	Last Year to Date	% Change
Total # of Incidents ₁	2184	1648	33%	5918	4993	19%
Requests for Service	1222	1059	15%	3400	3063	11%
Officer Initiated	868	589	47%	2396	1930	24%
Special Detail Generated	94			121		
CSO Calls ₁	423	166	155%	841	521	61%
Citizen Contacts/Warnings	247	225	10%	627	743	-16%
SORP Verifications	0			2		
Traffic Citations	420	229	83%	949	765	24%
Speeding	130	48	171%	215	159	35%
OWI	11	11	0%	30	26	15%
Ordinance Summons	65	69	-6%	233	170	37%
Retail Theft	19	30	-37%	72	73	-1%
Parking Tickets	48	32	50%	219	109	101%
Warrant Pick Ups	34	14	143%	87	53	64%
Accidents	121	134	-10%	425	387	10%

	This Month	This Month Last Year	% Change	Year to Date	Last Year to Date	% Change
Adult Criminal Confinements	41	26	58%	98	71	38%
Adult Criminal Referrals	30	32	-6%	72	83	-13%
Juvenile Criminal Referrals	0	4	-100%	4	8	-50%
Emergency Detentions	1	6	-83%	8	14	-43%
Alcohol Holds	0	0	#DIV/0!	0	3	-100%
False Alarms	44	48	-8%	122	110	11%

₁ Contains incidents not previously counted such as crime prevention, business checks, and vacation house checks.

Grand Chute Police Department



MONTHLY REPORT

April 2019

	This Month	This Month Last Year	% Change	Year to Date	Last Year to Date	% Change
Total # of Incidents ₁	2184	1658	32%	8102	6551	24%
Requests for Service	1186	1043	14%	4614	4106	12%
Officer Initiated	970	615	58%	3366	2545	32%
Special Detail Generated	28			149		
CSO Calls ₁	363	215	69%	1204	736	64%
Citizen Contacts/Warnings	252	204	24%	879	947	-7%
SORP Verifications	0			2		
Traffic Citations	380	221	72%	1329	986	35%
Speeding	118	43	174%	333	202	65%
OWI	14	7	100%	44	33	33%
Ordinance Summons	58	49	18%	291	219	33%
Retail Theft	24	21	14%	96	94	2%
Parking Tickets	14	12	17%	233	121	93%
Warrant Pick Ups	18	23	-22%	105	76	38%
Accidents	110	129	-15%	546	516	6%

	This Month	This Month Last Year	% Change	Year to Date	Last Year to Date	% Change
Adult Criminal Confinements	31	36	-14%	139	107	30%
Adult Criminal Referrals	33	26	27%	105	109	-4%
Juvenile Criminal Referrals	1	2	-50%	5	10	-50%
Emergency Detentions	1	3	-67%	9	17	-47%
Alcohol Holds	0	0	#DIV/0!	0	3	-100%
False Alarms	19	39	-51%	141	149	-5%

₁ Contains incidents not previously counted such as crime prevention, business checks, and vacation house checks.

Check Number	Check Issue Date	Payee	Invoice Number	Description	Invoice GL Account	Check Amount
94062	05/15/2019	KRUEGER, BRAD	051519-WLC	WETLAND CREDIT PURCHASE-MCCARTHY RD PR	48-09-56900-210	30,368.00
Total 94062:						55,570.31
Grand Totals:						383,138.91

Dave Schowalter, Chairman: _____

Jeff Nooyen, Supervisor: _____

Travis Thyssen, Supervisor: _____

Bruce Sherman, Supervisor: _____

Eric Davidson, Supervisor: _____

Angie Cain, Clerk: _____

Julie M. Wahlen, Treasurer: _____

Check Number	Check Issue Date	Payee	Invoice Number	Description	Invoice GL Account	Check Amount
94005	05/09/2019	BENNER, GARY A & COLLEEN	050119-P18	PLE, TLE & 13 TREES-PARCEL 18-MCCARTHY RD	55-14-57331-000	5,800.00
Total 94005:						5,800.00
94006	05/09/2019	MLSM HOLDINGS, LLC	050919-P#7	PLE/ACRES FEE PARCEL 7-MCCARTHY RD	48-09-57730-000	165,000.00
Total 94006:						165,000.00
94007	05/09/2019	SSAPTS, LLC	050119-P1	PLE PARCEL #1 MCCARTHY RD PROJECT	55-14-57331-000	200.00
Total 94007:						200.00
94008	05/21/2019	ACC AUTOMATED COMFORT	23824	REPAIR TH BOILER 3 & 4/INST DISCHARGE AIR SE	10-18-51600-360	817.46
Total 94008:						817.46
94009	05/21/2019	ARMS, INC	0258307	ADMIN SHREDDING	10-18-51400-290	26.75
94009	05/21/2019	ARMS, INC	0258307	FIRE-SHREDDING	10-13-52200-290	26.75
94009	05/21/2019	ARMS, INC	0258307	PD SHREDDING	10-17-52110-290	48.15
Total 94009:						101.65
94010	05/21/2019	AT & T	043019	REIMBURSE SALES TAX PMT INVOICE #7198	10-00-24310	22.03
Total 94010:						22.03
94011	05/21/2019	ATLAS OUTFITTERS	13730	ICE RESCUE SUITS	10-13-52200-810	1,909.50
Total 94011:						1,909.50
94012	05/21/2019	BESCH PLUMBING	8133	REBUILD TOILET AT PRAIRIE HILL PARK	10-16-55200-290	143.47
Total 94012:						143.47
94013	05/21/2019	BOARDWALK BUILDERS	050619	OVERPAYMENT OF FINAL BILL	64-00-23201	80.70
Total 94013:						80.70
94014	05/21/2019	BOLDT COMPANY	88284-001	FACILITY ASSESSMENT	23-13-57220-000	7,200.00
Total 94014:						7,200.00
94015	05/21/2019	CITY OF APPLETON	2177	1ST QTR SIGNAL MAINTENANCE FEES	10-14-53311-348	1,829.47
Total 94015:						1,829.47
94016	05/21/2019	CR CANVAS SPECIALTIES INC	13730	GEAR REPAIR	24-13-52200-391	6.00
Total 94016:						6.00
94017	05/21/2019	CRESCENT ELECTRIC SUPPL	S506442111.0	NEW LIGHTS FOR TOWN HALL BLDG	10-18-51600-360	15,830.00
94017	05/21/2019	CRESCENT ELECTRIC SUPPL	S506442111.0	NEW LIGHTING FOR TOWN HALL BLDG	10-18-51600-360	1,855.00
94017	05/21/2019	CRESCENT ELECTRIC SUPPL	S506442111.0	NEW LIGHTING FOR TOWN HALL BLDG	10-18-51600-360	1,170.00
Total 94017:						18,855.00

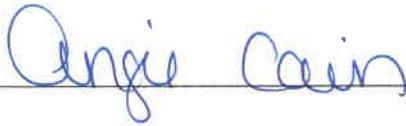
Check Number	Check Issue Date	Payee	Invoice Number	Description	Invoice GL Account	Check Amount
94020	05/21/2019	FIRE APPARATUS & EQUIPME	19569	E2622 SEAT CUSHION	10-13-52200-350	537.74
Total 94020:						537.74
94021	05/21/2019	FIRST SUPPLY APPLETON	11640503-00	3/4 SLOAN REPAIR KIT	10-16-55200-340	22.10
94021	05/21/2019	FIRST SUPPLY APPLETON	11643957-00	URINAL REPAIR KIT	10-16-55200-340	19.16
Total 94021:						41.26
94022	05/21/2019	FOX CITIES CHAMBER OF CO	56922	MEMBERSHIP DUES	10-18-51100-321	1,159.00
Total 94022:						1,159.00
94024	05/21/2019	FPSOLUTION	12613	SPRINKLER QUARTERLY INSP	10-13-52200-290	195.00
Total 94024:						195.00
94025	05/21/2019	GIS INC	GIS-9261	GIS SUPPORT	10-09-56900-290	1,250.00
Total 94025:						1,250.00
94026	05/21/2019	GRAND CHUTE UTILITIES	050219-AHP	UTILITIES (WATER/SEWER/STORM) ARROWHEAD	10-16-55200-220	472.60
94026	05/21/2019	GRAND CHUTE UTILITIES	050219-CWP	UTILITIES (WATER/SEWER/STORM) CARTER WOO	10-16-55200-220	688.69
Total 94026:						1,161.29
94027	05/21/2019	GURGA, JUSTIN	042519-RF330	UTILITY OVERPAYMENT	99-00-11101	363.55
Total 94027:						363.55
94028	05/21/2019	ISE, THOMAS R & JESSE A	050819	PREPAID STREET ASSMT 102-093700	25-00-26201	6,702.07
Total 94028:						6,702.07
94029	05/21/2019	KE TRANS CHEM INC	1771	55 GALLONS TC CLEANER STAGE 2	10-14-53313-350	235.50
Total 94029:						235.50
94030	05/21/2019	KNOX, DEE	043019	OVERPAYMENT OF FINAL WATER BILL	64-00-23201	56.60
Total 94030:						56.60
94031	05/21/2019	LAUX, DAVID A	050619	REFUND CITATION BD130711-0	10-15-45100	25.20
Total 94031:						25.20
94032	05/21/2019	LOCAL GOVERNMENT CENTE	1257	BOARD OF REVIEW DVDS	10-18-51100-330	60.00
Total 94032:						60.00
94033	05/21/2019	LOW VOLTAGE SOLUTIONS LL	1276	NEW SQUAD SET UP	10-17-52100-811	3,163.91
Total 94033:						3,163.91
94034	05/21/2019	MACH IV	6552	CHAMPION CTR ROADS CIVIL DESIGN	48-09-56900-290	1,350.00
94034	05/21/2019	MACH IV	6552	BID ADVERTISEMENT CH CTR ROADS	48-09-56900-390	116.89

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94034	05/21/2019	MACH IV	6553	BID ADVERTISEMENT EVERGREEN BUS. PARK	46-09-56900-390	116.88
Total 94034:						5,583.77
94035	05/21/2019	MARCO INC NW7128	6293157	MAY 2019 BILLING	10-09-56900-290	78.59
94035	05/21/2019	MARCO INC NW7128	6293157	MAY 2019 BILLING	10-13-52200-290	26.20
94035	05/21/2019	MARCO INC NW7128	6293157	MAY 2019 BILLING	10-14-53311-290	26.20
94035	05/21/2019	MARCO INC NW7128	6293157	MAY 2019 BILLING	10-16-55200-290	26.20
Total 94035:						157.19
94036	05/21/2019	MATTHEWS COMMERCIAL TIR	69736	PURCHASE 1 NEW TIRE	10-14-53313-350	623.34
Total 94036:						623.34
94037	05/21/2019	MCMAHON	0800510	EVERGREEN DR WCL RR TO GILLETT DESIGN	46-09-56900-210	3,525.00
94037	05/21/2019	MCMAHON	0800511	OCR PUBLIC HEARING-EVERGREEN DR RR CROS	55-14-57331-000	2,839.00
Total 94037:						6,364.00
94038	05/21/2019	MI T FENCE LLC	0002094	REM & REPLACE PATRIOT PARK BACKSTOP	10-16-55200-360	7,495.74
Total 94038:						7,495.74
94039	05/21/2019	MI-TECH SERVICES, INC	32050825	DESIGN WORK FOR EXPANSION	10-20-51460-810	1,464.00
Total 94039:						1,464.00
94040	05/21/2019	MORTON SALT	5401841253	304.17 TONS OF SALT	10-14-53312-340	18,006.86
94040	05/21/2019	MORTON SALT	5401841254	130.44 TONS OF SALT	10-14-53312-340	7,722.05
94040	05/21/2019	MORTON SALT	5401841255	195.81 TONS OF SALT	10-14-53312-340	11,591.95
94040	05/21/2019	MORTON SALT	5401841881	20.69 TONS ROAD SALT	10-14-53312-340	1,224.85
Total 94040:						38,545.71
94041	05/21/2019	NORTHEAST ASPHALT INC	1606626	5.94 TONS - PERFORMANCE PATCH	10-14-53311-340	643.95
94041	05/21/2019	NORTHEAST ASPHALT INC	1607902	4.21 TONS OF PERFORMANCE PATCH	10-14-53312-340	456.79
Total 94041:						1,100.74
94042	05/21/2019	OUTAGAMIE COUNTY TREAS	050919	APRIL COURT FINES	10-15-45100	5,136.84
94042	05/21/2019	OUTAGAMIE COUNTY TREAS	1017490	EROSION MAT, DRAINAGE, CULVERTS, RIP RAP	10-14-53311-340	730.69
94042	05/21/2019	OUTAGAMIE COUNTY TREAS	1017490	BRIDGE INSPECTIONS	10-14-53311-290	634.71
94042	05/21/2019	OUTAGAMIE COUNTY TREAS	201900000134	REGISTER OF DEEDS RECORDING FEES-MCCART	55-14-57331-000	150.00
94042	05/21/2019	OUTAGAMIE COUNTY TREAS	7522	LANDFILL FEES FOR RESIDENTIAL WASTE	10-14-53620-290	17,024.29
Total 94042:						23,676.53
94045	05/21/2019	PRINTED TAPE ASSOCIATES, I	24705	EVIDENCE TAPE	10-17-52120-327	96.14
Total 94045:						96.14
94046	05/21/2019	PROFESSIONAL SERVICE IND	00630190	SOIL TESTING SVCS	55-16-57620-000	457.00

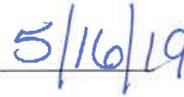
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94047	05/21/2019	SCHEEL'S	050119	RESTITUTION CITATION 5G809B7D8G	10-15-45100	427.24
Total 94047:						427.24
94048	05/21/2019	SNOW GROOMING	2019--1701	GROOMING TRAILS AT LECKER PARK	10-16-55400-290	2,398.50
Total 94048:						2,398.50
94049	05/21/2019	STATE OF WISCONSIN COURT	051919	APRIL COURT FINES	10-15-45100	16,666.28
Total 94049:						16,666.28
94052	05/21/2019	SYSTEMS TECHNOLOGIES	713288	TEMP SENSOR FOR LION'S PARK	55-18-57190-000	417.10
94052	05/21/2019	SYSTEMS TECHNOLOGIES	718665	MANAGEMENT LICENSE FOR GENETEC	10-20-51460-290	585.00
Total 94052:						1,002.10
94053	05/21/2019	THOMAS WRIGHT	042619	OVERPAYMENT OF FINAL WATERBILL	64-00-23201	35.46
94053	05/21/2019	THOMAS WRIGHT	042619	OVERPAYMENT OF FINAL WATERBILL	64-00-23201	35.79
Total 94053:						71.25
94054	05/21/2019	U.S. PETROLEUM EQUIPMEN	118958	INSTALLED NEW SURGE PROTECTOR IN PROKEE	10-14-53313-350	627.92
94054	05/21/2019	U.S. PETROLEUM EQUIPMEN	119625	PROKEE ENCODER	10-14-53313-350	572.00
Total 94054:						1,199.92
94055	05/21/2019	US POSTMASTER	05032019	POSTAGE UTILITY BILLS	64-04-82000-311	88.56
Total 94055:						88.56
94056	05/21/2019	VALLEY ELECTRIC SERVICE,	19-011	INSTALL LED LIGHT IN 1ST FLOOR OFFICE AREA T	10-18-51600-360	1,024.00
Total 94056:						1,024.00
94057	05/21/2019	VALLEY SCREENPRINT INC	219257	UNIFORM SHIRTS FOR PARK	10-16-55200-391	749.85
94057	05/21/2019	VALLEY SCREENPRINT INC	219258	UNIFORM TOPS FOR PARK & REC DEPT	10-16-55300-391	495.20
Total 94057:						1,245.05
94058	05/21/2019	VILLAGE OF BELLEVUE	7340	CHAINSAW SAFETY TRAINING/M ARFT&A BLACK	10-16-56910-330	230.00
Total 94058:						230.00
94060	05/21/2019	WITTHUHN PRINTING CO. INC	9086	STATIONARY/ENVELOPES	24-13-52200-320	675.98
Total 94060:						675.98
94061	05/21/2019	WOODMANS	050819	RESTITUTION CITATION 5G80GDG2CV	10-15-45100	59.16
Total 94061:						59.16
94062	05/15/2019	KRUEGER, BRAD	051519-WLC	WETLAND CREDIT PURCHASE-MCCARTHY RD PR	55-14-57331-000	25,202.31

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Total 190503001:					35.00
05/06/2019	PITNEY BOWES GLOBAL FINA	050619	POSTAGE	10-18-51400-311	500.00
Total 190506001:					500.00
05/08/2019	CITY OF APPLETON	050819	PETERSON INS	10-17-52110-134	1,424.73
Total 190508001:					1,424.73
05/08/2019	DELTA DENTAL	272296	GROUP 2 DENTAL CLAIMS	10-00-13001	2,084.37
Total 190508002:					2,084.37
Grand Totals:					4,044.10

Angie Cain, Clerk:



Dated:



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05/03/2019	190503007	1024	ARFT, MICHAEL J	1,672.41-
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05/03/2019	190503011	1036	WINKLER, JOHN C	17.09-
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05/03/2019	190503017	1056	MALSZYCKI, TYLER L	1,198.75-
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05/03/2019	190503020	1062	GAFFNEY, PATRICK P	489.73-
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05/03/2019	190503032	3012	ST JULIANA, LENO J	1,957.02-
05/03/2019	190503033	3014	OLEJNICZAK, TRACY L	1,223.90-
05/03/2019	190503034	3016	BAXTER, MARY J	1,510.72-
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05/03/2019	190503070	6028	THORSON, WADE J	1,711.76-
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05/03/2019	190503072	6037	CLARK, JOHN B	416.62-
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05/03/2019	190503075	6043	SCHIPPER, ROBERT J	1,573.04-
05/03/2019	190503076	6048	NELSEN, MARK J	393.17-
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05/03/2019	190503082	6069	PAULSON, DAVID J	146.62-
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05/03/2019	190503086	6082	CAHAK, JACOB D	1,659.10-
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05/03/2019	190503103	6140	GREEN, DERRICK T	1,317.74-
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05/03/2019	190503105	7001	PETERSON, GREG I	2,873.35-
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05/03/2019	190503110	7025	PROFANT, KATIE J	1,473.66-
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05/03/2019	190503127	7093	PERZ, KARI L	1,264.31-
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05/03/2019	190503129	7101	VUE, LIA	2,031.51-
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05/03/2019	190503141	7135	KISLEWSKI, JOSHUA A	1,845.16-
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05/03/2019	190503153	7147	WALLACE, ANTHONY C	467.14-
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Grand Totals:

167

282,323.73-

**Town of Grand Chute
Conditional Use Permit Application Review
City of Appleton**

To: Plan Commission

From: Michael Patza, Town Planner

Date: May 2, 2019

Address: East of N. Richmond Street & North of W. Edgewood Drive

App. #: CUP-08-19

REQUEST

The City of Appleton is planning to construct portions of Spartan Drive and Sommers Drive to serve future development. Spartan Drive and Sommers Drive will be part of a future City street network that will provide north/south connections from W. Edgewood Drive to W. Broadway Drive, and east/west connections from N. Richmond Street and N. Meade Street. The proposed work includes grading, filling, and installation of stormwater management facilities associated with construction of the new streets. Much of the proposed work will occur within 300' of a navigable stream, and a box culvert will be installed for Spartan Drive to cross Bear Creek. Consequently, a County Conditional Use Permit is required to allow impacts to the stream and grading and filling within the Shoreland Zoning District.

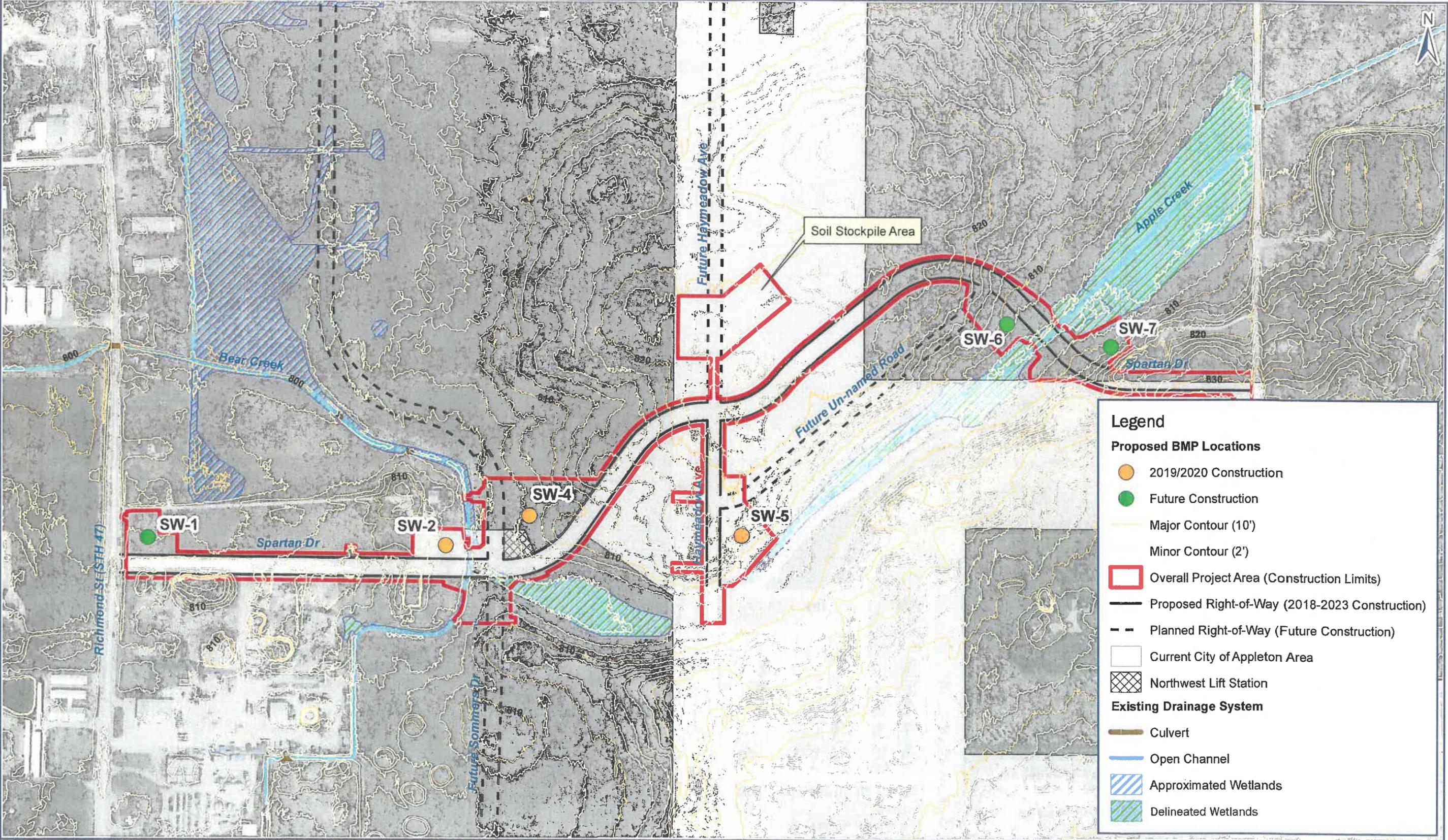
ANALYSIS

The proposed project area is located outside of regulatory floodplain areas. As part of the design process a backwater analysis was conducted to assess existing conditions, determine potential impacts, and size proposed culverts for the project. A flood storage area will be constructed at the upstream (south) side of the culvert crossing of Bear Creek. This storage area will accommodate a large storm event to prevent a rise in surface water elevation upstream of the project. All impacts to wetland areas necessary to complete the project have been permitted by the WDNR. The City is awaiting final approval from the U.S. Army Corps of Engineers for wetland impacts. The Erosion Control Plan consists of utilizing construction site diversion, erosion mat, gravel tracking pads, inlet protection, sediment logs, silt fence, and temporary seeding to prevent sediment from leaving the site. The Town Engineer has approved the Erosion Control Plan.

All property in the Town impacted by this work is owned by ARRB Farms LLC. The City and ARBB Farms are currently working through a development agreement that will transfer the property necessary for the project to the City. Once ownership is transferred, the property will be annexed into Appleton, in accordance with the Intermunicipal Agreement between the City and Town. The Town Engineer did not review stormwater management as part of this process, as the City is conducting their own stormwater management review. Consequently, this permit is only valid for filling and grading activities. If additional work is proposed prior to the City completing the annexation process, additional approvals from the Town will be required.

RECOMMENDATION

Staff has reviewed and supports a Plan Commission recommendation for approval of the Conditional Use Permit (CUP-08-19) requested by the City of Appleton to allow grading, filling, and stormwater management facilities associated with the installation of portions of Spartan Drive and Sommers Drive, between N. Richmond Street and future Haymeadow Avenue.



Legend

Proposed BMP Locations

- 2019/2020 Construction (Orange dot)
- Future Construction (Green dot)

Contours

- Major Contour (10')
- Minor Contour (2')

Project Boundaries

- Overall Project Area (Construction Limits) (Red outline)
- Proposed Right-of-Way (2018-2023 Construction) (Black line)
- Planned Right-of-Way (Future Construction) (Dashed line)

City and Infrastructure

- Current City of Appleton Area (White area)
- Northwest Lift Station (Cross-hatched area)

Existing Drainage System

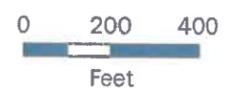
- Culvert (Brown line)
- Open Channel (Blue line)

Wetlands

- Approximated Wetlands (Blue hatched area)
- Delineated Wetlands (Green hatched area)



Figure 1-3
 Proposed Project Layout - Topographic Map
 Spartan Drive Stormwater Design
 City of Appleton, WI



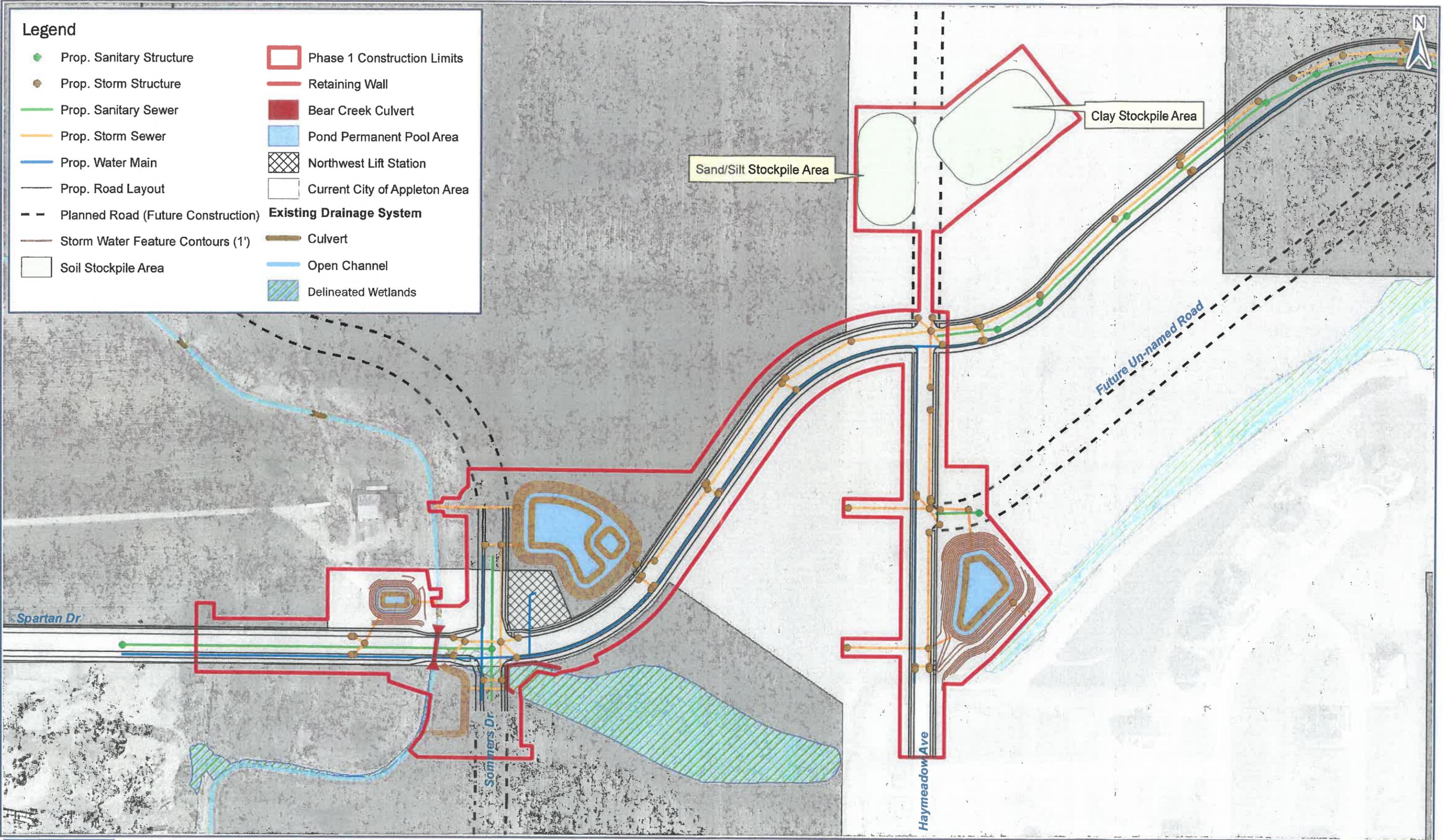


Figure 1-6
 Proposed Components - Phase 1
 Spartan Drive Permit Application
 City of Appleton, WI

Legend

- Existing XP SWMM Model Nodes
- XP SWMM Model Drainage System**
- - - Clearwater Creek Drainage
- Existing Culverts
- Existing Streams/Ditches
- Overbank Storage Connections
- Proposed Right-of-Way
- ▨ Wetlands

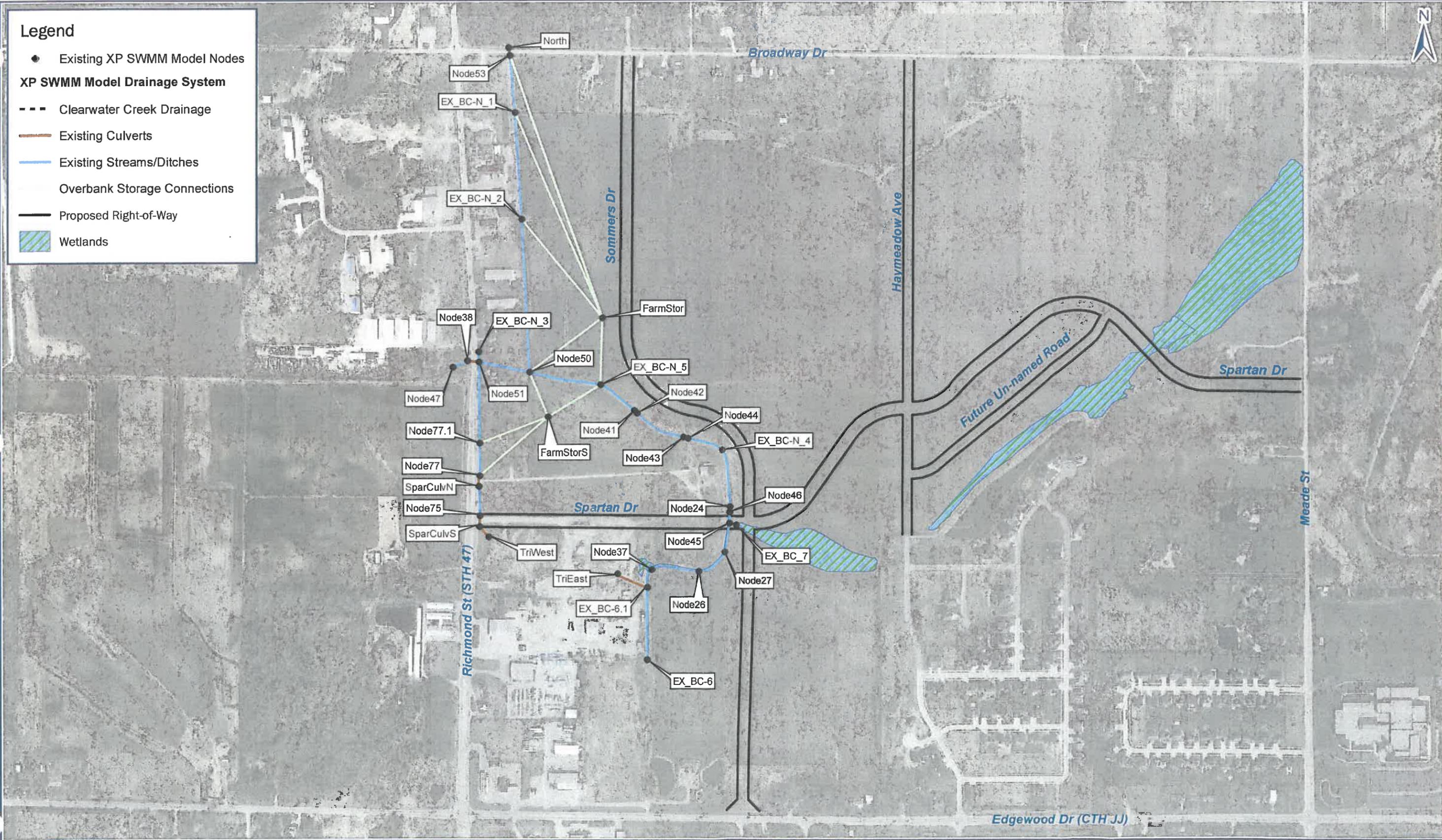


Figure 5-9
Existing Conditions XP SWMM Model Layout
Spartan Drive Permit Application
City of Appleton, WI



9/10.

**Town of Grand Chute
Special Exception Request
Kappa Hospitality LLC, dba The Mad Apple Burger and Billiard Co.
Outdoor Service/Beer Garden**

To: Plan Commission
From: Michael Patza, Town Planner
Date: May 2, 2019
Address: 3025 W. College Avenue

App. #: SE-07-19

A. REQUEST

1. **Proposed Use(s):** Operation of an outdoor service/beer garden.
2. **Project Description:** Construct a fenced patio on the south side of building.
3. **Plat/CSM Accurate parcel lines/lot recorded:** Yes.

B. ANALYSIS

Applicant requests approval of a licensed outdoor patio area for alcohol consumption. The patio will be located on the south side of the building, between the Mad Apple Burger building and the adjoining Best Western Appleton Inn to the west. Exterior access to the patio will be prohibited, and two exit-only gates will provide emergency egress. To meet code requirements, the patio will be enclosed with a 42" decorative fence. Hours of operation on the patio are restricted by ordinance. Food and beverage service has to end at 10:30 p.m. and no food or beverage consumption is allowed after 11:00 p.m.

C. FINDINGS OF FACT IN GRANTING OF A SPECIAL EXCEPTION

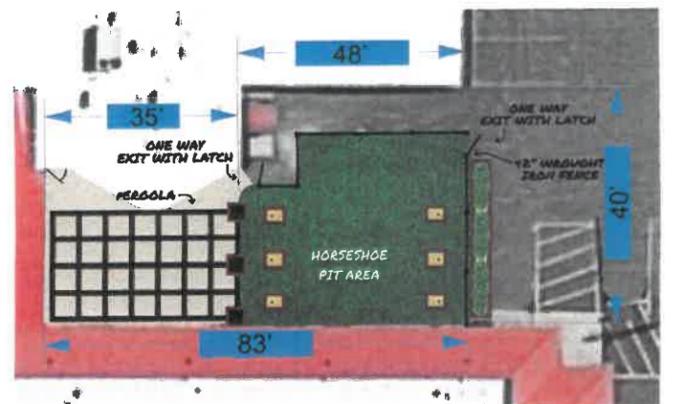
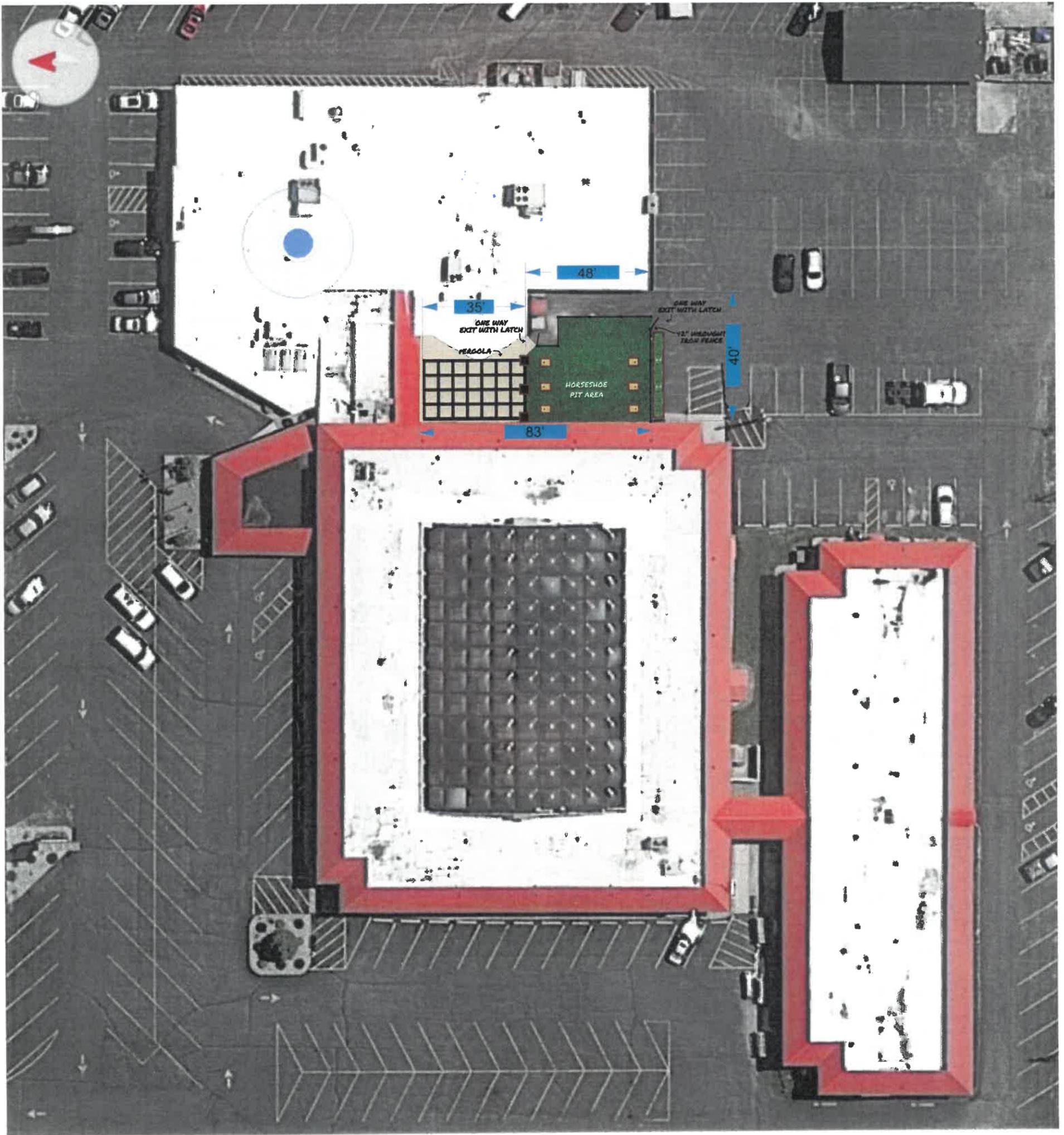
- a. **The establishment, maintenance or operation of the proposed Special Exception use or structure at the proposed location will not be detrimental or injurious to the use and enjoyment of existing uses on adjacent properties or properties in the vicinity.** *Found.*
- b. **The establishment, maintenance or operation of the proposed Special Exception use or structure, alone or in combination with other existing Special Exception uses and structures in the vicinity will not cause traffic hazards.** *Found.*
- c. **Adequate provision is made for surface water drainage, ingress and egress to the property, and off-street parking.** *NA.*
- d. **Adequate public facilities and services are available for the proposed Special Exception use of structure.** *Found.*

D. RECOMMENDATION

Staff has reviewed and supports a Plan Commission recommendation for approval of the Special Exception (SE-07-19) requested by Kappa Hospitality LLC, dba The Mad Apple Burger and Billiard Co., 3025 W. College Avenue, for operation of an outdoor service/beer garden.



MAD APPLE OUTDOOR PATIO PROJECT



THE MAD APPLE
3025 W. COLLEGE AVE
PROPOSED PATIO ADDITION

4-8-2019

**Town of Grand Chute
Certified Survey Map Review
Robert H. and Gladys M. Ebben Revocable Trust**

To: Plan Commission
From: Michael Patza, Town Planner
Date: May 2, 2019
Address: 5625 N. McCarthy Road

App. #: CSM-05-19

REQUEST

The CSM will split the property into two lots of 5.78 acres and 30.59 acres respectively. The CSM provides dedication of 33' of road right-of-way along N. McCarthy Road. Because of the R/W dedication, this CSM needs Plan Commission and Town Board approval.

ANALYSIS

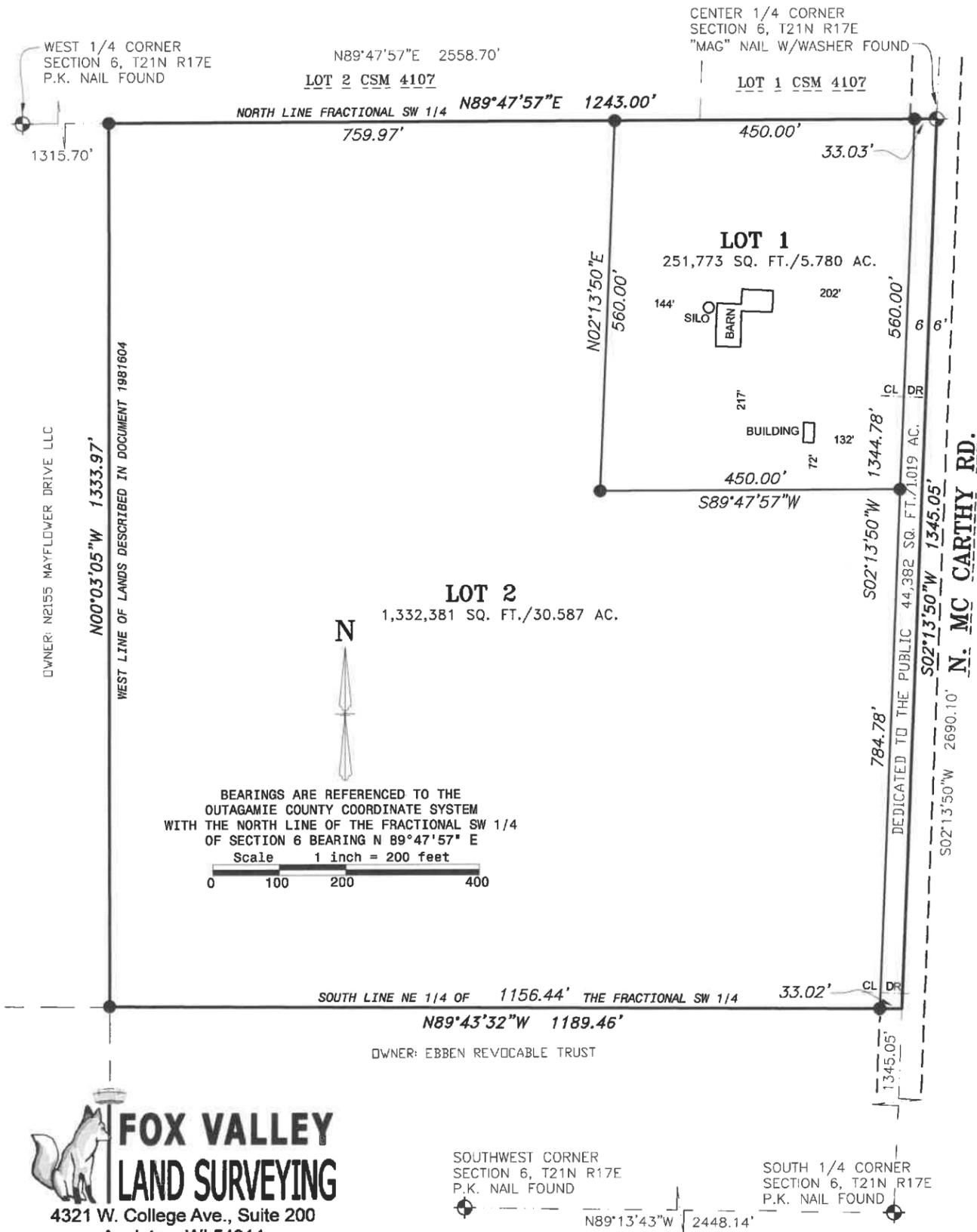
All of the property included in the CSM is zoned AGD General Agricultural District. Agricultural outbuildings are located on Lot 1. The land on Lot 2 is used for agricultural crop production. The CSM meets all Town requirements for division of land.

RECOMMENDATION

Staff has reviewed and supports a Plan Commission recommendation for approval of the Certified Survey Map (CSM-05-19) requested by Robert H. and Gladys M. Ebben Revocable Trust, 5625 N. McCarthy Road.

CERTIFIED SURVEY MAP
 PART OF THE NORTHEAST 1/4 OF THE FRACTIONAL SOUTHWEST
 1/4, IN SECTION 6, TOWNSHIP 21 NORTH, RANGE 17 EAST,
 TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

SURVEY FOR:
 BOB EBBEN
 P.O. BOX 180
 NEW LONDON, WI 54961



BEARINGS ARE REFERENCED TO THE
 OUTAGAMIE COUNTY COORDINATE SYSTEM
 WITH THE NORTH LINE OF THE FRACTIONAL SW 1/4
 OF SECTION 6 BEARING N 89°47'57" E
 Scale 1 inch = 200 feet

**FOX VALLEY
 LAND SURVEYING**
 4321 W. College Ave., Suite 200
 Appleton, WI 54914
 (920) 410-3379
 (920) 474-5025
 mail@foxvalleylandsurveying.com
 foxvalleylandsurveying.com
 PROJECT NO. 211706-2
 SHEET 1 OF 2

- LEGEND**
- 3/4" SOLID ROUND REBAR SET - 18" LONG, WEIGHING 1.502 LBS./LIN. FT.
 - 3/4" REBAR FOUND
 - ⊕ GOVERNMENT CORNER
 - () RECORDED AS

12/13

MEMORANDUM

To: Chairman Schowalter and Plan Commission Members
From: Michael Patza, Town Planner
Date: April 29, 2019
Subject: Town of Grand Chute Pedestrian and Bicycle Strategy

BACKGROUND

The Grand Chute Pedestrian & Bicycle Strategy was first adopted in 2013. This update recognizes recent progress made in providing pedestrian and bicycle facilities in the community. It also re-evaluates and analyzes future needs for additional pedestrian and bicycle facilities.

The Grand Chute Pedestrian and Bicycle Strategy is divided into three main sections:

- 1 | Vision** states the main functions of the pedestrian and bicycle network, inventories existing facilities, and illustrates the network at future completion.
- 2 | Facility Alternatives** identifies the different types of facilities the Town can use to complete the pedestrian and bicycle network.
- 3 | Priorities** provides a framework for determining which street segments most need pedestrian and bicycle facilities.

The updated Grand Chute Pedestrian and Bicycle Strategy received a recommendation for adoption from the Grand Chute Parks Commission at their April 8, 2019 meeting.

RECOMMENDATION

Staff supports a Plan Commission recommendation for adoption of the updated Town of Grand Chute Pedestrian and Bicycle Strategy.

TOWN BOARD OF SUPERVISORS

David Schowalter, Chairman
Jeff Nooyen, Supervisor, Seat #1
Eric Davidson, Supervisor, Seat #2
Travis Thyssen, Supervisor, Seat #3
Bruce Sherman, Supervisor, Seat #4

PLAN COMMISSION

Recommended adoption on _____

David A. Schowalter, Chairman
Bruce Sherman, Commissioner
Cheryl Ulrich, Commissioner
Duane Boeckers, Commissioner
John Weber, Commissioner
Julie Hidde, Commissioner
Pamela Crosby, Commissioner
Robert Stadel, Commissioner

PARK COMMISSION

Recommended adoption on April 8, 2019

Larry Carey, President
Nathan Scott, Vice-President
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The original version of this document was authored by Kevin J. Vonck, Special Projects Coordinator, and approved by the Grand Chute Town Board on February 21, 2013. The revised document was drafted by Michael D. Patza, Town Planner.

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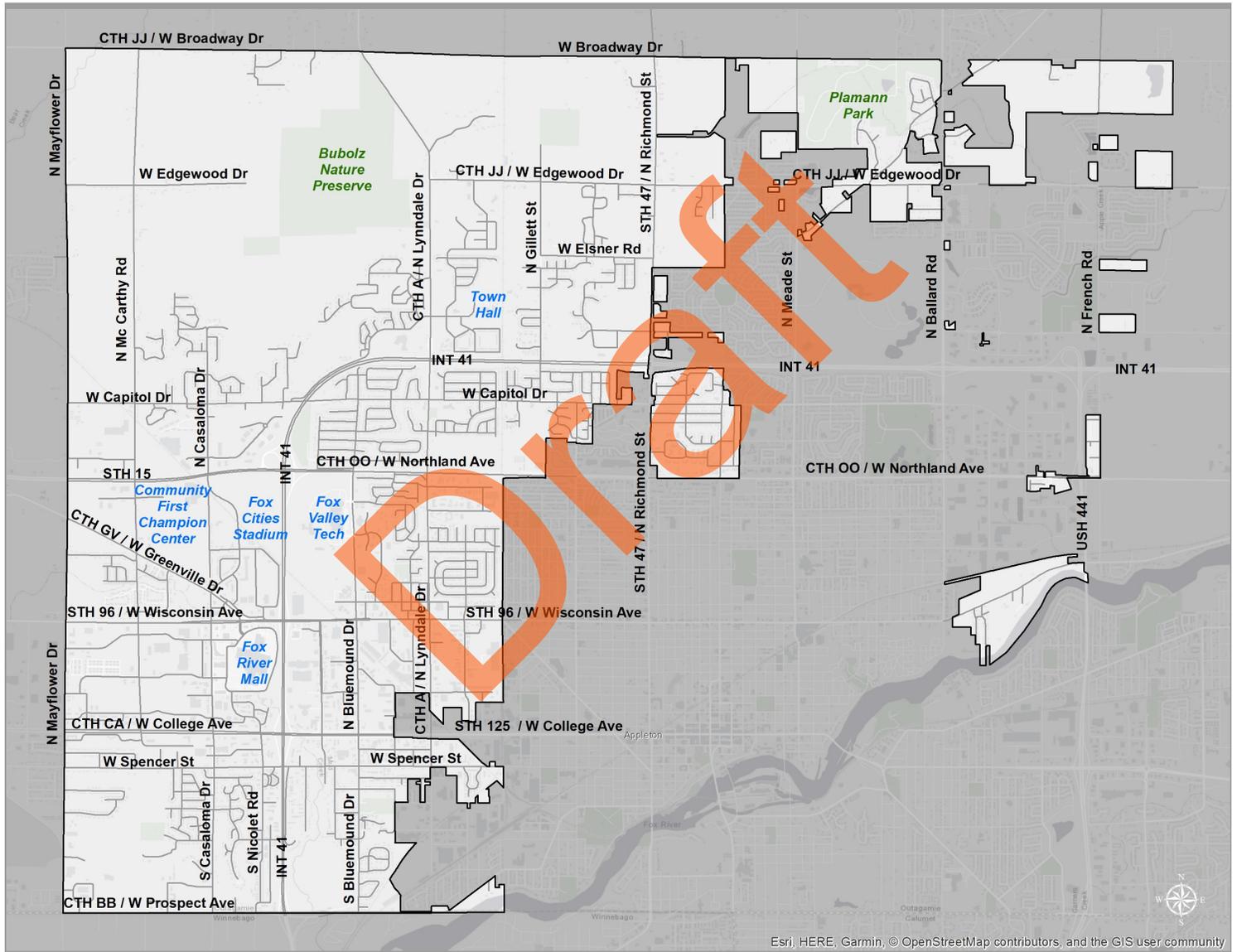
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Introduction - Community Background

Located in Wisconsin's Fox Cities region, Grand Chute is the largest Town in the state, with a population of 22,154 residents. Grand Chute is located along the I-41 corridor and serves as the commercial and retail center for the region. The Fox River Mall anchors a regional shopping, hospitality and entertainment district. The Town features a strong and diverse employment base with several large employers spread across various sectors. Grand Chute is also home to the main campus of Fox Valley Technical College; Fox Cities Stadium; Gordon Bubolz Nature Preserve.

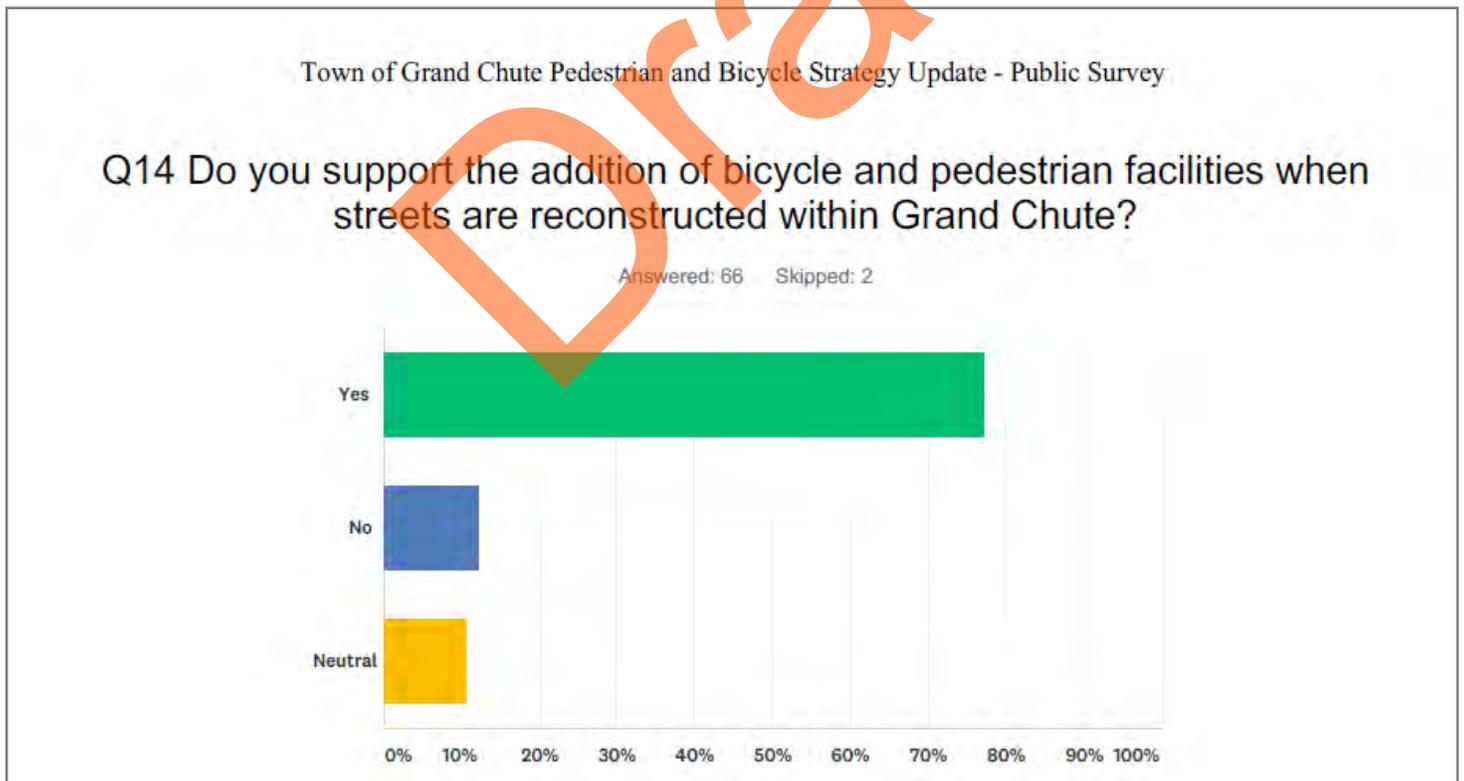


Introduction - Planning Process

This document is an update of the Grand Chute Pedestrian & Bicycle Strategy, originally adopted in February 2013. This update will recognize recent progress made in Grand Chute by establishing a current inventory of existing facilities. The updated document will also reevaluate and analyze future needs for additional pedestrian and bicycle facilities in the community. The Town recognizes that a comprehensive and connected network of pedestrian and bicycle facilities is a crucial component of making Grand Chute a great place to live, work, and play. Efforts to enhance the bicycle and pedestrian network have been supported by staff, elected officials, developers, and residents. Continued progress is being made to eliminate gaps and remove barriers in the pedestrian and bicycle network, encouraging active transportation options and increasing physical activity.

A Public Participation Plan was developed to help gather public input to guide the update process. Public participation included a public survey, National Trails Day event, a public workshop, and a meeting with representatives from the Appleton Area Schools District. Input gathered was used to help identify locations and corridors in need of pedestrian and bicycle facilities, and the types of facilities the public most desired. A summary of this information is included in the Word Clouds on page 11.

The graph below shows that over 77 percent of respondents to the public survey support including pedestrian and bicycle facilities when streets are reconstructed in the Town. Additionally, Figure 3.11 on page 49 illustrates the number of times a street segment or corridor was identified as needing additional pedestrian and/or bicycle facilities in the public survey or during the public workshop.



A copy of the Public Participation Plan is included in Appendix A. A summary of the results from the public survey are included in Appendix B. Complete results from the survey, including full text responses, are on file at the Grand Chute Community Development Department.

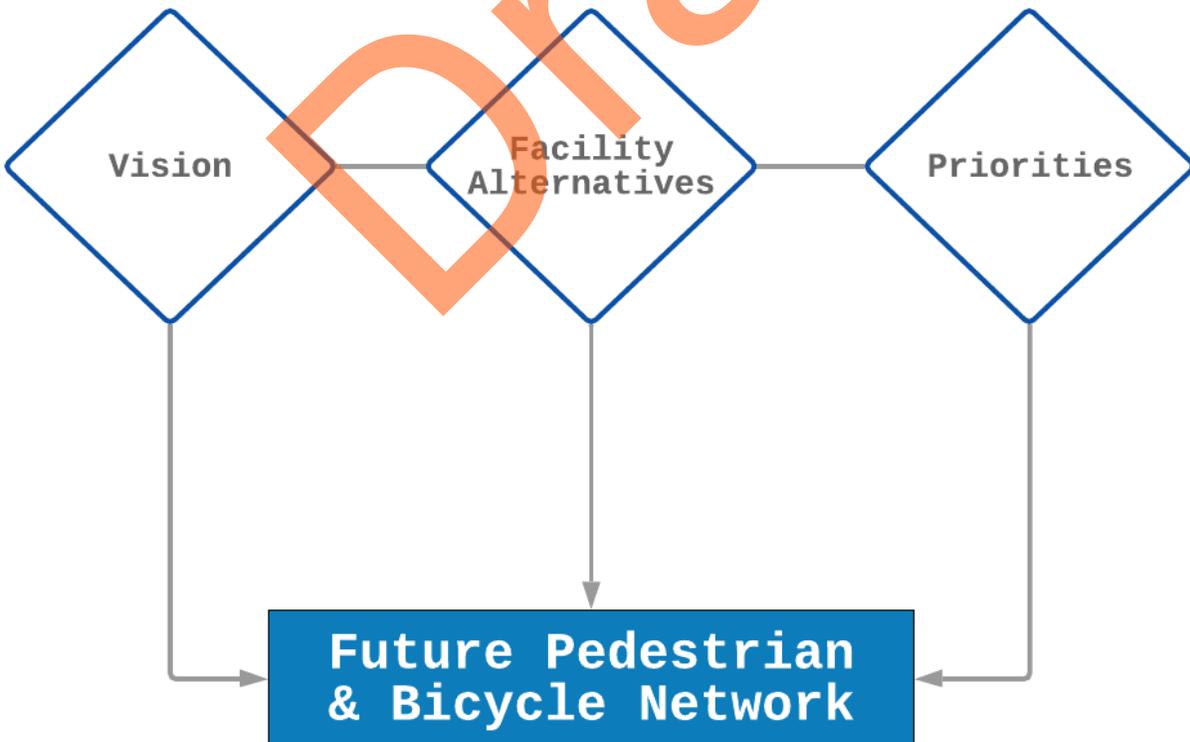
Introduction - Document Layout

This document is divided into three main sections:

1 | Vision states the main functions of the pedestrian and bicycle network, inventories existing facilities, and illustrates the network at future completion. The future pedestrian and bicycle network is separated into on-street and off-street facilities. This section provides direction for building more complete streets: “roadways designed and operated to enable safe, convenient, and comfortable access and travel for pedestrians, bicyclists, motorists, and public transport users of all ages and abilities”.¹

2 | Facility alternatives identifies the different types of facilities the Town can use to complete the pedestrian and bicycle network. Recommendations came from Wisconsin Facilities Development Manuals² in combination with other pedestrian and bicycle best practice manuals.³ Recommendations also follow U.S. Department of Transportation, Federal Highway Administration (FHWA) rules; the Manual on Uniform Traffic Control Devices (MUTCD) guidelines.

3 | Priorities provides a framework for determining which street segments most need pedestrian and bicycle facilities. Segments were ranked based on their proximity to people, proximity to key destinations such as schools, parks, and business, and input collected from the public. Additional data used to prioritize future facilities included crash data, daily traffic volume, and functional classification categories.



Introduction - Purpose

This section is dedicated to identifying the numerous safety, economic, health, and other benefits realized by a community from investing in pedestrian and bicycle infrastructure. The following sections provide evidence and statistics that answer the question, “**Why should the Town invest in pedestrian and bicycle infrastructure?**”

The Town should build pedestrian and bicycle facilities to **improve safety**. Each year pedestrian and bicyclist fatalities comprise about 16 percent of all traffic fatalities, with approximately 5,000 pedestrian deaths and 800 bicyclist deaths. Another 65,000 pedestrians and 48,000 bicyclists are injured in crashes annually.⁴ Providing facilities physically separated from vehicle travel lanes can reduce pedestrian crashes by up to 88 percent.⁵ Case studies have also shown that installing bicycle facilities such as protected bicycle lanes can reduce crash injuries to all street users by 56 percent, including a 57 percent reduction in crash injuries to bicyclists.⁶

The Town should build pedestrian and bicycle facilities to **stimulate the economy**. Communities with vibrant pedestrian and bicycle facilities attract visitors, and more importantly, long-term residents. A community with a robust pedestrian and bicycle network is more likely to attract and retain young professionals. Talent attraction and retention is a key issue in economic development. Providing a talented workforce is crucial to attract and retain businesses and large employers. Walking and biking are also an affordable means of transportation. The cost of walking or bicycling is much less than owning, maintain, and operating a motor vehicle. This can provide significant savings for households, as transportation costs are often the next largest expense after housing. School districts may be able to eliminate some bus routes if streets are safe enough for students to walk or bike to school. Additionally, pedestrian and bicycle projects generate about twice as many jobs per dollar spent than “traditional” road repair and upgrade projects.⁷

The Town should build pedestrian and bicycle facilities to **enhance the environment**. Because walking and biking do not directly consume fossil fuels; they also do not produce harmful emissions, thus improving overall air quality. Improvements are compounded because shorter auto trips are more polluting on a per-mile basis. Reductions in carbon monoxide, nitrogen oxides, sulfur dioxide reduce smog and acid rain. Cleaner air is better for all, especially those with respiratory problems.⁸

The Town should build pedestrian and bicycle facilities to **increase physical activity**. In 2015, the Town became one of several communities in the Fox Valley to pass a resolution supporting the Weight of the Fox Valley initiative. The goal of the initiative is to reduce the number of residents in the Fox Valley that are overweight or obese. One of the key elements of the campaign is to combat obesity by increasing physical activity. By enhancing the pedestrian and bicycle network in the community, the Town can encourage physical activity by making walking or bicycling safer, more convenient, and more appealing to residents.

Introduction - Purpose

The Town should build pedestrian and bicycle facilities to create **Safe Routes to Schools**. Grand Chute is home to Badger Elementary, Houdini Elementary, Appleton Public Montessori, and Connections Academy in the Appleton Area School District. There are also several other schools located in close proximity to Town boundaries. Figure 1.2 on page 14 shows areas in Grand Chute within 0.5 miles of schools. The Town should focus on providing pedestrian and bicycle facilities within 0.5 miles of schools to provide options for students to safely walk or bicycle to school.

The Town should build pedestrian and bicycle facilities to create **Safe Routes to Parks**, to provide safe and equitable access to parks. The program is an initiative of the National Recreation and Park Association to increase access to local parks and was developed in collaboration with the Safe Routes to School National Partnership. The park facilities within Grand Chute are identified in Figure 1.3 on page 15. Parks are popular destinations for those walking or bicycling. The Town should focus on implementing facilities that provide safe and efficient access to parks from residential neighborhoods and other popular destinations. The National Recreation and Park Association campaign provides tools and resources to help communities establish safe and equitable access to parks for everyone.

The Town should build pedestrian and bicycle facilities to **provide better access to the Valley Transit System**. Transit trips often require a rider to travel additional distances to arrive at their final destination or to reach a bus stop location. By installing pedestrian and bicycle facilities that connect to transit routes and bus stops, the Town can provide safe access to the transit system and encourage more riders to use the system. Figure 1.4 on page 16 shows the existing Valley Transit System in the Grand Chute. The Town should install pedestrian and bicycle facilities that provide connections and access to the transit system.

The Town should build pedestrian and bicycle facilities to **enhance the Regional Bicycle and Pedestrian Network** in the Fox Cities. Often times pedestrians and bicyclists cross municipal boundaries to reach their desired destination. Creating a complete network of pedestrian and bicycle facilities throughout the region provides benefits for all communities. The Town should build pedestrian and bicycle facilities that provide connections to facilities in adjacent communities. The 2014 Appleton (Fox Cities) Transportation Management Area & Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan, completed by the East Central Wisconsin Regional Planning Commission, identifies the Regional Network as shown in Figure 1.5 on page 17.

1 | Vision

Vision

The Town of Grand Chute will construct and maintain transportation infrastructure that allows for people of all ages and abilities to travel by foot or bicycle through the community. The Town will build pedestrian and bicycle facilities in order to...

1 | Create Connections. Even though two parcels may be in close proximity “as the crow flies,” a street network of long blocks, cul-de-sacs, and limited-access roads can make the actual journey on the ground much longer. Limited crossings of U.S. Highway 41, CN Railroad lines, and numerous environmental constraints in the Town further reduce connectivity. A connected pedestrian and bicycle network allows people to travel more directly between places, including trips that are:



PBIC

SHORT-DISTANCE

Create more direct connections between places in close proximity.



PBIC

LONG-DISTANCE

Fill in gaps of the Regional Pedestrian & Bicycle Network; creating a connected network of multi-modal transportation options across all municipalities.



PBIC

INTER-PARCEL

Create more direct connections through auto parking lots between public right-of-way and structures.



PBIC

INTER-MODAL

Create more direct connections at modal transfer points, especially transit stops.

2 | Broaden Access. Travel options are limited for significant segments of our population that do not have access to a vehicle or are unable to drive. An extensive pedestrian and bicycle network improves mobility for these people, especially:



PBIC

YOUNGER RESIDENTS

11.3% (2,503) of Town residents are between 5 and 14 years old.⁹



PBIC

OLDER RESIDENTS

17.4% (3,855) of Town residents are 65 years or older; 21% (4,652) of citizens over 65 do not drive.⁹



PBIC

DISABLED RESIDENTS

7.1% (1,573) of Town residents have a disability.¹⁰



PBIC

LOW-INCOME RESIDENTS

8.9% (1,972) of Town residents are at or below the federal poverty level.¹⁰

3 | Enhance Safety.

Well-designed pedestrian and bicycle facilities reduce the risk of injury and death, especially for:



YOUNGER RESIDENTS

Children are unpredictable and impulsive, often walking or riding in risky conditions. They have limited abilities assessing gaps in traffic, judging the speed of traffic, and locating the source of sounds.

11



OLDER RESIDENTS

Agility, balance, speed, strength, hearing, and concentration all decline with age. Vision also worsens, especially under low-light night conditions. Seniors who overestimate their abilities may put themselves at risk.



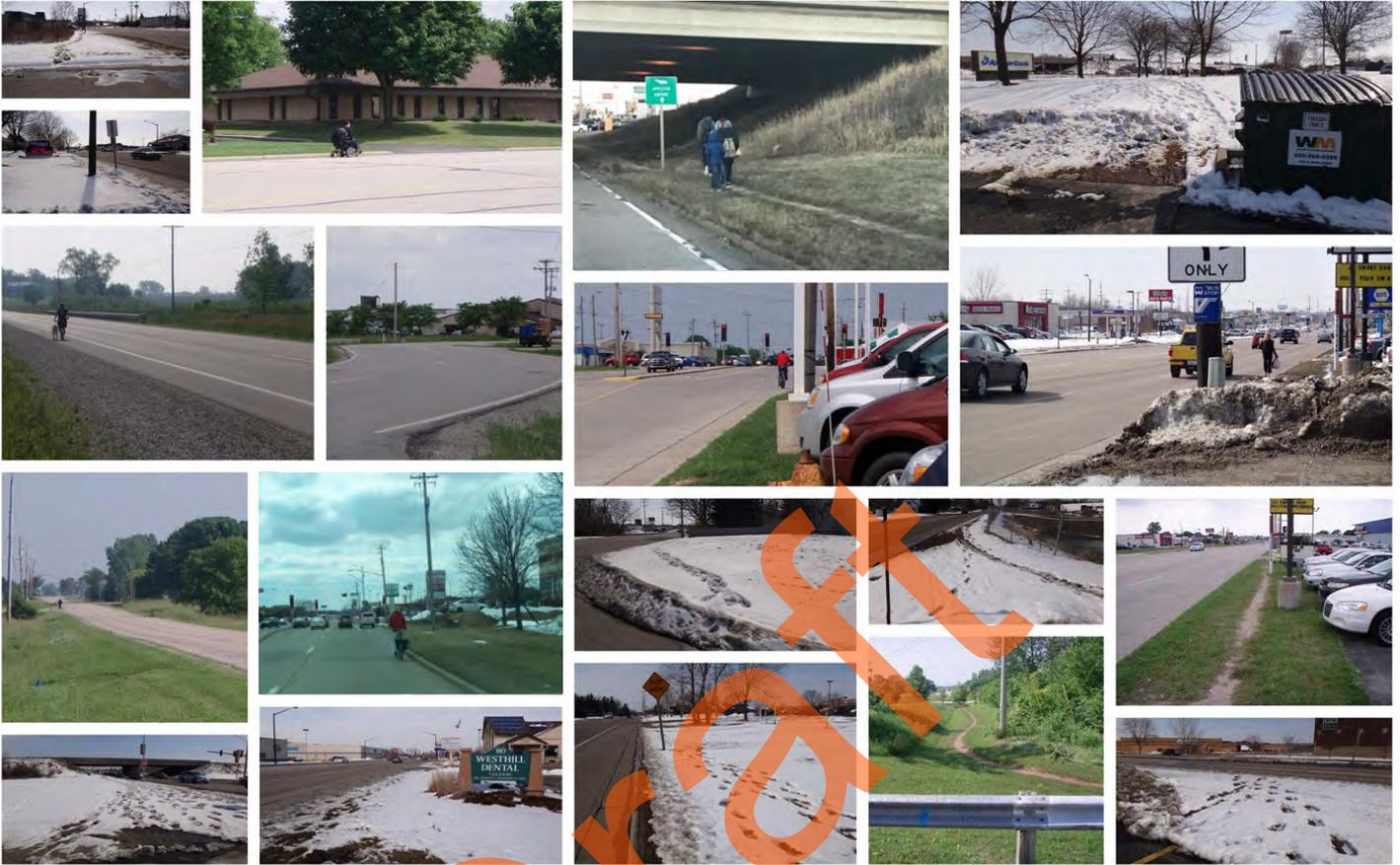
DISABLED RESIDENTS

Some individuals have visual, hearing, mobility, mental, emotional, or other impairments. A broken limb or pregnancy may also pose temporary mobility challenges. People who have been institutionalized may not be trained to be pedestrians.

4 | Increase Capacity. The emphasis on maximizing automobile mobility led transportation planners and engineers to design streets with wider lanes, increased turning radii, and minimum interference, often at the expense of pedestrians and bicyclists. Our current system looks the way it does because practitioners – and the people from whom they learned – never received formal education on pedestrian and bicycle planning and design. Adding lanes or constructing additional streets is expensive – both in upfront capital and long-term maintenance costs. A comprehensive pedestrian and bicycle network increases the overall capacity of the transportation network, alleviating pressure to develop additional auto lane miles. Most trips are short; if an individual can make that trip on foot or bicycle, rather than by car, auto traffic volumes will decrease.¹²

A completed pedestrian and bicycle network will strive to fulfill these four objectives. In the following pages, maps show the existing pedestrian and bicycle network and the potential network at future completion. It is important to note that future facilities shown on these maps are conceptual: they show the desire of the Town to construct a pedestrian or bicycle facility in a general area or along a particular corridor. The types of facilities constructed are subject to change due to environmental conditions, right-of-way issues, and changing traffic volumes and speeds. Additionally, the actual on-the-ground location of facilities will be determined during road reconstruction projects, plats, subdivision agreements, development agreements, and site plans.

1| Vision - Current Conditions



A trip through Town reveals pedestrians and bicyclists traveling throughout the community. Many individuals are using areas without any bicycle or pedestrian facilities. Other areas have limited facilities that are inadequate or inappropriate for safe pedestrian or bicycle travel, but they may be the only connection between two places. A variety of unimproved “paths” and footprints in the snow show the desire for off-street facilities where none currently exist, especially along collector and arterial streets.

1| Vision - Desired Access/Facilities

Desired Access: The word cloud below shows the destinations and corridors that the public wants to safely access by foot or bicycle. The larger the font, the more popular the destination. Destinations and corridors were identified through a Public Survey and Public Workshop.



Desired Facilities: The word cloud below shows what type of accommodations the Town should construct to allow residents and visitors to travel safely and conveniently throughout the community. The larger the font, the more requested the type of facility. The types of accommodations were identified through a Public Survey and Public Workshop.



Draft

Figure 1.2

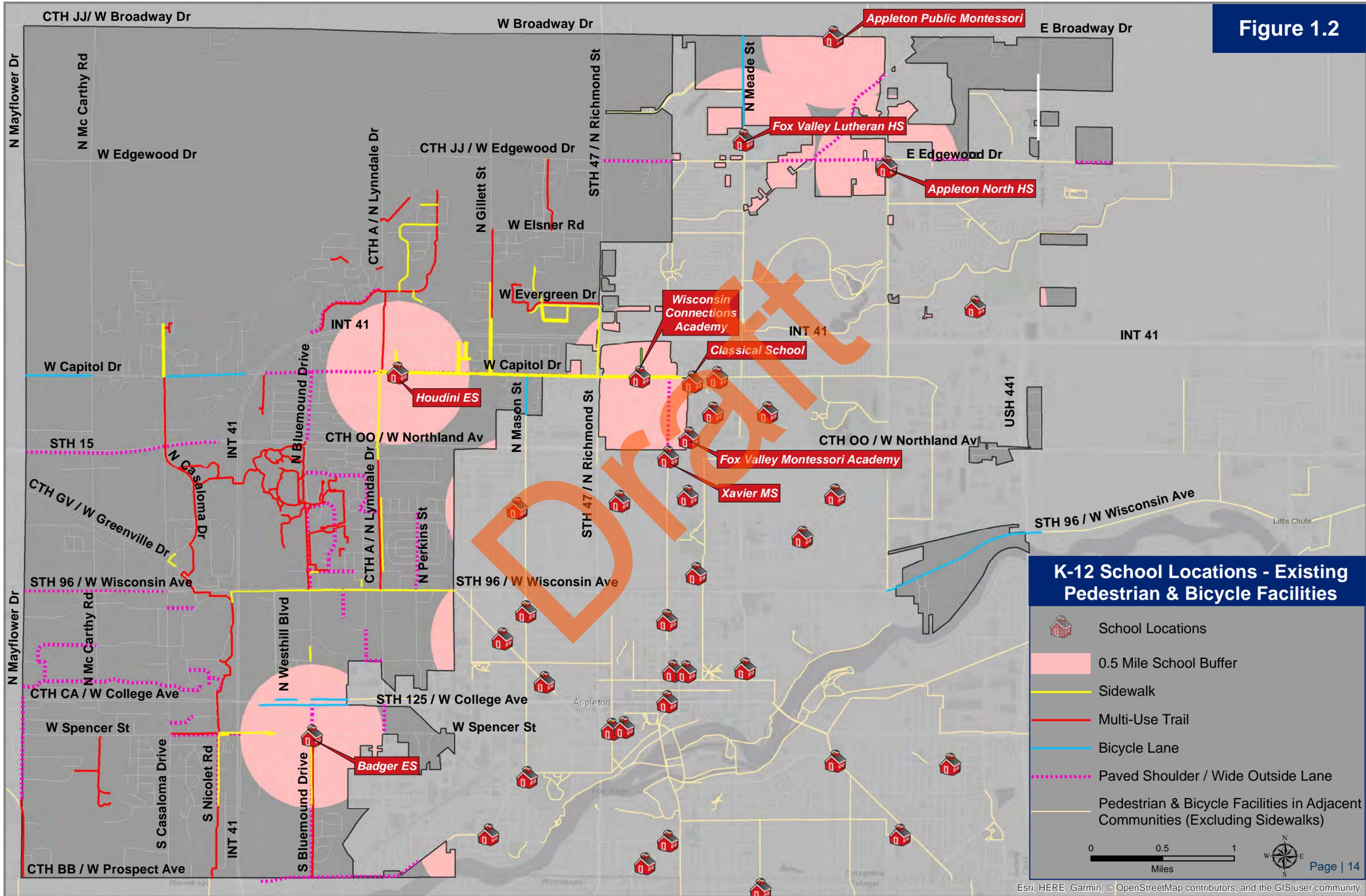


Figure 1.3

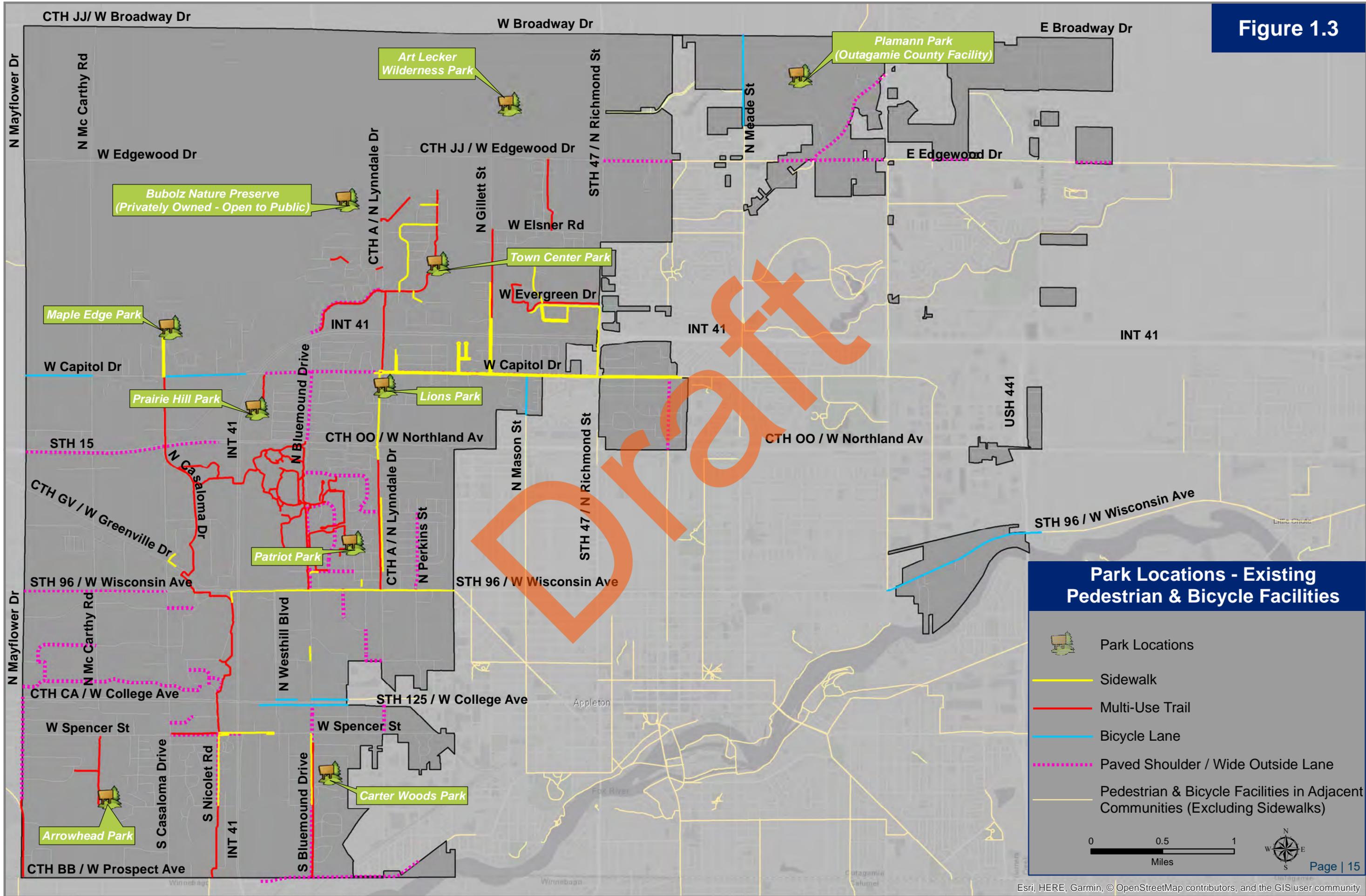


Figure 1.4

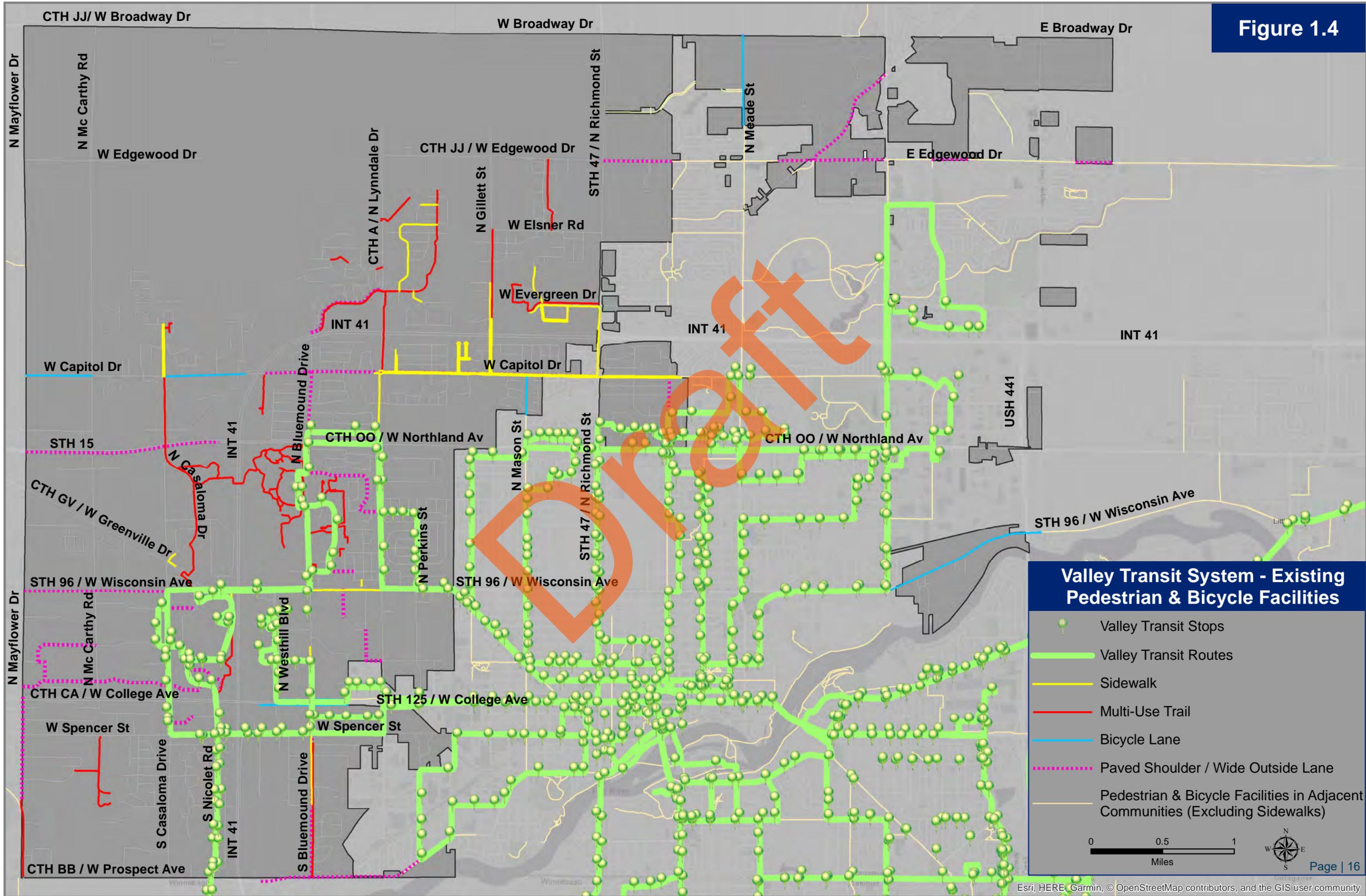
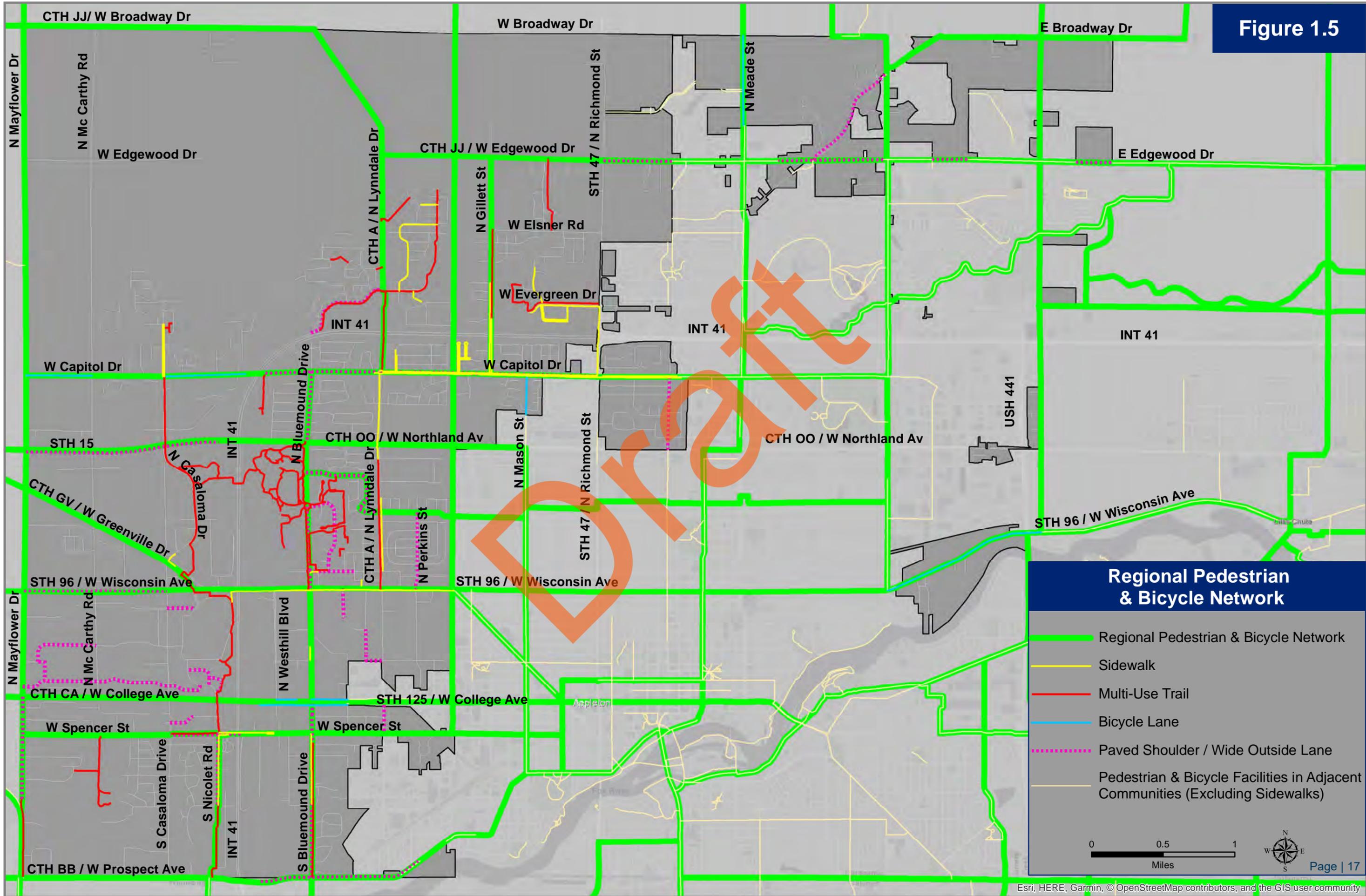


Figure 1.5



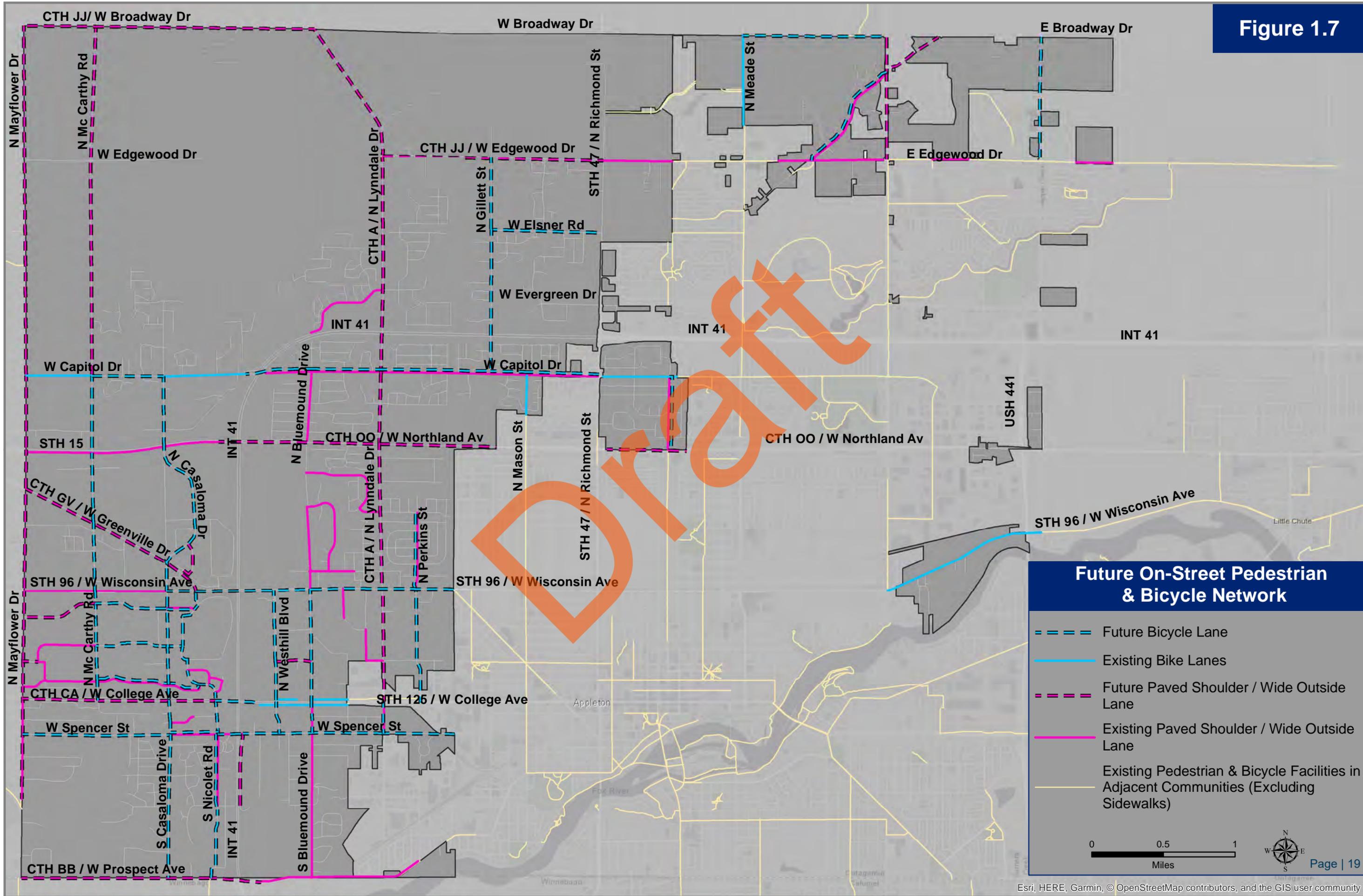
Regional Pedestrian & Bicycle Network

- Regional Pedestrian & Bicycle Network
- Sidewalk
- Multi-Use Trail
- Bicycle Lane
- Paved Shoulder / Wide Outside Lane
- Pedestrian & Bicycle Facilities in Adjacent Communities (Excluding Sidewalks)

0 0.5 1 Miles

Page | 17

Figure 1.7



Future On-Street Pedestrian & Bicycle Network

- Future Bicycle Lane
- Existing Bike Lanes
- Future Paved Shoulder / Wide Outside Lane
- Existing Paved Shoulder / Wide Outside Lane
- Existing Pedestrian & Bicycle Facilities in Adjacent Communities (Excluding Sidewalks)

0 0.5 1 Miles

Page | 19

1.8 | Safe Routes to School

Safe Routes to School is a program designed to encourage and enable students in grades K-8 to walk or bicycle to school. The program includes educational and encouragement components to get more students walking and bicycling to school along with engineering recommendations to create more safe pedestrian and bicycle facilities and connections.

Grand Chute is served primarily by the Appleton Area School District , with a small portion in the northwest corner of the Town served by the Hortonville Area School District. Both districts are participating members in the East Central Regional Safe Routes to School Program. Figure 1.3 on page 15 areas within the Town of Grand Chute that are within 0.5 miles of a schools. These areas warrant additional consideration for pedestrian and bicycle facilities as they are frequently used for students walking or bicycling to school. When reconstructed, streets within these areas should be given additional consideration for including pedestrian and bicycle facilities. Additionally, collector and arterial streets within close proximity of schools should receive a higher priority to install safe pedestrian and bicycle facilities. As shown in Figure 3.4 on page 42, proximity to schools was one of the factors used in Section 3 to prioritize segments of the future Pedestrian & Bicycle Network.

Below is an inventory of the streets in Grand Chute that fall either entirely or partially within the 0.5 mile school buffer

N ALVIN ST	E FLORIDA AV	N LONGWOOD LA	N RAMBLING ROSE DR	TEARDROP CT
APACHE CT	W FLORIDA AV	N LYNNDALE DR	S RIDGE LA	N TERRI LA
APACHE PL	S FORESTBROOK LA	S LYNNDALE DR	RIDGE HAVEN LA	W TILLMAN ST
E APPLE CREEK RD	W FOURTH ST	W MARQUETTE ST	W RIDGEVIEW CIR	S TIMMERS LA
APPLE CREEK CT	W FRANKLIN ST	N MEADE ST	W ROSELAWN DR	W TWIN WILLOW CT
N APPLETON ST	W GLENDALE AV	MEADOW ROW CT	N ROSEWOOD DR	W TWIN WILLOWS DR
BITTERSWEET CT	S GLENRIDGE CT	E MEMORY LA	SANCTUARY CT	N WAYMAN CT
N BLUE MOUND DR	GREEN HAVEN CT	N MORRISON ST	SANCTUARY DR	N WESTHILL BLVD
S BLUE MOUND DR	GREEN MEADOW DR	NORTH LAKE CT	W SENECA DR	S WESTLAND DR
BLUE MOUND CT	GREVES CT	NORTH LAKE RD	SENECA CT	N WHITE HAWK DR
E CAPITOL DR	HERITAGE CT	E NORTHLAND AV	W SENECA DR	N WHITNEY DR
W CAPITOL DR	W HERITAGE AV	W NORTHLAND AV	N SHAWNEE AV	N WINDSONG LA
CARIBOU CT	W HIAWATHA DR	N OAKDALE LA	W SHOSHONE DR	W WISCONSIN AV
CHAPPELL CT	W HIGHLAND PARK AV	S OLSON AV	W SIOUX DR	
N CHAPPELL DR	N HOLIDAY DR	N ONEIDA ST	W SPENCER ST	
N CHIPPEWA ST	INVERNESS CIR	ONEIDA CT	N SPICEWOOD LA	
W COLLEGE AV	JUSTIN CT	W PACKARD ST	W SPRING HOLLOW DR	
N COUNTRY RUN DR	W JUSTIN ST	PARK LAWN CT	STAMES DR	
CRESTWAY CT	W KARALYN WAY	W PARKRIDGE AV	STONEHEDGE LA	
N DIVISION ST	KOOLS CT	E PARKVIEW WAY	SUN VALLEY CT	
E EDGEWOOD DR	S KOOLS ST	PARKVIEW DR	N SUNCREST LA	
W EIGHTH ST	W LAWRENCE ST	W PINE ST	N SUNNYVIEW BLVD	
E FIRST AV	N LILAS DR	S PLEASANT ST	W SUNNYVIEW CIR	
W FIRST AV	S LILAS DR	W QUAKER RIDGE LA	W SUNSET AV	

When considering projects within close proximity to schools the Town should focus on the installation of sidewalks. Sidewalks provide a separated and protected space for students to walk to school. Additionally, due to their age and bicycling ability, sidewalks are frequently used by children bicycling. The Town has adopted an ordinance which allows bicyclists to use sidewalks in Grand Chute.

1.9 | Complete Streets

Based on one of the key recommendations from the previous version of the Grand Chute Pedestrian and Bicycle Strategy, the Town Board adopted a Complete Streets Policy in 2013. Included below, the Policy addresses all modes of transportation when new streets are installed or existing streets reconstructed. The Town should continue to implement the Complete Streets Policy when considering future pedestrian and bicycle facilities.

Town of Grand Chute Complete Streets Policy

- 1) In accordance with recommendations in the *Pedestrian and Bicycle Strategy*, the Town will plan for, fund, design, construct, operate, and maintain Complete Streets throughout the community, meaning a transportation system that enables safe, convenient, and comfortable access and travel for pedestrians, bicyclists, public transport users, and auto and truck motorists of all ages and abilities, both within and between modes.
- 2) This Policy covers all development and redevelopment in the public right-of-way. This includes all public transportation projects, such as, but not limited to new street construction, reconstruction, retrofits, upgrades, rehabilitation, and resurfacing. This Policy does not apply to projects that only involve routine or ordinary maintenance activities such as mowing, cleaning, sweeping, spot repaint, concrete joint repair, pothole patching, whose primary purpose is to keep existing infrastructure in serviceable condition.
- 3) The Town recognizes that there are a variety of methods available to “complete” a street. The Town will plan for, fund, design, construct facilities that fit the types, ages, and abilities of existing and/or anticipated users, as well as the context of the street and the surrounding built environment, using recommendations presented in the *Pedestrian and Bicycle Strategy* and other peer-reviewed, professional publications.
- 4) The Town Board may consider exempting a project from this Policy if:
 - a) The Town Board deems a street inappropriate for pedestrian and bicycle facilities; or
 - b) The project is not specifically identified in the *Pedestrian and Bicycle Strategy*; or
 - c) Pedestrians, bicyclists, or transit vehicles are legally prohibited from the street segment; or
 - d) The addition of pedestrian and bicycle facilities is greater than or equal to twenty percent (20%) of the estimated total project cost; or
 - e) Proper and safe pedestrian, bicycle, or transit accommodations can be provided through existing facilities on adjacent properties; or
 - f) A professional engineer (PE) determines that there is insufficient space to properly and safely accommodate new pedestrian, bicycle, or transit facilities within the existing pavement, curb-to-curb, or right-of-way width; or
 - g) An official representative from a federal, state, or county agency determines that new pedestrian, bicycle, or transit facilities will have a significant negative impact on legally-protected natural or cultural resources.
- 5) The Town will implement this Policy through ordinances regarding Subdivision of Land (Chapter 475) and Zoning (Chapter 535) and administratively through its Site Plan Review Committee, Park Commission, Plan Commission, Town Board, and the Capital Improvement Plan. The Town recognizes that while it is primarily responsible for building infrastructure, other public (Outagamie County and the State of Wisconsin), private, and community-based organizations will play a significant role in supporting operation and maintenance of these facilities. They will also have a role in educating users on the proper and safe use of facilities, encouraging people to travel by foot or bicycle, and enforcing rules of the road.

Town of Grand Chute Complete Streets Policy (Continued)

- 6) The Town will measure progress on its Complete Streets through an annual report that measures:
- The percentage of streets that meet or exceed minimum recommended facilities for pedestrians and bicyclists as defined in the *Pedestrian and Bicycle Strategy*; and
 - The total linear feet of sidewalks, paved trails, and cycle tracks; and
 - The total linear feet of bicycle lanes, paved shoulders, and wide outside lanes; and
 - The number of pedestrian and bicyclist improvements to intersections or mid-block crossings.

The National Complete Streets Coalition, a program area of Smart Growth America, maintains an interactive, nationwide atlas that shows complete streets policies and programs. The map to the right shows the existing communities in Wisconsin and surrounding states that have adopted Complete Streets ordinances, resolutions, policies, or plans as of December 2018. The most up-to-date information can be found at:

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/policy-development/policy-atlas/>

As shown on the map below, the only other communities that have adopted a Complete Streets Policy in northeast Wisconsin are the City of Appleton (2016) and City of Manitowoc (2012). The East Central Wisconsin Regional Planning Commission passed a region-wide Complete Streets Policy in 2018.



1.10 | Grand Chute Pedestrian and Bicycle Advisory Committee

In order to provide additional community input, transparency, and equality to decisions regarding future pedestrian and bicycle infrastructure projects, the Town should form a Pedestrian and Bicycle Advisory Committee to provide guidance regarding future projects. The committee should consist of a diverse group of individuals that have an interest and are passionate about the future pedestrian and bicycle network in Grand Chute. Below is a list of organizations/backgrounds that would ideally be represented and should be engaged when forming the committee:

- Residents from Multiple Geographic Areas and Demographic Categories
- Educational Representatives (Appleton Area School District /Hortonville Area School District, Fox Valley Technical College)
- Health Professionals (Private and/or Public)
- Business Leaders
- Tourism Professionals (Fox Cities Visitors and Convention Bureau)
- Students
- Regional/County/State Representatives

The purpose of the Pedestrian and Bicycle Advisory Committee would be to implement the Town of Grand Chute Pedestrian and Bicycle Strategy. The committee would ensure that future development and road reconstruction projects in the Town are consistent with the Strategy through:

- Reviewing public and private development projects and providing input regarding pedestrian and bicycle facilities.
- Reviewing the annual list of Town Capital Improvement projects.
- Providing public outreach by hosting events or generating materials related to pedestrian and bicycle safety.
- Collaborating with and providing input to other jurisdictions, such as Outagamie County and the Wisconsin DOT, regarding future road projects.

2 | Facility Alternatives

The Town will use traffic volume and speed of a street segment, in combination with the built environment and development patterns, to determine the most appropriate pedestrian and bicycle facilities. The matrix below, developed using existing rules and best practices from Wisconsin design manuals¹³ and other best practice manuals¹⁴, recommends minimum accommodations. The Town will assume a higher vehicle average daily traffic (ADT) or speed for segments with inadequate driver sight distances; a high percentage of trucks, buses, or other large vehicles; or a high percentage of vulnerable non-motorized users.

The recommendations below and on the following page should be used as a guide when determining the most appropriate type of pedestrian or bicycle facility for a particular street segment. Additional considerations and existing conditions, examples listed below, may impact the final decision on the best type of facility to be constructed.

- Environmental conditions/constraints
- Lack of right-of-way
- Proximity to popular destinations such as schools, parks, large employers, and commercial areas
- Existing adjacent pedestrian or bicycle facilities
- Density of development

VEHICLE ADT	PEDESTRIAN FACILITIES (1)	BICYCLE FACILITIES (2)			
		25 MPH OR LESS	30 OR 35 MPH	40 OR 45 MPH	50 MPH OR MORE
less than 750	shared travel lane	shared travel lane	shared travel lane	shared travel lane	shared travel lane
750 to 1,500	sidewalk or paved shoulder (3)	shared travel lane	14' wide outside lane or 4' paved shoulder	14' wide outside lane or 4' paved shoulder	6' bicycle lane or 4'-6' paved shoulder (5)
1,500 to 3,000	sidewalk or paved shoulder (3)	15' wide outside lane or 5' paved shoulder	15' wide outside lane or 5' paved shoulder	6' bicycle lane or 5'-6' paved shoulder (5)	6' bicycle lane or 5'-6' paved shoulder (5)
3,000 to 6,000	sidewalk or paved shoulder (3)	15' wide outside lane or 5' paved shoulder	6' bicycle lane or 5'-6' paved shoulder (5)	6' bicycle lane or 5'-6' paved shoulder (5)	6'-8' bicycle lane or 5'-8' paved shoulder (5)
6,000 to 12,000	sidewalk or paved trail (4)	6' bicycle lane or 6' paved shoulder (5)	6' bicycle lane or 6' paved shoulder (5)	6'-8' bicycle lane or 6'-8' paved shoulder (5)	6'-8' bicycle lane or 6'-8' paved shoulder (5)
12,000 and up	sidewalk or paved trail (4)	6' bicycle lane or 6' paved shoulder (5)	6'-8' bicycle lane or 6'-8' paved shoulder (5)	6'-8' bicycle lane or 6'-8' paved shoulder (5)	6'-10' bicycle lane or 6'-10' paved shoulder (5)

2 | Facility Alternatives

This section identifies options that the Town can use to complete the pedestrian and bicycle network. These elements help create more “complete” streets: “roadways designed and operated to enable safe, convenient, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists, and public transport users of all ages and abilities can move along and across a complete street with safety and comfort.”¹⁵ Recommendations came from current and past Wisconsin design manuals¹⁶ and other best practice manuals.¹⁷ Recommendations also follow U.S. Department of Transportation, Federal Highway Administration (FHWA) rules and the Manual on Uniform Traffic Control Devices (MUTCD) guidelines.

This section is divided into two major sub-sections:

- 1) Alternatives that facilitate pedestrian and bicycle travel between destinations.
- 2) Alternatives that help pedestrians and bicyclists cross streets safely.

For each alternative, this document provides a basic description, a visual representation, and guidelines for proper application.

The following guidelines should be used determining which type of pedestrian and/or bicycle facility to install:

- 1) If space limits the ability to construct pedestrian and bicycle facilities, preference will be given to pedestrian facilities.
- 2) Bicycles are legal users of the roadway, so the Town will provide on-street facilities. More vulnerable users may benefit from additional separated facilities on segments with high traffic volume or speeds.
- 3) The Town will install sidewalks in urban and suburban areas where the majority of parcel frontages are small (less than 200'), parcels are more deep than wide, and there are frequent driveway crossings and access points. Sidewalks should be installed on both sides of the street unless unusual circumstances (lack of destinations on one side, environmental concerns, insufficient right-of-way width, etc.) exist. The Town will install paved shoulders in suburban and rural areas where parcel frontages are large (greater than 200'), parcels are more wide than deep, and driveway crossings and access points are infrequent.
- 4) The Town will install sidewalks when pedestrians are using the facility to access places on the segment, parcels are generally an acre or less, and there are frequent driveway crossings and access points. The Town will install paved trails when pedestrians are using the facility to access places beyond the segment, parcels are generally greater than an acre, and driveway crossings and access points are infrequent.
- 5) The Town will install bicycle lanes in urban and suburban areas. The Town will install paved shoulders in suburban and rural areas.

Sidewalks



Sidewalks provide the greatest degree of safety and comfort for pedestrians by providing a space physically separated from vehicles. Sidewalks are appropriate for urban and suburban areas where the majority of properties share the following characteristics:

- Less than an acre in size
- More deep than wide
- Frontages are less than 200'
- There are frequent driveway crossings and access point
- There are pedestrian destinations along the segment

Sidewalks should be at least 5' wide and concrete is the preferred material. On streets with a high traffic volume/speed sidewalks wider than 5' are preferred if there is adequate space. On streets with a very high number of pedestrians and multiple destinations along the segment, sidewalks should be 8' to 12'.

18

Paved Multi-Use Trails



Paved multi-use trails provide a smooth, uninterrupted surface separated from vehicles. They are designed for both pedestrians and bicyclists, though a trail should complement, not replace, on-street bicycle accommodations.

Trails are the preferred facility when streets have limited access points along with high traffic speeds and volumes. Limiting the number of access points along streets with trails increases safety by reducing the number of potential conflicts between trail users and vehicles.

Multi-use trails can be used to provide pedestrian and bicycle connections between street segments disconnected due to development patterns or environmental conditions. Away from street segments, paved trails can provide connections through parks or large parcels.

Trails should be at least 10' wide and at least 5' from the street to provide a buffer from traffic. Asphalt is the preferred paving material as it provides a smooth ride for bicyclists.

19

Cycle Tracks / Protected Bicycle Lane



Cycle tracks, also referred to as protect bicycle lanes, provide a space for bicycles that is physically separated from auto lanes and the sidewalk. Tracks are located to the curb side of on-street parking. They offer a higher level of security and comfort than bike lanes.

The Town may consider cycle tracks on segments with multiple lanes, high speeds, high volumes, or high on-street parking turnover.

At street level, medians, bollards, or on-street parking separates tracks from auto lanes. Provide at least 3' of space between the parking zone and cycle track.

At sidewalk level, different-colored or textured pavement separates tracks from pedestrian areas.

20

Unpaved Multi-Use Trails



Unpaved multi-use trails provide a space physically separated from vehicle traffic. They provide connections through natural and rural settings.

Primary users are recreational.

The Town will build unpaved trails in areas where it is important to preserve the integrity of the natural landscape and limit impervious surfaces in sensitive watersheds.

The Town may consider using a crushed limestone surface as an interim measure before adding sidewalks or a paved trail.

Shared Travel Lanes



Motorists, pedestrians, and bicyclists use the same width of pavement on shared travel lanes. Pedestrians travel in the opposite direction of automobiles; bicyclists in the same direction.

Shared travel lanes may be appropriate for urban and suburban streets in residential areas with low speed limits and traffic of less than 1,500 vehicles per day and rural streets with traffic of less than 750 vehicles per day.

A shared travel lane is not wide enough for motorists, pedestrians, and bicyclists to operate side-by-side, so it is not considered a true pedestrian or bicycle facility for state or federal regulations.

21

Wide Outside Lanes



Also known as wide curb lanes, wide outside lanes provide separation between bicyclists and passing vehicles. Pedestrians travel in the opposite direction of automobiles; bicyclists in the same direction.

The preferred order for wide outside lanes on an urban segment with no parking:

- 2' gutter | 15' outside travel lane
- 1' gutter | 15' outside travel lane
- 2' gutter | 14' outside travel lane
- 15' combined gutter, travel lane
- 1' gutter | 14' outside travel lane

On segments with parking, outside lanes should be 23' or greater.

22

Paved Shoulders



Paved shoulders contain an edge line that provides more definitive separation from automobiles. Pedestrians travel in the opposite direction of automobiles; bicyclists in the same direction.

The addition of paved shoulders along a street segment can reduce pedestrian crashes by 70%.

The preferred order for shoulders on an urban segment with 11' to 12' travel lanes and no parking:

- 2' gutter | 4' paved shoulder
- 1' gutter | 4' paved shoulder
- 2' gutter | 3' paved shoulder
- 1' gutter | 3' paved shoulder

23

Bicycle Lanes



Bicycle lanes use signage, striping, and markings to designate a part of the street for exclusive use by bicycles, which ride in the same direction as automobiles. Lanes are preferred over paved shoulders because they separate pedestrians and raise motorists' awareness.

The preferred order for bicycle lanes on an urban segment with 11' to 12' travel lanes and no parking:

- 2' gutter | 5' bicycle lane
- 6' combined gutter and lane
- 1' gutter | 5' bicycle lane
- 2' gutter | 4' bicycle lane
- 1' gutter | 4' bicycle lane
- 5' combined gutter and lane

24

2.3 | Crossing - Shorten the Distance

Curb Extensions



Also known as bulb-outs, curb extensions shorten the distance pedestrians are in a travel lane at intersections. They increase pedestrian storage space and increase the visibility of pedestrians and motorists to each other. They slow vehicles by reducing turning radii and creating the perception of narrower lanes. Shorter crossing times also reduce motorists' delay.

Install extensions at intersections with high auto traffic volumes.

In areas with on-street parking, build extensions the width of the parking lane. Lengthen them to serve as bus stop.

25

Chokers



Also known as neck-downs, chokers are mid-block curb extensions. They shorten the distance pedestrians are in a travel lane and reduce motorists' speed.

Install chokers on high-speed, high volume segments that are difficult for pedestrians or bicyclists to cross.

On low-speed, low-volume residential streets, it may be appropriate to narrow the street to a single lane.

Install low-level landscaping in planting strips or boxes to enhance aesthetics and make extensions more visible after snowfall.

26

Narrow Travel Lanes



Reducing the width of lanes shortens the distance pedestrians are in a travel lane, provides space for off-street pedestrian and bicycle facilities, and reduces traffic speed.

On most segments, 12' wide lanes can be reduced to 11' without compromising safety. 10' wide travel lanes may be appropriate on low-speed, low-volume segments.

The Town may need to retain wide lanes on some segments to accommodate a high volume of truck or bus traffic. Federally-designated truck routes require at least one 12' travel lane in each direction.

27

Reduce the Number of Travel Lanes



Also known as a "road diet," fewer auto lanes provide space for on-street pedestrian and bicycle facilities. It can lead to a 23% increase in pedestrian volume and a 30% increase in bicyclist volume. A road diet also enhances safety: it can result in a 34% reduction in crashes; a 68% reduction in injuries; and up to 47% reduction in auto speed.

A reduction in lanes is appropriate for segments with traffic of 15,000 vehicles per day or less.

A common application is when 4 lanes are reduced to 3 lanes: one travel lane in each direction with a center two-way left turn lane.

28

2.4 | Crossing - Provide a Refuge

Medians



Medians are vertically-elevated spaces that run between opposing travel lanes. Medians provide pedestrians and bicyclists a refuge so they only have to negotiate one direction of vehicles at a time. The addition of medians can reduce pedestrian crashes by 46% at marked crosswalks and 39% at unmarked ones.

Install medians on streets with few acceptable gaps to cross traffic. Add at intersections or mid-block crosswalks where the crossing distance exceeds 48'.

Make medians with crosswalks at least 6' wide (10' is best) and contain street-level cut-throughs or ramps to a central level landing. It may be appropriate to angle the cut-through so pedestrians face oncoming traffic before making the second half of the crossing.²⁹

Refuge Islands



Refuge islands provide pedestrians and bicyclists a refuge so they only have to negotiate one direction of vehicles at a time.

Install refuge islands on streets with few acceptable gaps to cross traffic. Add at intersections or mid-block crosswalks where the crossing distance exceeds 48'.

Make refuge islands with crosswalks at least 6' wide (10' is best) and contain street-level cut-throughs or ramps to a central level landing. It may be appropriate to angle the cut-through so pedestrians face oncoming traffic before making the second half of the crossing.

30

Splitter Islands



A raised splitter island provides pedestrians more visibility and a shorter crossing distance at right-turn slip lanes. These islands should be installed at intersections with high volumes of right-turning automobiles.

Build porkchop islands at least 6' wide and build street-level cut-throughs or ramps to a central level landing. Install crosswalks perpendicular to slip lane, one car length back from intersection. Properly designed slip lanes have a compound radius (a long radius followed by a short radius) that reduce the speed of turning vehicles. Make the turn lane 2:1 length-to-width; make width equal the turning path of vehicles.

31

Curb Ramps



Curb ramps provide a paved connection between surfaces at different vertical grades. Installed perpendicular to streets, they benefit pedestrians with strollers, walkers, luggage, delivery carts, or other items with wheels.

In order to connect existing or future sidewalks and multi-use trails, install curb ramps on both sides of the street, even if one may be outside of the project limits.

Make ramps at least 5' wide and offset no more than 10' from a sidewalk extension. Make sure all ramps have a slope no steeper than 8.33% and include detectable warning field of truncated domes.

32

2.5 | Paint Markings

Advanced Yield/Stop Lines



Advanced yield and stop lines are painted across travel lanes before crosswalks. They help pedestrians and motorists see each other from all approaches to an intersection.

Install advanced lines at stop or signal-controlled intersections. Make markings 1' to 2' wide, with “sharks teeth” for yield and a solid line for stop. Place no less than 4' in advance of the nearest crosswalk line, and farther back on segments with higher vehicle speeds. Stagger stop lines when there is more than one lane approaching the intersection to reduce multiple-threat crashes.

33

Crosswalks



Marked crosswalks are crossings where motorists must legally yield the right of way to pedestrians. They direct pedestrians towards the best place to cross the street and inform motorists that they are approaching the pedestrian right-of-way.

Install mid-block crosswalks where pedestrians already cross and where adequate sight distance exists. Install them when the next intersection is more than 660' away.

Make crosswalks 6' to 8' wide, up to 10' in areas of high pedestrian volume. Continental, ladder, and zebra markings are ten times more visible to motorists than longitudinal (standard) markings. Enhance effectiveness by reducing speeds and/or adding signs, pavement striping, or signals.

34

Bicycle Guides



Bicycle intersection markings show bicyclists where to proceed through an intersection. Markings help motorists by making bicycle movements more predictable, increasing their visibility and showing that through bicyclists have priority over turning vehicles.

Install in conjunction with bicycle lanes or cycle tracks at wide or complex intersections where the preferred travel path may be unclear.

Paint markings to designate separate or shared bicycle and auto turn lanes. Pick a standard design to avoid confusion.

35

Bicycle Boxes



Bicycle boxes provides a way for bicyclists to get safely ahead of queuing traffic and makes them more visible to motorists. Boxes facilitate bicyclists turning left at intersections and help prevent “right-hook” conflicts with turning vehicles. They group bicyclists together to quickly clear an intersection, which minimizes motorist delay.

Use at signalized intersections with high volumes of bicycles, especially those with high numbers of right-turning vehicles or left-turning bicycles.

Bicycle boxes are often painted green, though they may also be painted red, blue, or not at all.

36

2.6 | Install Signage

Crosswalk



Add crossing signs to crosswalks traversing: 1) multi-lane streets without a median and 12,000 or more vehicles per day; 2) multi-lane streets with a median and 15,000 or more vehicles per day; and any street segment with an average vehicle speed of 40 MPH or more.

Signs may be placed overhead or mounted on posts on the terrace.

37

School Zone



School zone signs regulate vehicle speeds in areas with high volumes of students on foot or bicycle.

Sign text may reference the school, bus stops, pedestrian crossings, reduced speed limits, or higher fines. All signs should be fluorescent yellow-green with black text.

Use uniform controls within the school zone to increase compliance and reduce motorist confusion.

38

Bicycle Awareness



Bicycles are legal users of the roadway (WisDOT 2011, 11-46-1), so they are entitled to use the lane unless expressly prohibited (e.g. limited-access freeways).

Add “bicycles may use full lane” or “bikes sharing roadway” signs to segments where there is no room for bicycles and vehicles to operate side-by-side. Add signs to dangerous segments with a high volume of bicyclists to inform drivers that bicyclists may be in the lane.

39

In-Street Crosswalk



In-street crosswalk signs are placed in the roadway, either on the center line, a lane line, or a median island.

Signs should say “yield to pedestrians” to reflect state law. These signs increase motorists' compliance. They are most effective on segments where drivers travel 30 MPH or less.

Signs should bend over and bounce back if struck by a vehicle.

Remove signs during the winter months if they interfere with plowing snow.

40

2.7 | Install Signals

Add signals to crosswalks traversing: 1) multi-lane streets without a median and 12,000 or more vehicles per day; 2) multi-lane streets with a median and 15,000 or more vehicles per day; and any street segment with an average vehicle speed of 40 MPH or more.

Flashing Yellow Beacon



Flashing yellow lights advise drivers to slow down and prepare to stop for possible pedestrians or bicyclists using a crosswalk. They substantially increase motorists' compliance as compared to crosswalks alone.

Continuously operating beacons may blend into the background environment for motorists over time, leading to less awareness and compliance. Therefore, it is preferable that signals are user-activated by pedestrians or bicyclists waiting to cross.

41

Rectangular Rapid-Flash Beacon



A rectangular rapid-flash beacon has yellow LED lights that emit a unique stutter "wig-wag" flash to motorists.

Use rapid-flash beacons at unsignalized intersections or mid-block crosswalks, especially high-volume pedestrian crossings or priority bicycle route crossings. Also use at crossings where motorists do not yield to pedestrians; rapid-flash beacons have increased motorist yield rates from 20% to 80%.

Beacons can be activated by active or passive detection. Lights can be powered by solar panels.

42

Hybrid Beacon



Formally known as a "HAWK" (high-intensity activated crosswalk), a hybrid beacon has two red lenses over a single yellow lens. When a pedestrian activates the signal, yellow lights advise motorists to prepare to stop. A solid red light then requires vehicles to stop and allow pedestrians and bicyclists to cross. A flashing red phase then allows vehicles to proceed through the intersection after stopping.

Hybrid beacons are most commonly implemented at mid-block crossing with a very high volume of pedestrian and/or bicyclist crossing. Also ideally suited at crossings where motorists do not yield to pedestrians; hybrid beacons have generated 90% to 95% motorist compliance.⁴³

In-Street Lighting



In-street lights are embedded into the pavement under crosswalks. They increase the visibility of pedestrians in low-light conditions. Lights are generally visible up to 1,500' away, so they allow motorists time to stop.

Pedestrians press a button to activate lights embedded in the roadway on each side of the crosswalk. Lights flash for an amount of time equal to the pedestrian clearance time.

Use in-street lights at mid-block crosswalks, especially high-volume pedestrian crossings or priority bicycle route crossings.

44

2.8 | Slow Automobiles (Traffic Calming)

Reducing auto speeds increasing pedestrian safety. The probability of a pedestrian crash being fatal involving a vehicle is 85% at 40 MPH; 45% at 30 MPH; and only 5% at 20 MPH ⁴⁵. Speed limit reductions need to be accompanied by other traffic calming modifications to be effective.

On-Street Parking



On street-parking slows vehicles by visually narrowing streets. Tree wells in the parking zone can provide a canopy over the street, reducing speeds even more.

On-street parking uses one-third less space than off-street parking. It is the most affordable parking option for businesses.

Head-out/back-in angled parking is the safest type of on-street parking, for it creates a sight line between motorists and other users when pulling out; allows motorists to load trunk from the curb; and open doors direct youth back towards the sidewalk.

46

Street Trees



Street trees slow vehicles by visually narrowing streets.

Plant street trees on any street where there is sufficient room in the terrace area or median. Provide adequate clearance underneath for pedestrians, bicyclists, and vehicles. Avoid areas that obstruct sight lines, interfere with overhead utilities.

Street trees also provide numerous environmental benefits including reducing urban stormwater runoff.

Refer to the *Grand Chute Community Forestry Strategy* for more specific guidelines.

47

Speed Humps/Speed Tables



These features are raised strips of roadway with more gradual slopes than speed bumps. By forcing a vertical shift in vehicles, they slow traffic to 15 to 20 MPH.

Install speed humps on segments with auto volumes of at least 750 vehicles per day. Place humps in series 300' to 600' apart. They may include marked crosswalks.

Speed humps are generally 12' to 14' long and have slopes of 1:16 to 1:20 allow for snow plows to cleanly plow the hump. These features are not ideal on segments that are main emergency routes or have steep slopes.

48

Narrow Travel Lanes



Narrowing travel lanes slows traffic speeds. This can be accomplished through physical features or visual elements that impact the perception of drivers. This is can be achieved through features such as curb extensions, planters, street furniture, adding on-street parking, or other pavement markings. Urbanizing rural street sections by adding curb and gutter can also slow traffic speeds.

These features should be implemented in urban and suburban residential areas with a history of speeding vehicles.

49

2.9 | Intersection Controls

Signs



Signs use words, symbols, and arrows to convey messages about regulations, warnings, and guidance for road users.

The most common way to control an intersection is through the use of “yield” or “stop” signs.

50

Signals



Intersection signals help pedestrians and bicyclists safely cross intersections. More recent signals incorporate countdown timers that display the number of seconds left to safely cross. An actuated signal requires pedestrians or bicyclists to push a button in order to activate the “WALK” phase.

Use at intersections that are complex or irregularly-shaped; have high volumes of turning traffic; vehicular actuation of traffic signals; complex signal phasing; or lots of people with visual impairments. Use actuated signals, or pedestrian or bike detectors, at intersections where pedestrian crossings are infrequent and fixed pedestrian signals makes the intersection inefficient for traffic.⁵¹

Roundabouts



Roundabouts are controlled intersections where all traffic flows counter-clockwise around a center circle and all turning movements are to the right. They reduce motorist delay, increase intersection capacity, and improve safety. Roundabouts have lower operation and maintenance costs than signalized intersections. Roundabouts may, however, pose problems for pedestrians with visual or cognitive impairments.

Splitter islands must be accessible, detectable, and large enough for pedestrian traffic. Set back crosswalks to splitter islands one car length – about 20' – from yield lines.

Shared-use paths/wide sidewalks should be used to accommodate pedestrians and bicyclists through roundabouts.⁵²

Mini-Circles



Mini-circles are placed in the middle of intersections in residential areas. They slow vehicles by forcing a lateral shift in travel. They help traffic flow more smoothly because there are fewer complete stops.

Not ideal for intersections with high numbers of left-turning vehicles.

53

2.10 | Provide Grade Separation

Overpasses



Use grade-separated crossings to connect buildings, land uses, and transit stations. Use across places with topographic displacement: freeways, expressways, major arterials, rail lines, and bodies of water. Use where signals are unable to be installed for technical reasons.

Pedestrians and bicyclists will often ignore overpasses if they are not convenient. If it takes 50% longer to cross using a grade-separated facility, then very few will use it.

Make pedestrian-only overpasses 8' or more wide, shared-use overpasses 12' or more wide.

Stairs may supplement, but may not replace, ramps connecting the overpass.

Railings are required to prevent pedestrians and bicyclists from falling off.

54

Underpasses



Use grade-separated crossings to connect buildings, land uses, and transit stations. Use across places with topographic displacement: freeways, expressways, major arterials. And rail lines. Use where signals are unable to be installed for technical reasons.

Pedestrians and bicyclists will often ignore underpasses if they are not convenient. If it takes 50% longer to cross using a grade-separated facility, then very few will use it.

Underpasses require generous dimensions to be attractive. Users should be able to see the light at the end of the tunnel. Elevate the roadway slightly. Vandal-resistant lights increase actual and perceived security.

55

3 | Priorities

To make the most effective and efficient investment in pedestrian and bicycle infrastructure and provide the greatest benefit to the community, the Town will build facilities strategically. The following criteria were used to rank street segments or missing connections identified for future pedestrian and bicycle facilities.

Safety: The number of pedestrian and bicycle crashes from 2007-2017 was used to identify segments with the highest number of crashes that could be reduced by installing pedestrian and/or bicycle facilities.

Places: The proximity of segments to schools, parks, and business was used to identify popular destinations for those walking or bicycling.

People: The number of households within a quarter mile of segments was used to identify the highest densities of people that would benefit from future pedestrian and bicycle facilities.

Transit: The proximity of segments to the Valley Transit system was used to identify segments that would provide connectivity and access to the transit system.

Traffic Volume/Functional Classification: Average daily traffic volume (ADT) data and functional classification categories to identify segments with the highest traffic volumes and speeds.

Public Input: Information collected through the Public Participation Process including the public workshop and survey was used to identify corridors identified by the public that are in need of pedestrian and/or bicycle facilities and popular destinations that lacked sufficient or safe access for those walking or bicycling.

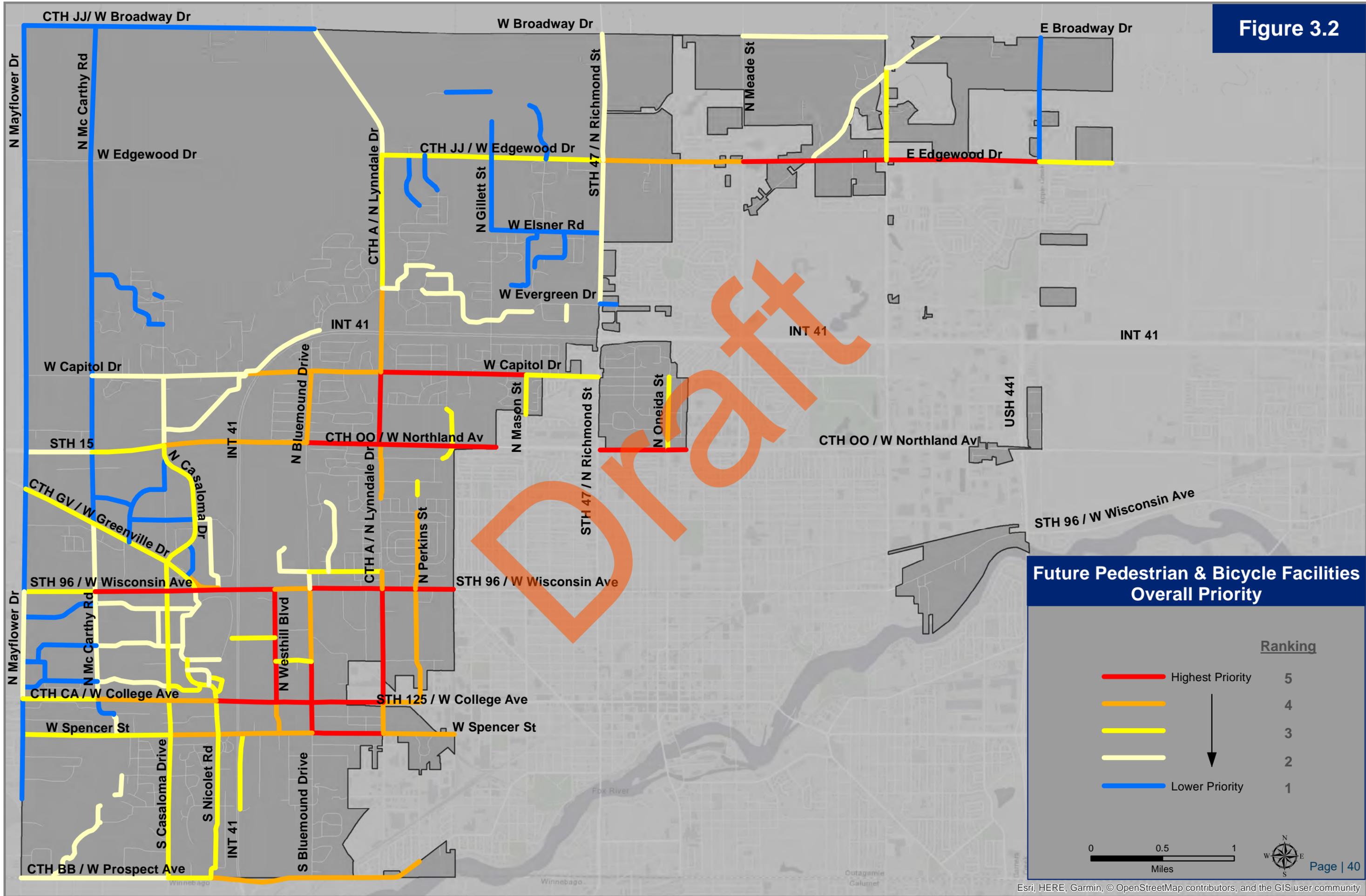
All of the factors listed above were used to rank segments for future pedestrian and bicycle facilities. The map included in Figure 3.2 represents a combination of all factors to produce an overall ranking and identify the highest priority segments in the Town. The table included in Figure 3.1 on the following page identifies the segments that received the top 10 overall scores and lists them from highest to lowest. Maps that illustrate the ranking of each individual factor can be found on the subsequent pages, which include Figure 3.3 - Figure 3.11. This section should be used by the Town to help identify future pedestrian and bicycle infrastructure projects to maximize resources and produce the greatest benefit to residents and visitors. To help determine the appropriate type of pedestrian and/or bicycle facility for each segment refer to Figure 1.6 and 1.7, along with the table and additional information provided on pages 24 and 25 in Section 2.

3 | Priorities

Figure 3.1

Segment Name	From	To	Overall Score	Overall Rank
Northland Avenue (CTH OO)	Richmond Street (STH 47)	Oneida Street	33	1
Wisconsin Avenue (STH 96)	Casaloma Drive	INT 41	32	2
Wisconsin Avenue (STH 96)	INT 41	Westhill Boulevard	32	2
College Avenue (STH 125)	Kools Street / Westhill Boulevard	Bluemound Drive	31	3
College Avenue (STH 125)	Bluemound Drive	Lynndale Drive	31	3
Northland Ave (CTH OO)	Lynndale Drive (CTH A)	Town Municipal Boundary	31	3
Wisconsin Avenue (STH 96)	Bluemound Drive (CTH AA)	Lyndale Drive (CTH A)	31	3
Wisconsin Avenue (STH 96)	McCarthy Road	Casaloma Drive	31	3
Wisconsin Avenue (STH 96)	Lyndale Drive (CTH A)	Town Municipal Boundary	31	3
Northland Avenue (CTH OO)	Bluemound Drive	Lynndale Drive (CTH A)	29	4
College Avenue (STH 125)	Nicolet Road / Mall Drive	Kools Street / Westhill Boulevard	29	4
Bluemound Drive	Spencer Street	College Avenue (STH 125)	28	5
Lyndale Drive (CTH A)	Northland Avenue (CTH OO)	Capitol Drive	28	5
Westhill Boulevard	Woodman Drive	Wisconsin Avenue (STH 96)	27	6
Bluemound Drive	College Avenue (STH 125)	Woodman Drive	27	6
Spencer Street	Bluemound Drive	Lynndale Drive	27	6
Wisconsin Avenue (STH 96)	Oneida Street	Town Municipal Boundary	27	6
Edgewood Drive (CTH JJ)	Meade Street	Ballard Road (CTH E)	27	6
Lyndale Drive (CTH A)	College Avenue (STH 125)	Wisconsin Avenue (STH 96)	27	6
Capitol Drive	Lynndale Drive (CTH A)	Mason Street	26	7
Westhill Boulevard	College Avenue (STH 125)	Woodman Drive	26	7
Edgewood Drive (CTH JJ)	Ballard Road (CTH E)	French Road	26	7
Bluemound Drive (CTH AA)	Woodman Drive	Wisconsin Avenue (STH 96)	24	8
Lynndale Drive	Spencer Street	College Avenue (STH 125)	24	8
College Avenue (CTH CA)	McCarthy Road	Casaloma Drive	24	8
College Avenue (CTH CA)	Casaloma Drive	Nicolet Road / Mall Drive	24	8
Spencer Street	Kools Street	Bluemound Drive	24	8
Spencer Street	INT 41	Kools Street	24	8
Spencer Street	Casaloma Drive	Nicolet Road	23	9
College Avenue (STH 125)	Lynndale Drive	Perkins Street	23	9
Edgewood Drive (CTH JJ)	Richmond Street (STH 47)	Meade Street	23	9
Lyndale Drive (CTH A)	Capitol Drive	Grand Chute Boulevard	23	9
Spencer Street	Lynndale Drive	Whiteman Avenue	22	10
Capitol Drive	Bluemound Drive	Lynndale Drive (CTH A)	22	10
Perkins Street	College Avenue (STH 125)	Wisconsin Avenue (STH 96)	22	10
Lynndale Drive (CTH A)	End of Existing Sidewalk	Northland Avenue (CTH OO)	22	10
STH 15	Casaloma Drive	Interstate 41	22	10
Prospect Avenue (CTH BB)	Van Dyke Road	Bluemound Drive	22	10
Northland Avenue (CTH OO)	INT 41	Bluemound Drive (CTH AA)	22	10
Perkins Street	Wisconsin Avenue (STH 96)	Glendale Avenue	22	10

Figure 3.2



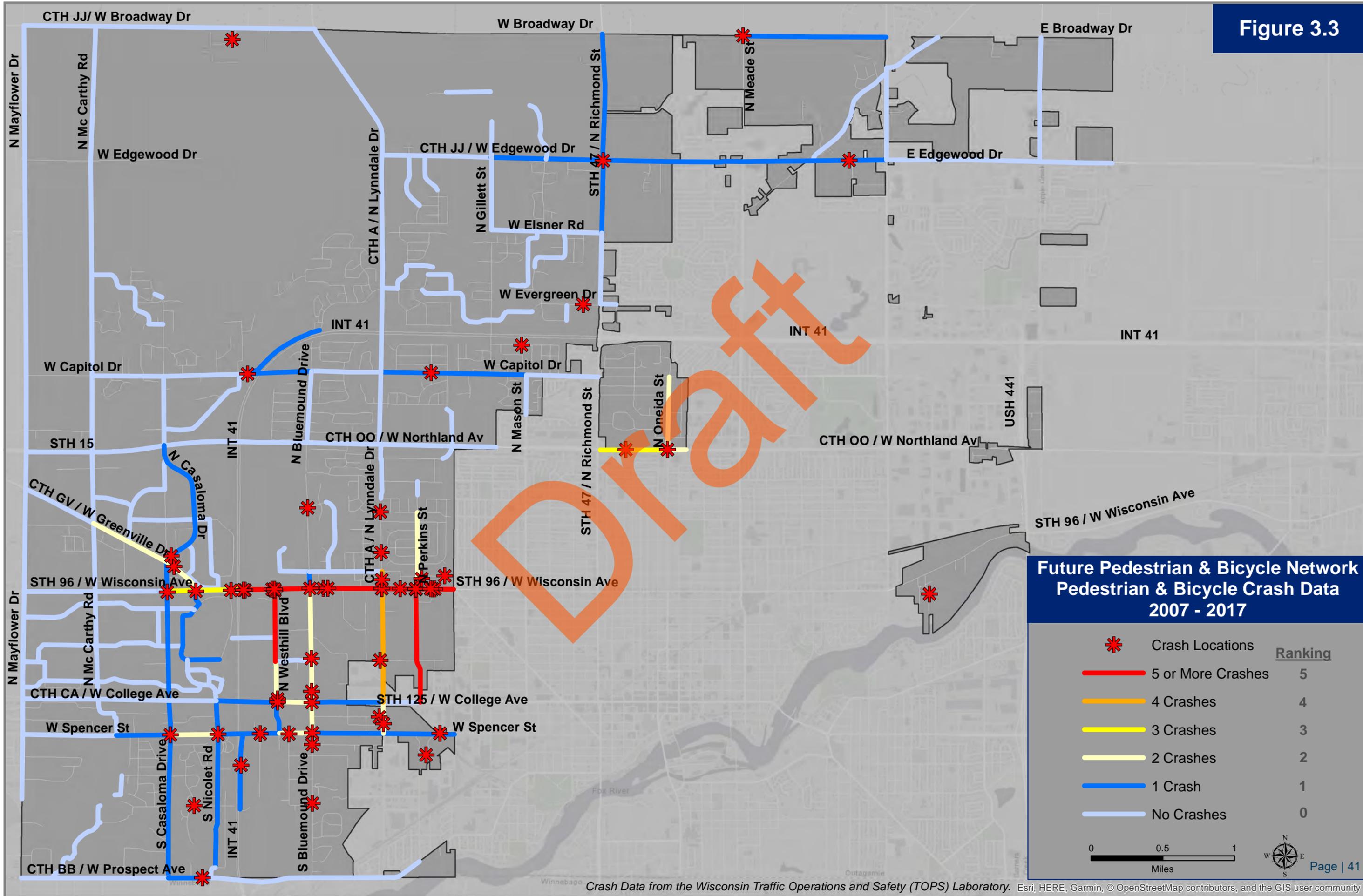
Future Pedestrian & Bicycle Facilities Overall Priority

Ranking	
	Highest Priority 5
	4
	3
	2
	Lower Priority 1

0 0.5 1
Miles

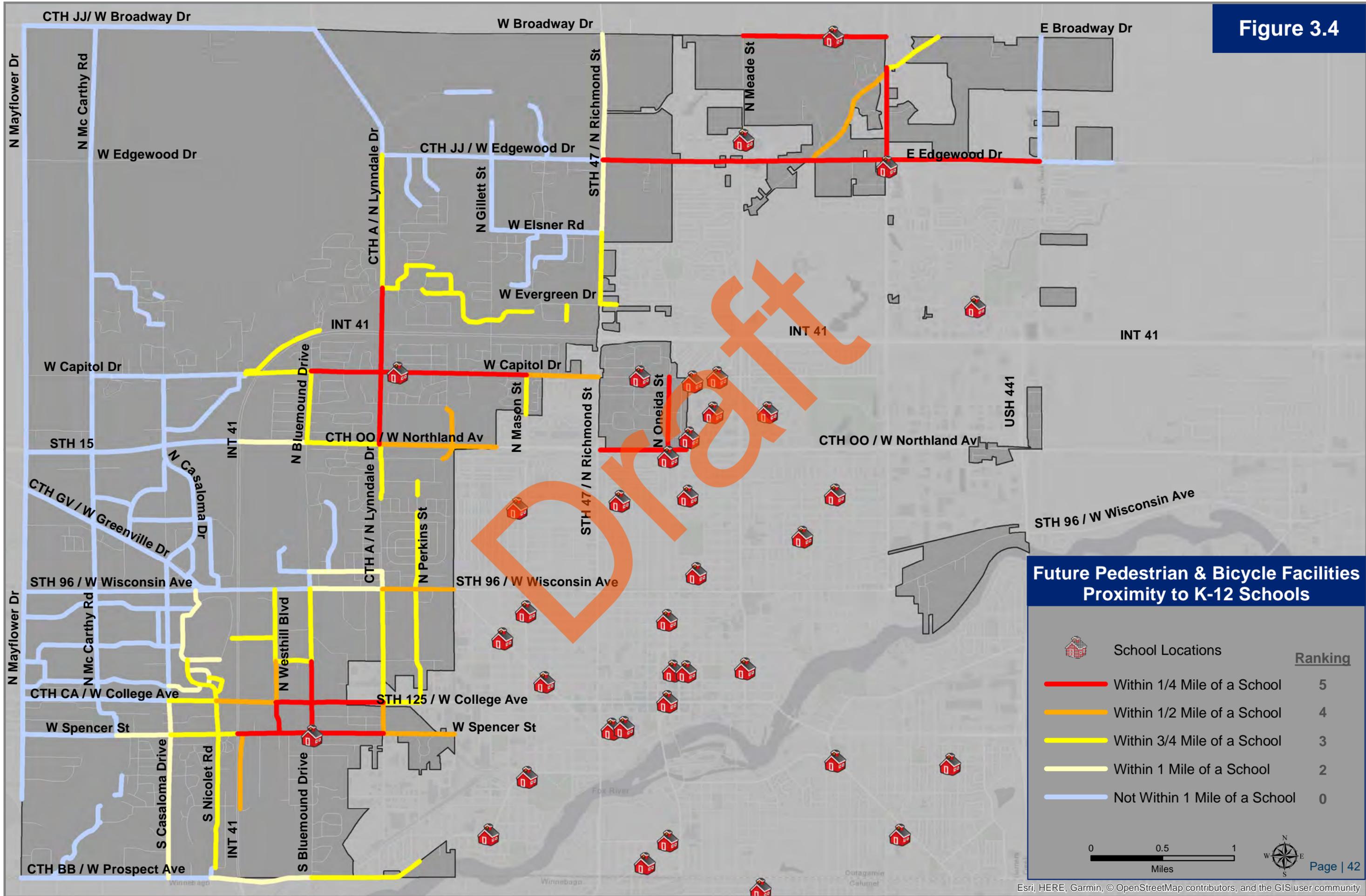
Page | 40

Figure 3.3



Crash Data from the Wisconsin Traffic Operations and Safety (TOPS) Laboratory. Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

Figure 3.4



Future Pedestrian & Bicycle Facilities Proximity to K-12 Schools

	Ranking
 School Locations	
 Within 1/4 Mile of a School	5
 Within 1/2 Mile of a School	4
 Within 3/4 Mile of a School	3
 Within 1 Mile of a School	2
 Not Within 1 Mile of a School	0

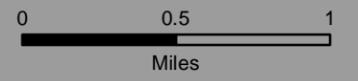
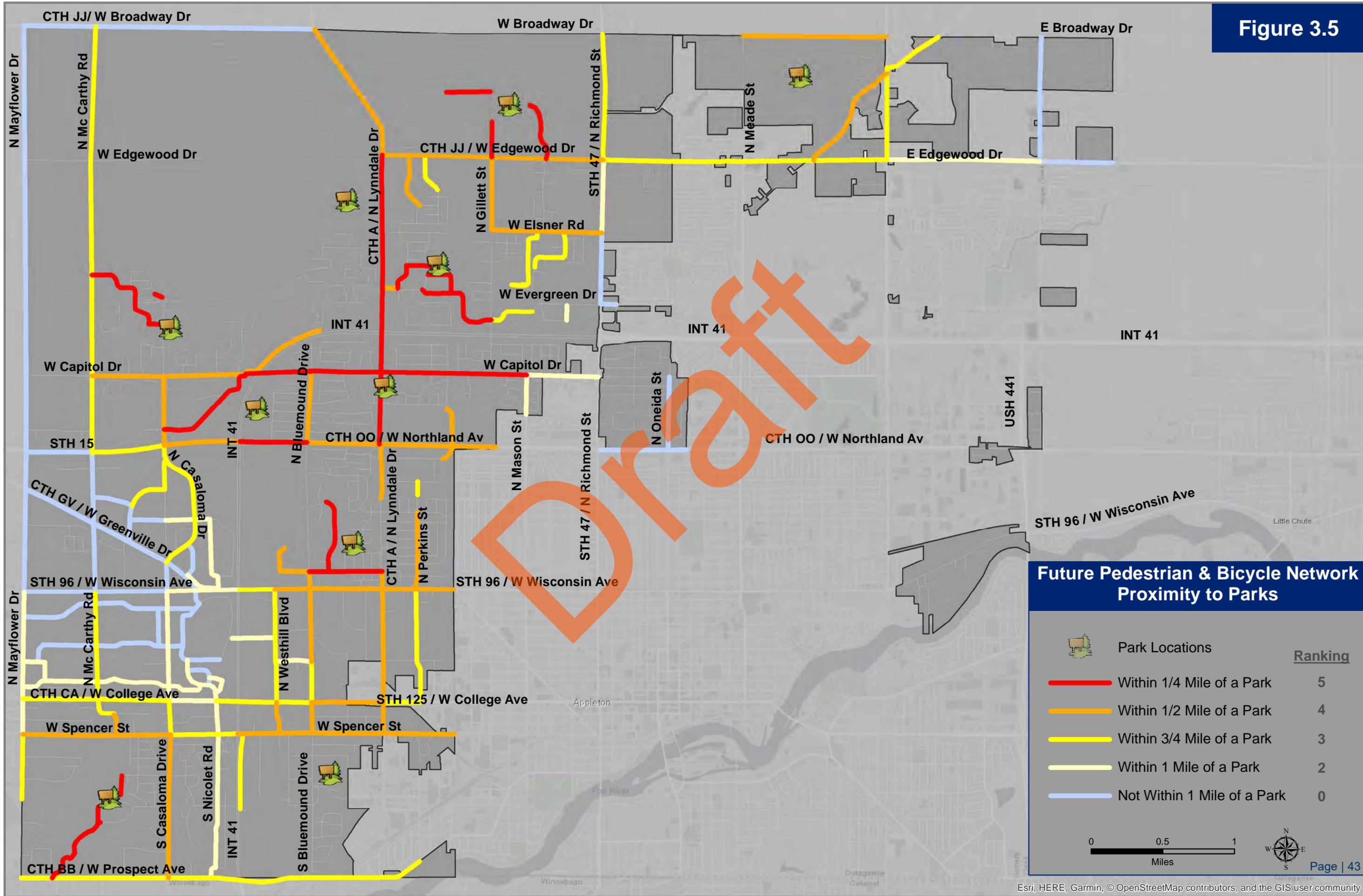


Figure 3.5



Future Pedestrian & Bicycle Network Proximity to Parks

	Ranking
 Park Locations	
 Within 1/4 Mile of a Park	5
 Within 1/2 Mile of a Park	4
 Within 3/4 Mile of a Park	3
 Within 1 Mile of a Park	2
 Not Within 1 Mile of a Park	0

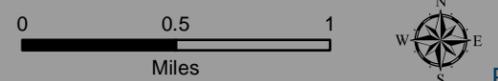
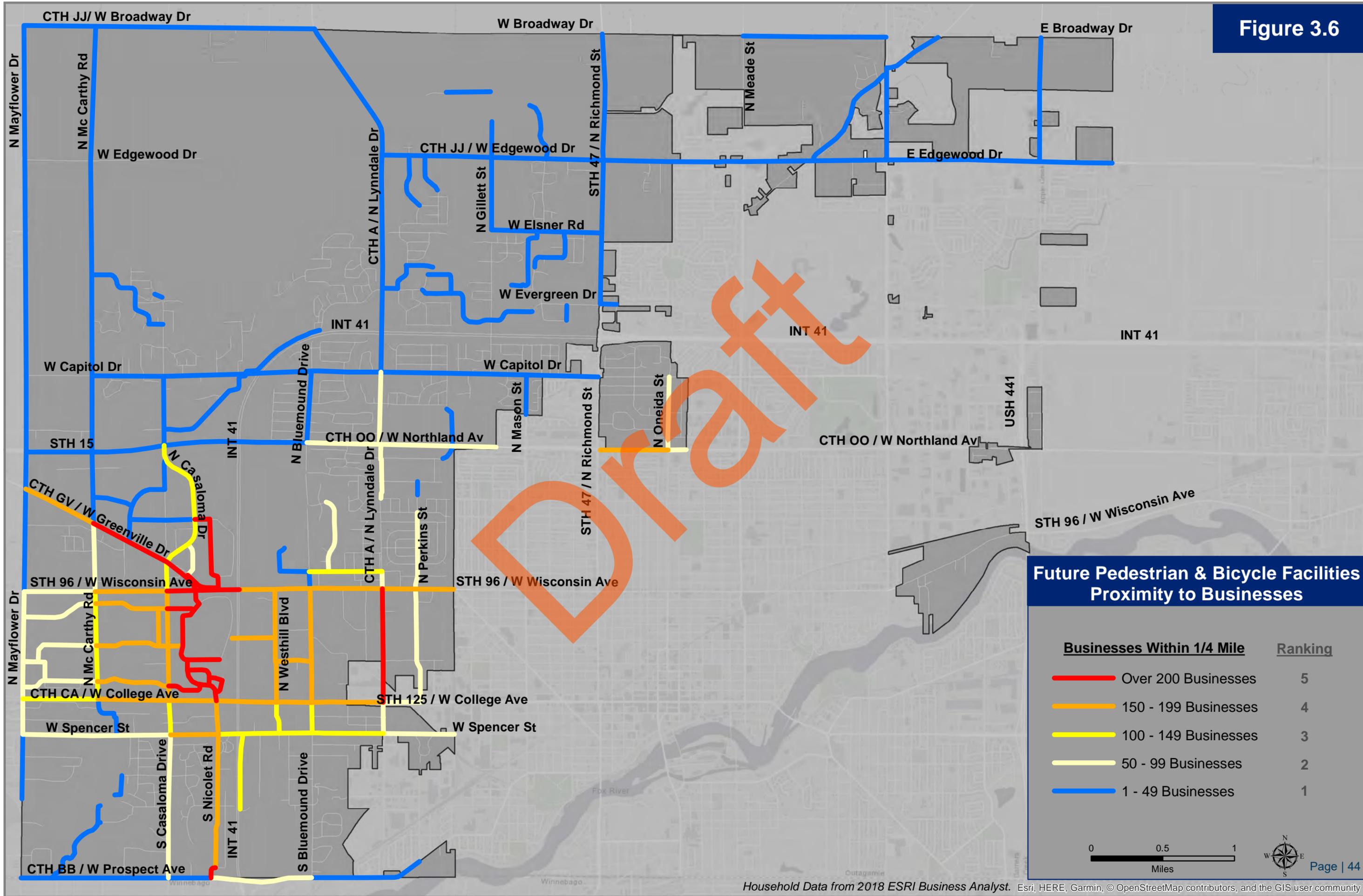


Figure 3.6



Future Pedestrian & Bicycle Facilities Proximity to Businesses

<u>Businesses Within 1/4 Mile</u>	<u>Ranking</u>
Over 200 Businesses	5
150 - 199 Businesses	4
100 - 149 Businesses	3
50 - 99 Businesses	2
1 - 49 Businesses	1

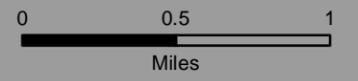


Figure 3.7

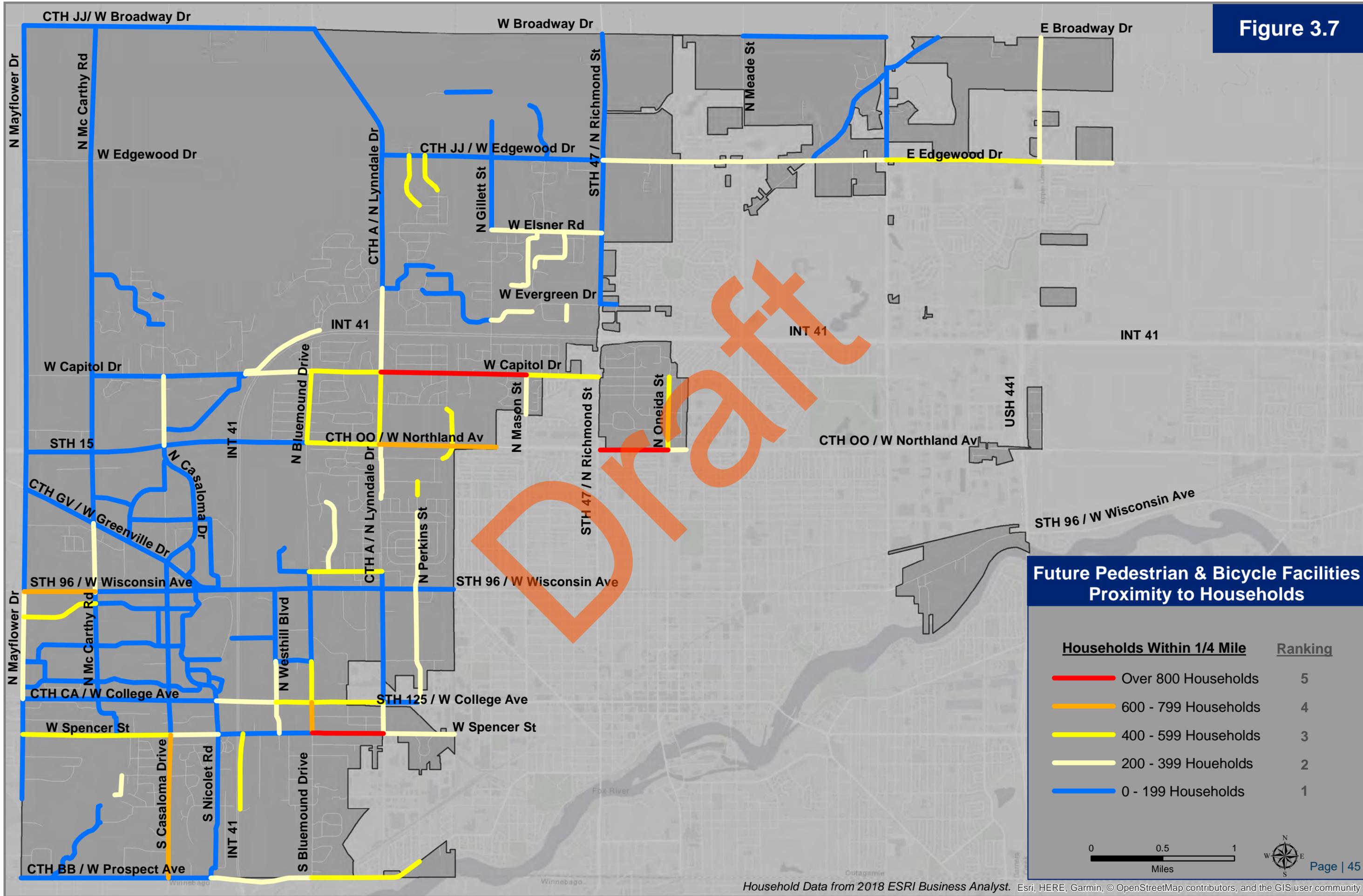


Figure 3.8

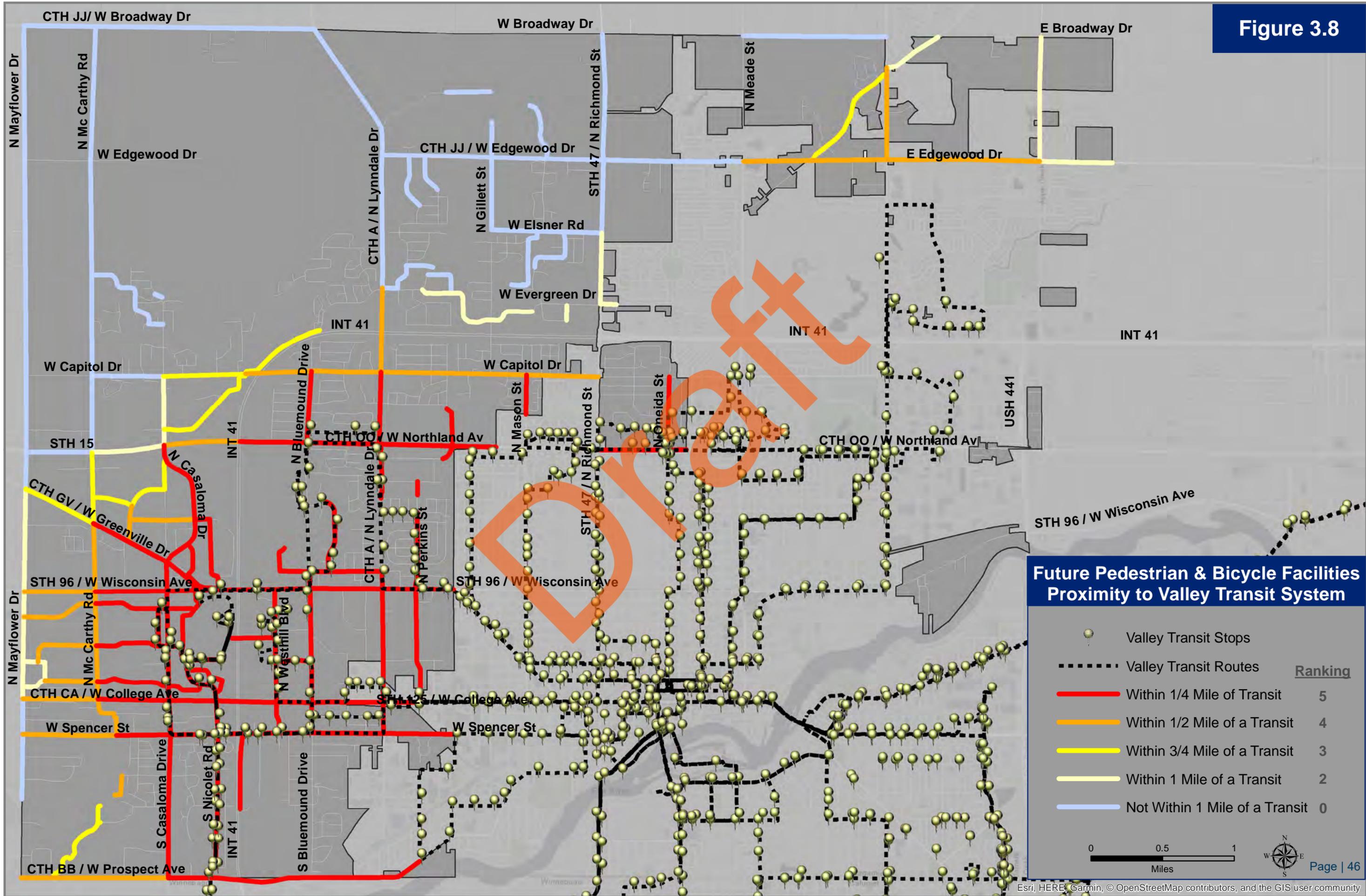
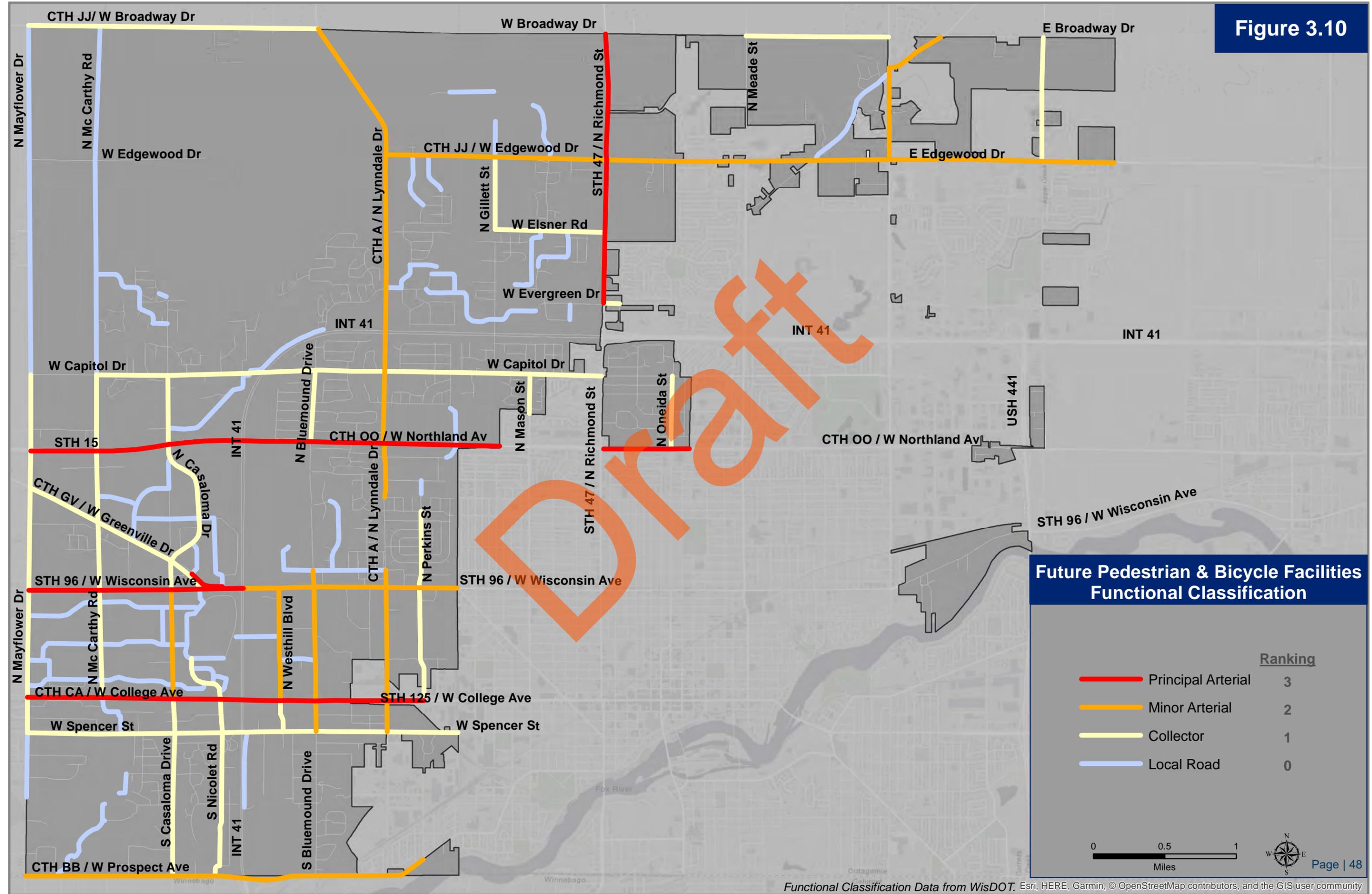
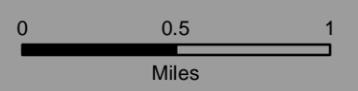


Figure 3.10



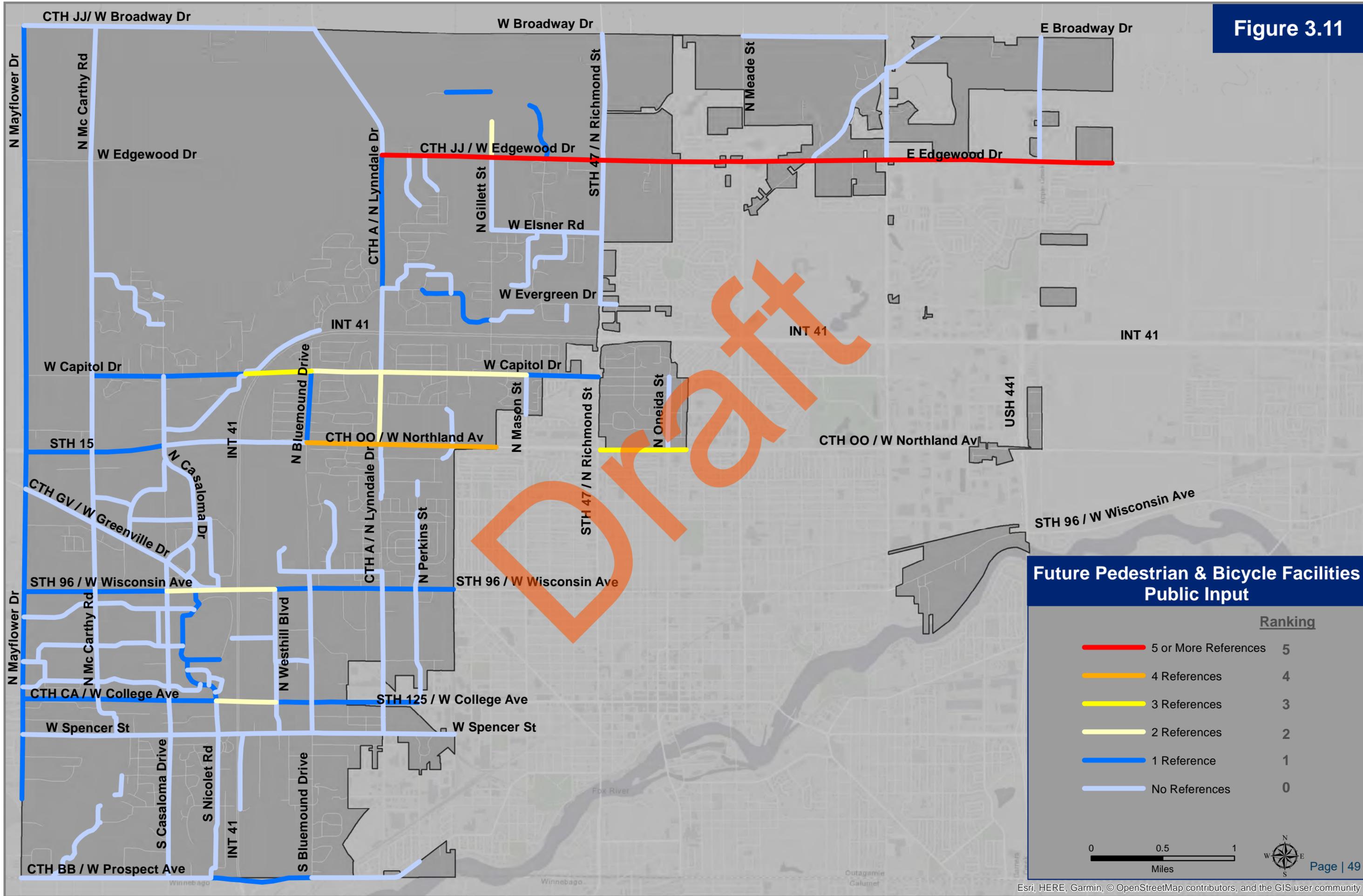
Future Pedestrian & Bicycle Facilities Functional Classification

	Ranking
	Principal Arterial 3
	Minor Arterial 2
	Collector 1
	Local Road 0



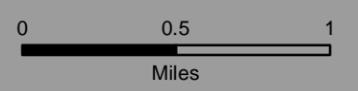
Functional Classification Data from WisDOT. Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

Figure 3.11



**Future Pedestrian & Bicycle Facilities
Public Input**

Ranking	
—	5 or More References 5
—	4 References 4
—	3 References 3
—	2 References 2
—	1 Reference 1
—	No References 0



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Images - All images noted accordingly are from the Pedestrian and Bicycle Information Center's (PBIC) image library website: <http://www.pedbikeimages.org/> . All other images were taken by Town staff.

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Grand Chute Bicycle and Pedestrian Strategy Update

Public Participation Plan

Background Information – Grand Chute Bicycle and Pedestrian Strategy

The Grand Chute Bicycle and Pedestrian Strategy, adopted in 2012, was established to enhance the bicycle and pedestrian network by addressing four focus areas:

1. Creating Connections
2. Broadening Access
3. Enhancing Safety
4. Increasing Capacity

Through the four focus areas, the Strategy identifies and prioritizes key bicycle and pedestrian corridors in the community, and identifies key destinations that would receive the greatest benefit from connectivity to the bicycle and pedestrian network. The Strategy also analyzes and highlights the types of facilities that would be most suitable in different areas throughout the Town. Since the adoption of the Strategy, a great deal of progress has been made to enhance the network of facilities throughout the community. These efforts have been supported by staff, elected officials, developers, and residents.

Update to the Grand Chute Bicycle and Pedestrian Strategy

The update process will evaluate progress that has been made over the past five years regarding implementation of the Strategy. The Town recognizes that even with the recent progress and improvements to bicycle and pedestrian network, opportunities exist to enhance that network and create a community that is even more bicycle and pedestrian friendly. The update process will provide the opportunity for staff and elected officials to refocus efforts to enhance the bicycle and pedestrian network within the Town. Below is a list of key priorities that will be targeted through the update process:

- Update the inventory of existing bicycle and pedestrian facilities within the Town.
- Reevaluate the future bicycle and pedestrian network.
- Identify bicycle and pedestrian facilities best suited for implementation in the Town.
- Identify areas where bicycle and pedestrian safety concerns exist.
- Prioritize the implementation of future bicycle and pedestrian facilities.
- Ensure future bicycle and pedestrian facilities connect to facilities in neighboring communities, creating a cohesive regional network.

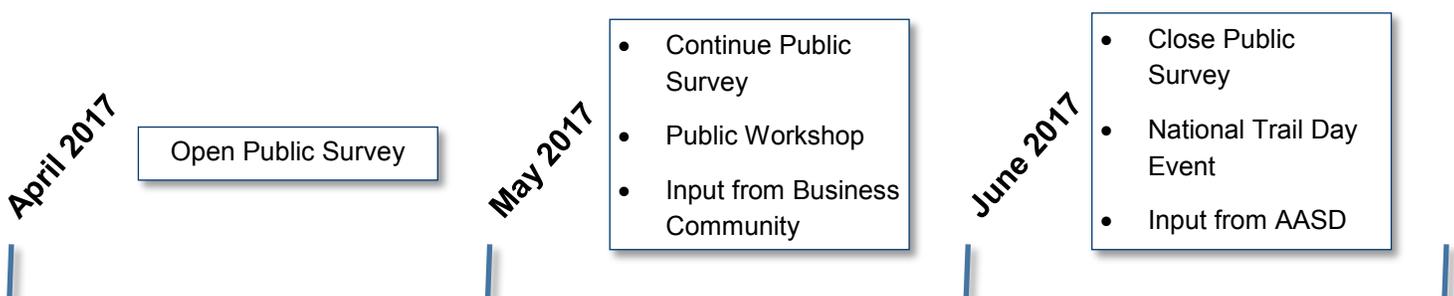
Public Participation Process

The public participation process will engage a wide range of stakeholders to provide input on the update to the Grand Chute Bicycle and Pedestrian Strategy. The process will allow participation through a variety of outreach techniques that aim to reach residents from all demographic groups within the Town. Additional efforts will engage stakeholders from the business and educational sectors to collect input from their prospective. An evaluation component will help to evaluate efforts the Town has taken to enhance the bicycle and pedestrian network within the community over the past 5 years. The evaluation component will also identify areas of the community that lack sufficient bicycle and pedestrian facilities. The public participation process will help prioritize upcoming projects within the Town and prioritize corridors that are in need of bicycle and pedestrian facilities.

Components of Public Participation Process

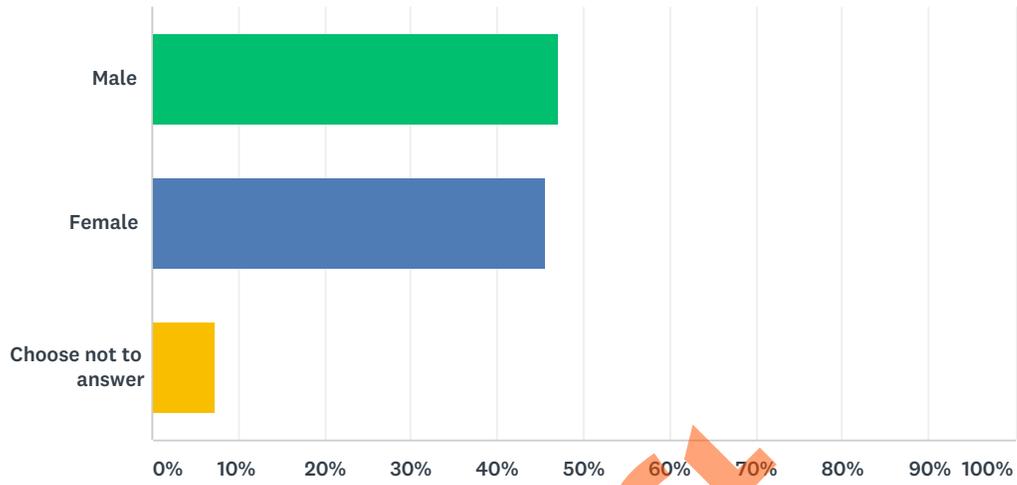
- **Public Survey**
 - * Identify key destinations that lack bicycle and pedestrian access.
 - * Measure how existing facilities are being used.
 - * Prioritize facility types that are preferred by residents.
 - * Identify barriers to connectivity on the bicycle and pedestrian network.
 - * Address bicycle and pedestrian safety concerns.
- **National Trail Day Event**
 - * Outreach event to promote the existing trail facilities within the Town. The event will provide an opportunity to solicit input from residents that are active and regularly use the trail system.
- **Public Workshop**
 - * Interactive session to gain feedback from residents and other stakeholders.
- **Input from Appleton Area School District**
 - * Meet with AASD representatives to address safety concerns and locations/corridors that are most in need of facilities as it relates to students.
- **Input from Business Community**
 - * Meet with business leaders to identify key corridors that lack bicycle and pedestrian facilities. Representatives can also provide input on how bicycle and pedestrian infrastructure could economically benefit their businesses and help prioritize key commercial destinations that need connectivity to the bicycle and pedestrian network.

Public Participation Process Timeline



Q2 What is your gender?

Answered: 68 Skipped: 0

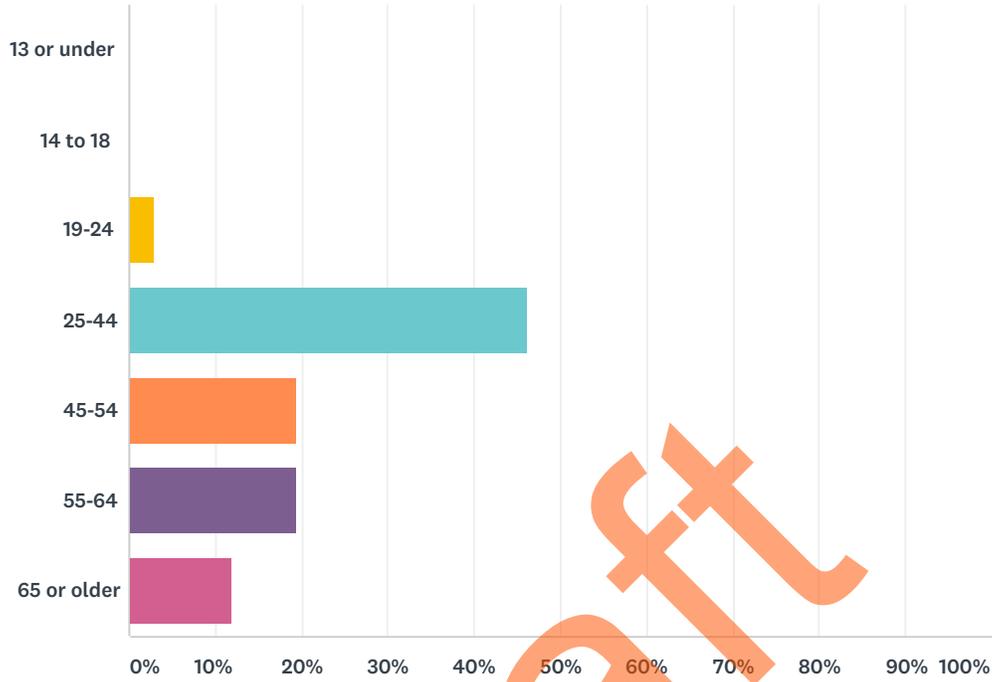


ANSWER CHOICES	RESPONSES	
Male	47.06%	32
Female	45.59%	31
Choose not to answer	7.35%	5
TOTAL		68

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Q3 What is your age?

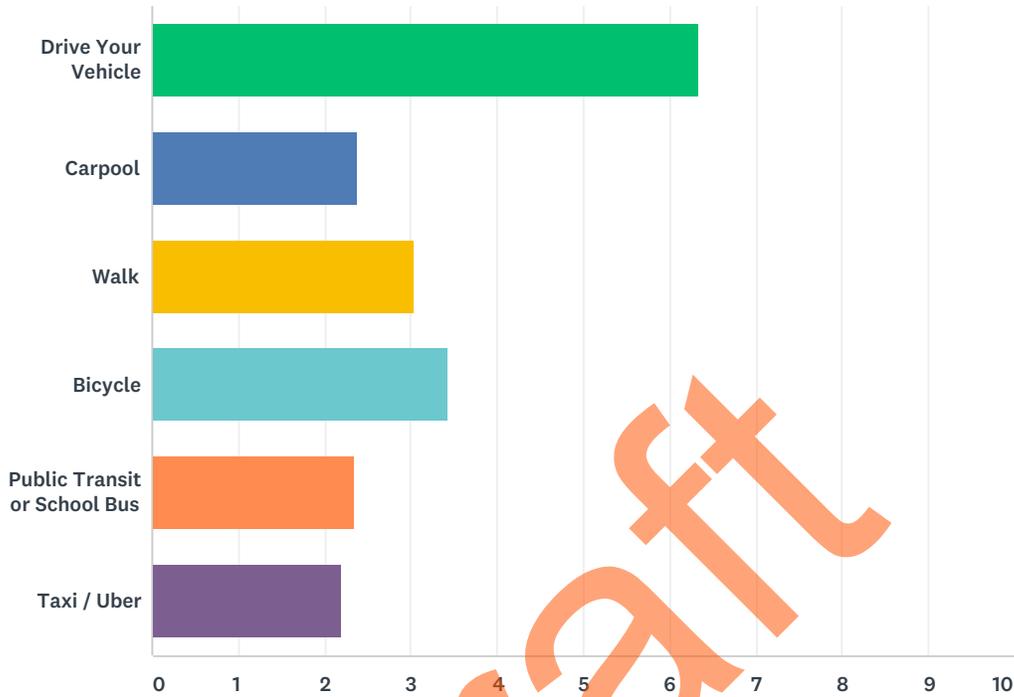
Answered: 67 Skipped: 1



ANSWER CHOICES	RESPONSES	
13 or under	0.00%	0
14 to 18	0.00%	0
19-24	2.99%	2
25-44	46.27%	31
45-54	19.40%	13
55-64	19.40%	13
65 or older	11.94%	8
TOTAL		67

Q4 Typically, how often do you use the following modes of transportation for work or school?

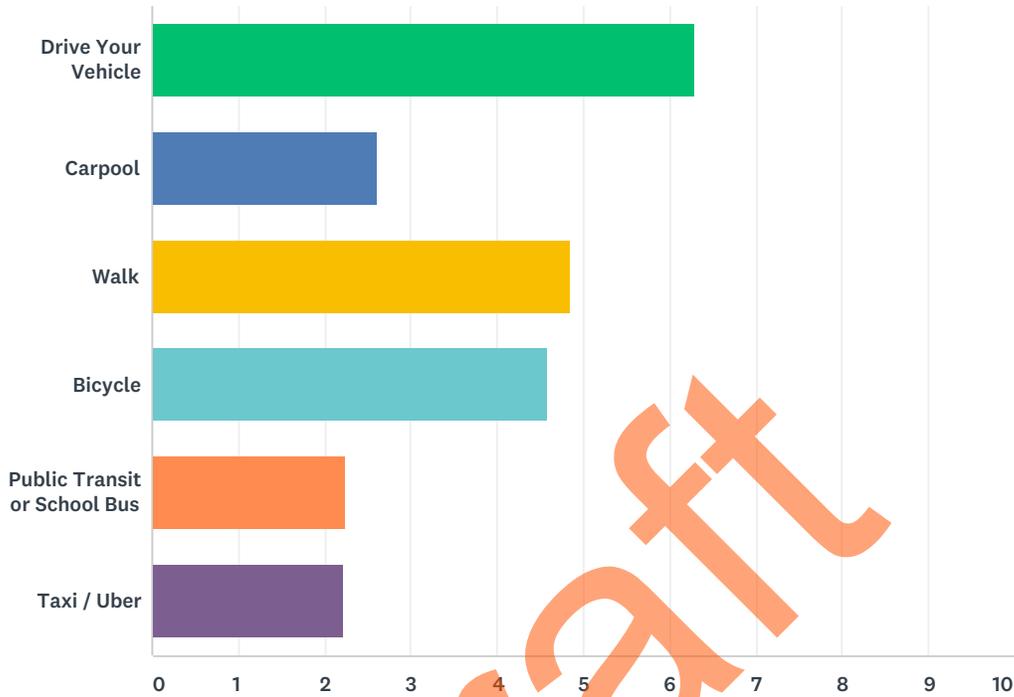
Answered: 66 Skipped: 2



	NEVER	A FEW TIMES A YEAR	ONCE A MONTH	ONCE A WEEK	MULTIPLE TIMES A WEEK	EVERY DAY	TOTAL	WEIGHTED AVERAGE
Drive Your Vehicle	6.06% 4	0.00% 0	0.00% 0	7.58% 5	21.21% 14	65.15% 43	66	6.33
Carpool	73.68% 42	22.81% 13	0.00% 0	0.00% 0	1.75% 1	1.75% 1	57	2.39
Walk	66.67% 40	11.67% 7	0.00% 0	1.67% 1	13.33% 8	6.67% 4	60	3.03
Bicycle	47.54% 29	16.39% 10	6.56% 4	6.56% 4	21.31% 13	1.64% 1	61	3.43
Public Transit or School Bus	88.14% 52	5.08% 3	0.00% 0	0.00% 0	5.08% 3	1.69% 1	59	2.34
Taxi / Uber	88.33% 53	3.33% 2	8.33% 5	0.00% 0	0.00% 0	0.00% 0	60	2.20

Q5 Typically, how often do you use the following modes of transportation to travel for other purposes (recreation, to run errands, etc.)?

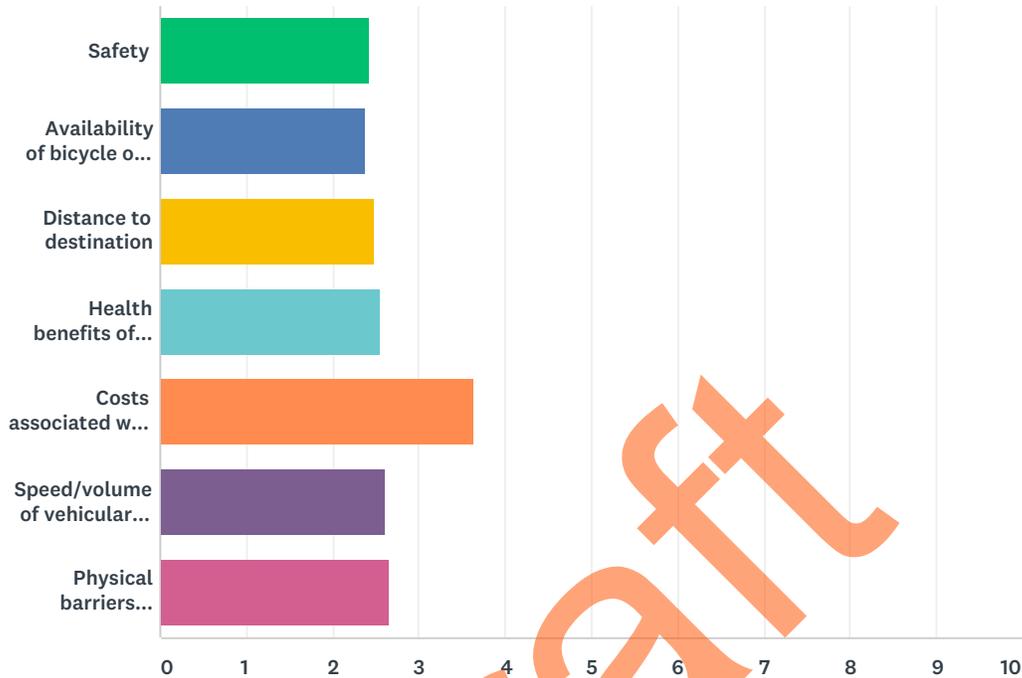
Answered: 68 Skipped: 0



	NEVER	A FEW TIMES A YEAR	ONCE A MONTH	ONCE A WEEK	MULTIPLE TIMES A WEEK	EVERY DAY	TOTAL	WEIGHTED AVERAGE
Drive Your Vehicle	1.54% 1	3.08% 2	0.00% 0	3.08% 2	44.62% 29	47.69% 31	65	6.29
Carpool	68.85% 42	16.39% 10	4.92% 3	4.92% 3	4.92% 3	0.00% 0	61	2.61
Walk	9.09% 6	19.70% 13	9.09% 6	10.61% 7	42.42% 28	9.09% 6	66	4.85
Bicycle	13.85% 9	15.38% 10	13.85% 9	13.85% 9	41.54% 27	1.54% 1	65	4.58
Public Transit or School Bus	86.67% 52	10.00% 6	0.00% 0	0.00% 0	3.33% 2	0.00% 0	60	2.23
Taxi / Uber	86.67% 52	6.67% 4	5.00% 3	1.67% 1	0.00% 0	0.00% 0	60	2.22

Q6 Please identify if the following factors that influence your decision to walk or bicycle within Grand Chute.

Answered: 67 Skipped: 1



	IMPORTANT FACTOR	SOMEWHAT IMPORTANT	NOT A FACTOR	TOTAL	WEIGHTED AVERAGE
Safety	67.69% 44	23.08% 15	9.23% 6	65	2.42
Availability of bicycle or pedestrian facilities (multi-use trails, sidewalks, bike lanes, etc.)	74.24% 49	13.64% 9	12.12% 8	66	2.38
Distance to destination	56.06% 37	37.88% 25	6.06% 4	66	2.50
Health benefits of physical activity	51.52% 34	42.42% 28	6.06% 4	66	2.55
Costs associated with vehicle ownership/operation	7.58% 5	21.21% 14	71.21% 47	66	3.64
Speed/volume of vehicular traffic	53.03% 35	33.33% 22	13.64% 9	66	2.61
Physical barriers (Interstate 41)	47.69% 31	38.46% 25	13.85% 9	65	2.66

Q7 Please rank the following facilities where you would like to walk from 1 to 4, 1 being the most preferred and 4 being the least.

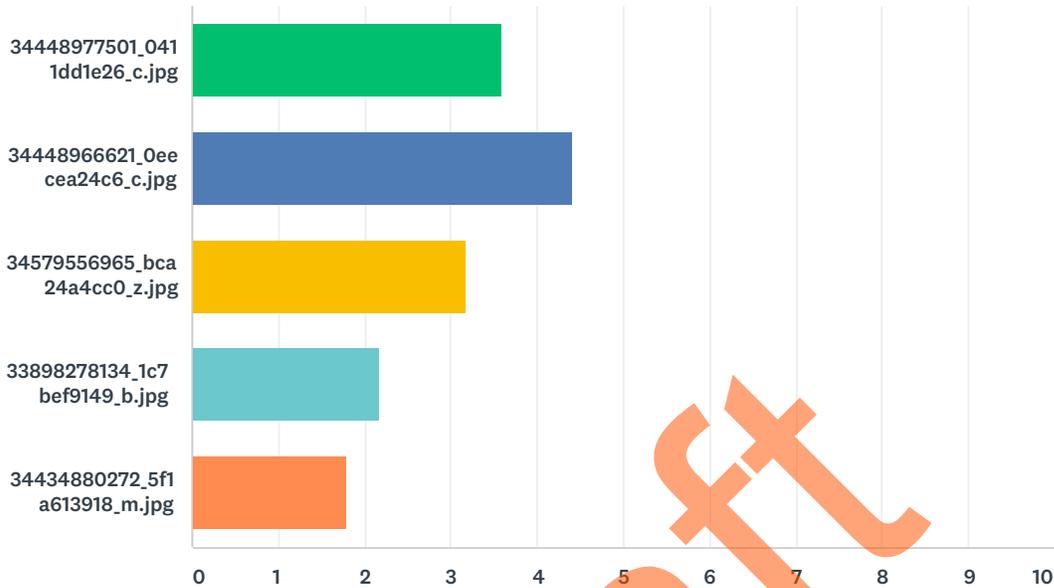
Answered: 68 Skipped: 0



	1	2	3	4	TOTAL	SCORE
	28.13% 18	57.81% 37	9.38% 6	4.69% 3	64	3.09
	65.67% 44	28.36% 19	1.49% 1	4.48% 3	67	3.55
	6.15% 4	7.69% 5	78.46% 51	7.69% 5	65	2.12
	3.03% 2	9.09% 6	7.58% 5	80.30% 53	66	1.35

Q8 Please rank the following facilities where you would like to ride a bicycle from 1 to 5, 1 being the most preferred and 5 being the least.

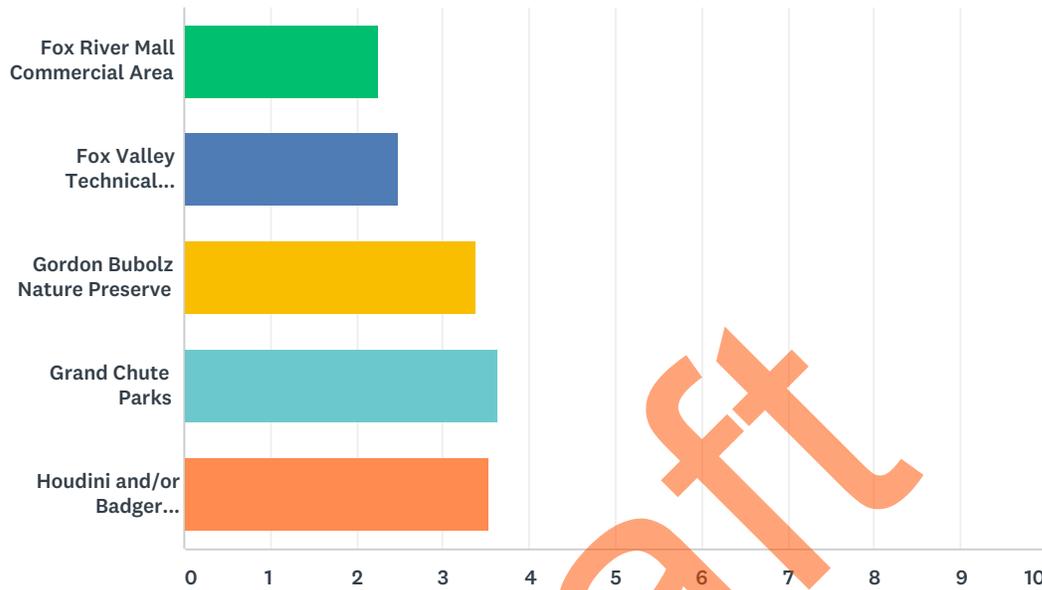
Answered: 67 Skipped: 1



	1	2	3	4	5	TOTAL	SCORE
	20.97% 13	38.71% 24	24.19% 15	11.29% 7	4.84% 3	62	3.60
	69.70% 46	13.64% 9	10.61% 7	1.52% 1	4.55% 3	66	4.42
	7.94% 5	30.16% 19	36.51% 23	22.22% 14	3.17% 2	63	3.17
	1.52% 1	16.67% 11	12.12% 8	36.36% 24	33.33% 22	66	2.17
	3.13% 2	3.13% 2	17.19% 11	23.44% 15	53.13% 34	64	1.80

Q9 Please rank the destinations listed below are most in need of safe bicycle and/or pedestrian access, 1 being the destination most in need of access, 5 the least.

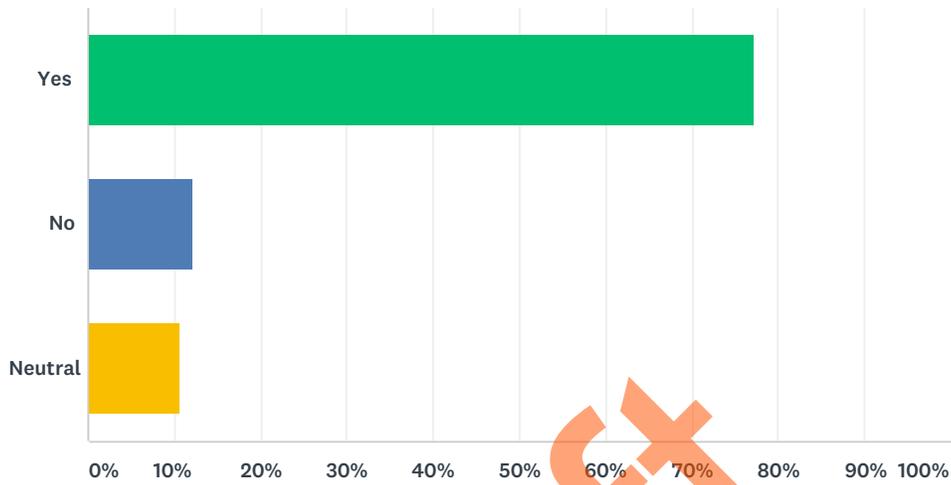
Answered: 66 Skipped: 2



	1	2	3	4	5	N/A	TOTAL	SCORE
Fox River Mall Commercial Area	7.81% 5	12.50% 8	12.50% 8	15.63% 10	39.06% 25	12.50% 8	64	2.25
Fox Valley Technical College	12.50% 8	10.94% 7	10.94% 7	28.13% 18	26.56% 17	10.94% 7	64	2.49
Gordon Bubolz Nature Preserve	24.62% 16	20.00% 13	23.08% 15	12.31% 8	10.77% 7	9.23% 6	65	3.39
Grand Chute Parks	27.69% 18	24.62% 16	20.00% 13	15.38% 10	3.08% 2	9.23% 6	65	3.64
Houdini and/or Badger Elementary Schools	23.08% 15	23.08% 15	23.08% 15	15.38% 10	3.08% 2	12.31% 8	65	3.54

Q14 Do you support the addition of bicycle and pedestrian facilities when streets are reconstructed within Grand Chute?

Answered: 66 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	77.27%	51
No	12.12%	8
Neutral	10.61%	7
TOTAL		66

Draft

**Town of Grand Chute
Certified Survey Map Review
Community First Champion Center property**

To: Plan Commission

From: Robert Buckingham, Community Development Director

Date: May 17, 2019

Address: 2200 N. McCarthy Road

App. #: CSM-06-19

REQUEST

The Community Development Authority (CDA) owns a 60 acre parcel on which the Community First Champion Center is being constructed. The proposed CSM dedicates roadway for Champion Drive, which will provide access from McCarthy Road to the Champion Center. Additionally, a commercial lot (Lot "2") will be created on the south side of Champion Drive that the CDA will market for sale in the future. Because of the R/W dedication, this CSM needs Plan Commission and Town Board approval.

ANALYSIS

The proposed CSM modifies the boundaries and reduces the area of existing Lot 1/Lot 3 by creating a new Lot "2" of 1.3 acres in size, and dedicating right-of-way for Champion Drive. The proposed CSM meets all Town requirements for division of land. After this document is recorded, the address for the Champion Center will be 5000 W. Champion Drive.

After the Champion Center is completed and the CDA determines what an appropriate lot size would be for that facility, there could be additional excess land area within Lot 1/Lot 3 that may be suitable to subdivide and market for sale. A separate CSM or Plat would be required for that to occur.

RECOMMENDATION

Staff has reviewed and supports a Plan Commission recommendation for approval of the Certified Survey Map (CSM-06-19) requested by the Community Development Authority of the Town of Grand Chute for property at 2200 N. McCarthy Road.

CERTIFIED SURVEY MAP

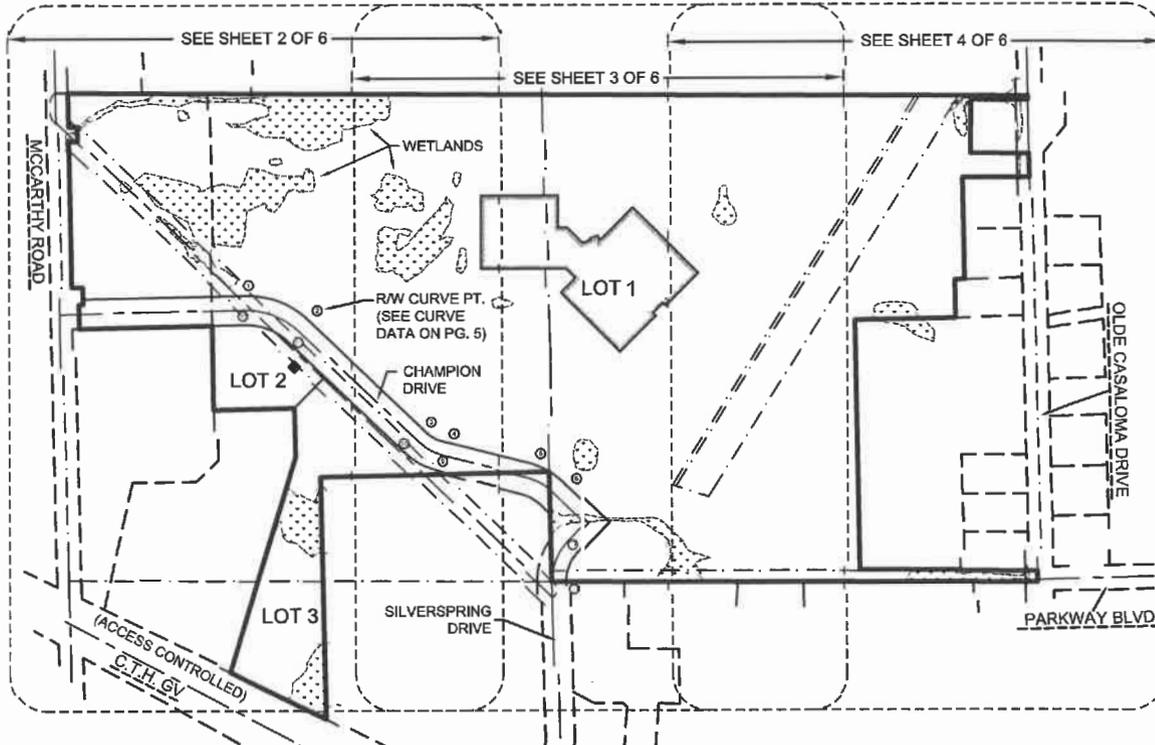
OWNER INFORMATION

- THE CURRENT OWNER OF RECORD IS THE COMMUNITY DEVELOPMENT AUTHORITY OF THE TOWN OF GRAND CHUTE.
- THE TAX PARCEL NUMBER IS 101083000.
- THE CURRENT DEED ON RECORD IS DOC. #2140855.

PART OF LOT 1 OF MAP #7553 (DOCUMENT #2135876), OUTAGAMIE COUNTY RECORDS, LOCATED IN PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, ALL IN SECTION 19, T21N-R17E, TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

NORTH IS REFERENCED TO EAST LINE OF THE NORTHEAST 1/4 OF SECTION 19, T21N-R17E, RECORDED TO BEAR N01°04'19"W.

THIS MAP IS BASED ON THE CURRENT OUTAGAMIE COUNTY COORDINATE SYSTEM OF RECORD.



COUNTY HIGHWAY DEPARTMENT
NOTE (C.T.H. GV):
A NEW ACCESS POINT ON THIS PARCEL
IS NOT ALLOWED, AS IT WOULD NOT
MEET THE SPACING REQUIREMENT.
THE MAXIMUM NUMBER OF ACCESS
POINTS HAS BEEN MET IN THIS AREA
PER THE ORDINANCE.

SHEET: 1 OF 7
PROJECT NO. 1374-10-18
DRAWING NO. 1474

SCALE:
1"=400'

CLIENT: COMMUNITY DEVELOPMENT AUTHORITY
OF THE TOWN OF GRAND CHUTE
DRAFTED BY: RJO
TAX PARCEL NO.: 101083000

MACHIN
ENGINEERING - SURVEYING - ENVIRONMENTAL
1001 Milwaukee Court, Grand Chute, WI 54901
9202 214-2000 FAX 9202-2009
www.machin.com

CERTIFIED SURVEY MAP

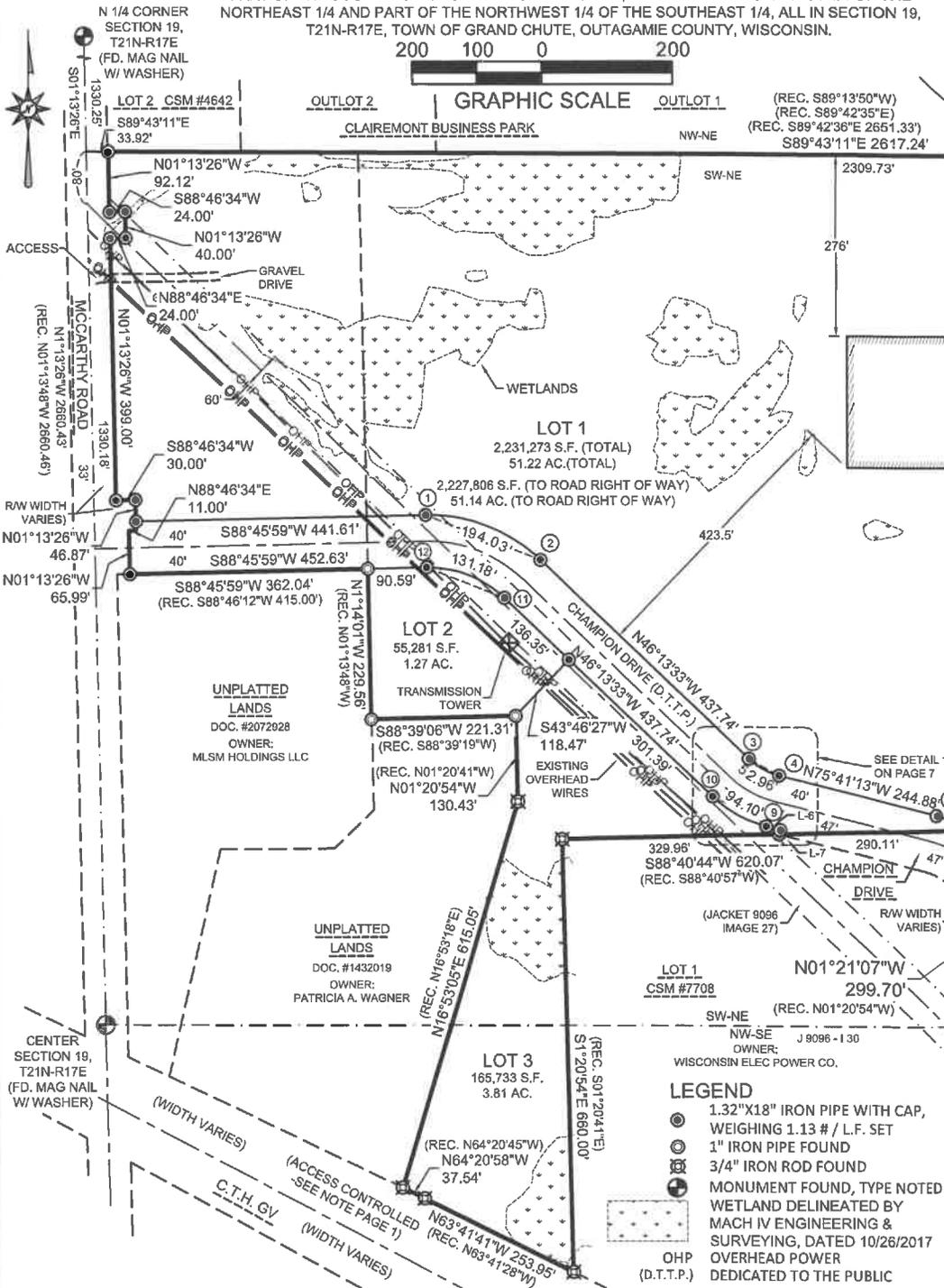
PART OF LOT 1 OF MAP #7553 (DOCUMENT #2135876), OUTAGAMIE COUNTY RECORDS, LOCATED IN PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, ALL IN SECTION 19, T21N-R17E, TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

200 100 0 200

OUTLOT 2 | GRAPHIC SCALE | OUTLOT 1

CLAIREMONT BUSINESS PARK

(REC. S89°13'50"W)
(REC. S89°42'35"E)
(REC. S89°42'36"E 2651.33')
S89°43'11"E 2617.24'



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2262 Belvidere Court Green Bay, WI
64513 PH:920-569-6786; Fax: 920-569-5767
www.machiv.com

CLIENT: COMMUNITY DEVELOPMENT AUTHORITY
OF THE TOWN OF GRAND CHUTE
DRAFTED BY: RJO
TAX PARCEL NO.: 101083000

SCALE:
1"=200'

SHEET: 2 OF 7
PROJECT NO. 1374-10-18
DRAWING NO. 1474

CERTIFIED SURVEY MAP

PART OF LOT 1 OF MAP #7553 (DOCUMENT #2135876), OUTAGAMIE COUNTY RECORDS, LOCATED IN PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, ALL IN SECTION 19, T21N-R17E, TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, RANDALL J. OETTINGER, PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED, DIVIDED AND MAPPED THE LAND BOUNDARIES RECORDED IN DOCUMENT #2140855, OUTAGAMIE COUNTY RECORDS, DESCRIBED AS BEING PART OF LOT 1 OF MAP #7553 (DOCUMENT #2135876), OUTAGAMIE COUNTY RECORDS, BEING PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, ALL IN SECTION 19, T21N-R17E, TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

BEGINNING AT THE EAST 1/4 CORNER OF SAID SECTION 19; THENCE N89°51'08"W, 1323.72 FEET ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 OF SECTION 19 TO THE EAST LINE OF LANDS DESCRIBED IN JACKET 9096, IMAGE 30; THENCE N01°21'07"W, 299.70 FEET ALONG SAID EAST LINE TO THE NORTH LINE OF SAID DESCRIBED LANDS; THENCE S88°40'44"W, 620.07 FEET ALONG SAID NORTH LINE TO THE WEST LINE OF SAID DESCRIBED LANDS; THENCE S01°20'54"E, 660.00 FEET ALONG SAID WEST LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF C.T.H. "GV"; THENCE N63°41'41"W, 253.95 FEET ALONG SAID NORTHERLY RIGHT-OF-WAY LINE; THENCE N64°20'58"W, 37.54 FEET ALONG SAID RIGHT-OF-WAY LINE TO AN EASTERLY LINE OF LANDS DESCRIBED IN DOCUMENT NUMBER 1432019; THENCE N16°53'05"E, 615.05 FEET ALONG SAID EASTERLY LINE; THENCE N01°20'54"W, 130.43 FEET ALONG SAID EAST LINE TO A NORTH LINE OF SAID DESCRIBED LANDS; THENCE S88°39'06"W, 221.31 FEET ALONG SAID NORTH LINE TO AN EAST LINE OF LANDS DESCRIBED IN DOCUMENT #2072928; THENCE N01°14'01"W, 229.56 FEET ALONG SAID EAST LINE TO THE NORTH LINE OF SAID DESCRIBED LANDS; THENCE S88°45'59"W, 362.04 FEET ALONG SAID NORTH LINE TO THE EAST RIGHT OF WAY OF MCCARTHY ROAD; THENCE N01°13'26"W, 65.99 FEET ALONG SAID RIGHT OF WAY; THENCE N88°46'34"E, 11.00 FEET ALONG SAID RIGHT OF WAY; THENCE N01°13'26"W, 46.87 FEET ALONG SAID RIGHT OF WAY; THENCE S88°46'34"W, 30.00 FEET ALONG SAID RIGHT OF WAY; THENCE N01°13'26"W, 399.00 FEET ALONG SAID RIGHT OF WAY; THENCE N88°46'34"E, 24.00 FEET ALONG SAID RIGHT OF WAY; THENCE N01°13'26"W, 40.00 FEET ALONG SAID RIGHT OF WAY; THENCE S88°46'34"W, 24.00 FEET ALONG SAID RIGHT OF WAY; THENCE N01°13'26"W, 92.12 FEET ALONG SAID RIGHT OF WAY TO THE NORTH LINE OF THE SOUTH 1/2 OF THE NORTHEAST 1/4 OF SECTION 19; THENCE S89°43'11"E, 2617.24 FEET ALONG SAID NORTH LINE TO THE EAST LINE OF THE NORTHEAST 1/4 OF SECTION 19; THENCE S01°04'19"E, 10.28 FEET ALONG SAID EAST LINE TO THE NORTH LINE OF LANDS DESCRIBED IN DOCUMENT NUMBER 2118024; THENCE N89°44'57"W, 155.75 FEET ALONG SAID NORTH LINE TO THE WEST LINE OF SAID DESCRIBED LANDS; THENCE S00°17'11"W, 146.64 FEET ALONG SAID WEST LINE TO THE SOUTH LINE OF SAID DESCRIBED LANDS; THENCE S89°42'49"E, 159.22 FEET ALONG SAID SOUTH LINE TO THE EAST LINE OF THE NORTHEAST 1/4 OF SECTION 19; THENCE S01°04'19"E, 65.58 FEET ALONG SAID EAST LINE TO THE NORTH LINE OF LANDS DESCRIBED IN DOCUMENT NUMBER 1979585; THENCE N89°41'36"W, 182.76 FEET ALONG SAID NORTH LINE TO THE WEST LINE OF SAID DESCRIBED LANDS; THENCE S01°02'45"E, 278.98 FEET ALONG SAID WEST LINE AND THE WEST LINE OF LANDS DESCRIBED IN DOCUMENT #2115823 TO THE NORTH LINE OF LANDS DESCRIBED IN DOCUMENT NUMBER 1325360; THENCE S89°39'36"W, 25.78 FEET ALONG SAID NORTH LINE TO THE WEST LINE OF SAID DESCRIBED LANDS; THENCE S01°01'05"E, 104.97 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF LOT 1 OF VOLUME 7, CERTIFIED SURVEY MAPS, PAGE 1368 (DOC. #1047352), OUTAGAMIE COUNTY RECORDS; THENCE S88°55'41"W, 274.29 FEET ALONG SAID NORTH LINE TO THE WEST LINE OF SAID LOT 1; THENCE S01°05'04"E, 678.67 FEET ALONG SAID WEST LINE TO A SOUTH LINE OF SAID LOT 1; THENCE S89°48'54"E, 274.21 FEET ALONG SAID SOUTH LINE TO THE WEST LINE OF LANDS DESCRIBED IN DOCUMENT #1771888; THENCE S01°04'19"E, 3.00 FEET ALONG SAID WEST LINE TO THE SOUTH LINE OF SAID DESCRIBED LANDS; THENCE S89°51'08"E, 208.76 FEET ALONG SAID SOUTH LINE TO THE EAST LINE OF THE NORTHEAST 1/4 OF SECTION 19; THENCE S01°04'19"E, 30.01 FEET ALONG SAID EAST TO THE POINT OF BEGINNING.

PARCEL CONTAINS 2,581,237 SQUARE FEET \ 59.26 ACRES, MORE OR LESS, TOTAL.
 PARCEL CONTAINS 2,448,820 SQUARE FEET \ 56.22 ACRES, MORE OR LESS, USEABLE.
 ROAD DEDICATION CONTAINS 128,950 SQUARE FEET \ 2.96 ACRES, MORE OR LESS.
 SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

THAT SUCH PLAT IS A CORRECT REPRESENTATION OF ALL THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND THE COMBINATION THEREOF. THAT I HAVE MADE SUCH A SURVEY AND PLAT BY THE DIRECTION OF THE OWNERS LISTED HEREON. THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF CHAPTER 236, SECTION 236.34 OF THE WISCONSIN STATUTES IN SURVEYING, DIVIDING AND MAPPING THE SAME.

RANDALL J. OETTINGER PLS-2349
 MARCH 28, 2019
 REVISED MAY 16, 2019 (REMOVED RIGHT OF WAY AREA ON MC CARTHY RD)

OWNER INFORMATION

- THE CURRENT OWNER OF RECORD IS THE COMMUNITY DEVELOPMENT AUTHORITY OF THE TOWN OF GRAND CHUTE.
- THE TAX PARCEL NUMBER IS 101083000.
- THE CURRENT DEED ON RECORD IS DOC. #2140855.

CURVE TABLE

CURVE #	LENGTH	RADIUS	CENT ANG	CHORD BRG	CHORD LENGTH	TANGENT BRG
1-2	194.03'	247.00'	45°00'28"	N68°43'47"W	189.08'	
3-4	52.96'	103.00'	29°27'40"	N60°57'23"W	52.38'	
5-6	100.17'	197.00'	29°08'05"	N61°07'10"W	99.10'	
7-8	86.01'	110.00'	44°47'58"	N21°02'52"E	83.83'	
9-10	94.10'	183.00'	29°27'41"	N60°57'23.5"W	93.07'	N75°41'13"W
11-12	131.18'	167.00'	45°00'28"	N68°43'47"W	127.84'	



CLIENT: COMMUNITY DEVELOPMENT AUTHORITY
 OF THE TOWN OF GRAND CHUTE
 DRAFTED BY: RJO
 TAX PARCEL NO.: 101083000

SCALE:

SHEET: 5 OF 7
 PROJECT NO. 1374-10-18
 DRAWING NO. 1474

CERTIFIED SURVEY MAP _____

PART OF LOT 1 OF MAP #7553 (DOCUMENT #2135876), OUTAGAMIE COUNTY RECORDS, LOCATED IN PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, ALL IN SECTION 19, T21N-R17E, TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

CORPORATE OWNER'S CERTIFICATE

THE COMMUNITY DEVELOPMENT AUTHORITY OF THE TOWN OF GRAND CHUTE, A CORPORATION DULY ORGANIZED AND EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE STATE OF WISCONSIN, DOES HEREBY CERTIFY THAT WE CAUSED THE LAND DESCRIBED ON THIS CERTIFIED SURVEY MAP TO BE SURVEYED, DIVIDED, DEDICATED AND MAPPED AS REPRESENTED HEREON. THE COMMUNITY DEVELOPMENT AUTHORITY OF THE TOWN OF GRAND CHUTE ALSO CERTIFIES THAT THIS CERTIFIED SURVEY MAP IS REQUIRED BY S.236.10 OR S.236.12 TO BE SUBMITTED TO THE FOLLOWING FOR APPROVAL OR OBJECTION:

TOWN OF GRAND CHUTE
OUTAGAMIE COUNTY PLANNING COMMISSION

IN WITNESS WHEREOF, THE SAID COMMUNITY DEVELOPMENT AUTHORITY OF THE TOWN OF GRAND CHUTE HAS CAUSED THESE PRESENTS TO BE SIGNED BY _____, IT'S _____ ON THIS ____ DAY OF _____, 20__.

AUTHORIZED REPRESENTATIVE

PERSONALLY CAME BEFORE ME THIS ____ DAY OF _____, 20__, THE ABOVE NAMED OFFICER OF SAID CORPORATION AND ACKNOWLEDGED THAT HE EXECUTED THE FOREGOING INSTRUMENT AS SUCH OFFICER AS THE DEED OF SAID CORPORATION, BY ITS AUTHORITY.

NOTARY PUBLIC MY COMMISSION EXPIRES _____

STATE OF WISCONSIN]
] SS
COUNTY OF _____]

TOWN OF GRAND CHUTE APPROVAL

THIS CERTIFIED SURVEY MAP WAS APPROVED BY THE TOWN BOARD OF GRAND CHUTE ON _____, 2019.

DAVID A. SCHOWALTER, TOWN CHAIRMAN DATE _____ ANGIE CAIN, TOWN CLERK DATE _____

TREASURER'S CERTIFICATE

WE, BEING THE DULY ELECTED, QUALIFIED AND ACTING TREASURERS OF THE TOWN OF GRAND CHUTE AND OUTAGAMIE COUNTY, DO HEREBY CERTIFY THAT IN ACCORDANCE WITH THE RECORDS, THERE ARE NO UNREDEEMED TAX SALES AND UNPAID TAXES, OR SPECIAL ASSESSMENTS ON ANY OF THE LAND INCLUDED IN THIS CERTIFIED SURVEY MAP.

TOWN OF GRAND CHUTE TREASURER DATE _____ OUTAGAMIE COUNTY TREASURER DATE _____

NOTES:

1. THE PROPERTY OWNER, AT THE TIME OF CONSTRUCTION, SHALL IMPLEMENT THE APPROPRIATE SOIL EROSION CONTROL METHODS OUTLINED IN THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES, "WISCONSIN CONSTRUCTION SITE BEST MANAGEMENT PRACTICE HANDBOOK" TO PREVENT SOIL EROSION. HOWEVER, IF THE TOWN OF GRAND CHUTE, AT THE TIME OF CONSTRUCTION, HAS ADOPTED A SOIL EROSION CONTROL ORDINANCE, IT SHALL GOVERN OVER THIS REQUIREMENT. THIS PROVISION APPLIES TO ANY CONSTRUCTION OR INSTALLATION RELATED ACTIVITIES ASSOCIATED WITH STREETS AND UTILITIES.
- 2) THE LAND ON ALL SIDE AND REAR LOT LINES OF ALL LOTS SHALL BE GRADED BY THE PROPERTY OWNER AND MAINTAINED BY THE ABUTTING PROPERTY OWNERS TO PROVIDE FOR ADEQUATE DRAINAGE OF SURFACE WATER.
- 3) DISTURBING OR FILLING ANY WETLAND WILL NOT BE ALLOWED WITHOUT STATE AND LOCAL PERMITS.
- 4) PROPERTY SUBJECT TO HEIGHT REQUIREMENTS IN THE AIRPORT OVERLAY DISTRICT.



CLIENT: COMMUNITY DEVELOPMENT AUTHORITY
OF THE TOWN OF GRAND CHUTE
DRAFTED BY: RJO
TAX PARCEL NO.: 101083000

SCALE:

SHEET: 6 OF 7
PROJECT NO. 1374-10-18
DRAWING NO. 1474

CERTIFIED SURVEY MAP

PART OF LOT 1 OF MAP #7553 (DOCUMENT #2135876), OUTAGAMIE COUNTY RECORDS, LOCATED IN PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, ALL IN SECTION 19, T21N-R17E, TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, WISCONSIN.

OUTAGAMIE COUNTY DEVELOPMENT AND LAND SERVICES APPROVAL CERTIFICATE

RESOLVED, THAT THIS CERTIFIED SURVEY MAP IN THE TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY, TOWN OF GRAND CHUTE, AS PROPERTY OWNER, IS HEREBY APPROVED BY OUTAGAMIE COUNTY.

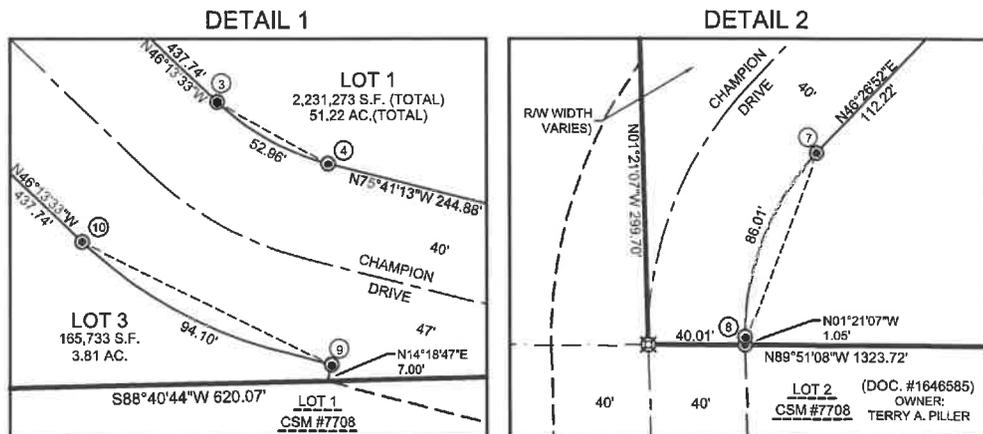
COUNTY DEVELOPMENT & LAND SERVICES REPRESENTATIVE _____ DATE _____

UTILITY EASEMENT PROVISIONS

AN EASEMENT FOR ELECTRIC, NATURAL GAS, AND COMMUNICATIONS SERVICE IS HEREBY GRANTED BY COMMUNITY DEVELOPMENT AUTHORITY OF THE TOWN OF GRAND CHUTE, GRANTOR, TO: WISCONSIN ELECTRIC POWER COMPANY, A WISCONSIN CORPORATION DOING BUSINESS AS WE ENERGIES, GRANTEE; TIME WARNER CABLE MIDWEST LLC, A DELAWARE LIMITED LIABILITY COMPANY, GRANTEE; AND WISCONSIN BELL, INC., DOING BUSINESS AS AT&T WISCONSIN, A WISCONSIN CORPORATION, GRANTEE.

THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO CONSTRUCT, INSTALL, OPERATE, REPAIR, MAINTAIN AND REPLACE FROM TIME TO TIME, FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY AND ELECTRIC ENERGY, NATURAL GAS, TELEPHONE AND CABLE TV FACILITIES FOR SUCH PURPOSES AS THE SAME IS NOW OR MAY HEREAFTER BE USED, ALL IN, OVER, UNDER, ACROSS, ALONG AND UPON THE PROPERTY SHOWN WITHIN THOSE AREAS ON THE PLAT DESIGNATED AS "UTILITY EASEMENT AREAS" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL SERVICE CONNECTIONS UPON, ACROSS WITHIN AND BENEATH THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS, THEREON, OR ON ADJACENT LOTS; ALSO THE RIGHT TO TRIM OR CUT DOWN TREES, BRUSH AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. THE GRANTEES AGREE TO RESTORE OR CAUSE TO HAVE RESTORED, THE PROPERTY, AS NEARLY AS IS REASONABLY POSSIBLE, TO THE CONDITION EXISTING PRIOR TO SUCH ENTRY BY THE GRANTEES OR THEIR AGENTS. THIS RESTORATION, HOWEVER, DOES NOT APPLY TO THE INITIAL INSTALLATION OF SAID UNDERGROUND AND/OR ABOVE GROUND ELECTRIC FACILITIES, NATURAL GAS FACILITIES, OR TELEPHONE AND CABLE TV FACILITIES OR TO ANY TREES, BRUSH OR ROOTS WHICH MAY BE REMOVED AT ANY TIME PURSUANT TO THE RIGHTS HEREIN GRANTED. STRUCTURES SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE LINES MARKED "UTILITY EASEMENT AREAS" WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED BY MORE THAN SIX INCHES WITHOUT WRITTEN CONSENT OF GRANTEES.

THE GRANT OF EASEMENT SHALL BE BINDING UPON AND INURE TO THE BENEFIT OF THE HEIRS, SUCCESSORS AND ASSIGNS OF ALL PARTIES HERETO.



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94313 PH:620-569-6766; Fax: 620-566-6757
www.mach-iv.com

CLIENT: COMMUNITY DEVELOPMENT AUTHORITY
OF THE TOWN OF GRAND CHUTE
DRAFTED BY: RJO
TAX PARCEL NO.: 101083000

SCALE:

SHEET: 7 OF 7
PROJECT NO. 1374-10-18
DRAWING NO. 1474



AGENDA REQUEST
5/21/2019

TOPIC: Approve the proposal from McMahon Associates, Inc. for design and permitting services on Casaloma Drive from Waterstone Court to West Spencer Street at a cost not to exceed \$89,700.

<input checked="" type="checkbox"/> New Business <input type="checkbox"/> Unfinished Business <input type="checkbox"/> Reports <input type="checkbox"/> Closed Session <input type="checkbox"/> Ordinance/Resolution	Meeting: Town Board
Department Reporting: Public Works	Submitted By: Katie Schwartz, P.E., Director P.W.

ISSUE: The CIP includes the reconstruction of Casaloma Drive from Waterstone Court to West Spencer Street. Casaloma Drive from Waterstone Court to Spencer Street is an existing rural section last paved in 1988 with a PASER rating of 2-3, poor condition, and is in need of reconstruction. The existing speed limit is 35 mph with a daily traffic volume of 5015 vpd as of 2013.

BACKGROUND/ANALYSIS:
 The project consists of both street and storm sewer design from Waterstone Court to Spencer Street for a distance of 0.7 miles. This portion of Casaloma Drive is a collector street through a primarily residential neighborhood. As a result, the proposed typical section would be 37 feet back to back of curb with 5 foot sidewalks on both sides to match the existing Casaloma Drive to the south of Waterstone Court. The Town of Grand Chute Pedestrian and Bicycle Strategy calls for future sidewalk at this location. Street lighting will be included in the project.

On May 7, 2019 the Town Board approved the agreement with McMahon to design the northern culvert crossing on Casaloma Drive between Buttercup and Sunflower while on April 4, 2019 the Board approved a similar agreement for the southern culvert crossing immediately north of Waterstone. These projects will receive County Bridge Aid.

RECOMMENDATION: Staff recommendation is to approve the proposal from McMahon Associates, Inc. for design and permitting services on Casaloma Drive from Waterstone Court to West Spencer Street at a cost not to exceed \$89,700. Although the proposal indicates possible construction in 2020 it has been determined that the required timeline for design and permitting with an early bid will move the project to 2021.

FISCAL IMPACT: CIP
 Funds have been designated in the CIP in Streets, SAN 1, and SAN 3 for this design work.

ATTACHMENTS: Attachment No. 1 - Agreement for Professional Services for Casaloma Drive Street Design
 Attachment No. 2 - Project location map

Proposal Agreement

For Professional Engineering Services

Casaloma Drive Street Design
Waterstone Court to West Spencer Street



Prepared For The
TOWN OF GRAND CHUTE
OUTAGAMIE COUNTY | WISCONSIN

APRIL 26, 2019

McM. No. M0032-9-19-00002.00.08

CCS:car

McMAHON
ENGINEERS ARCHITECTS

McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE | NEENAH, WI 54956
Mailing P.O. BOX 1025 | NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

Proposal Agreement

For Professional Engineering Services

Casaloma Drive Street Design
Waterstone Court to West Spencer Street



Prepared For The

TOWN OF GRAND CHUTE
OUTAGAMIE COUNTY | WISCONSIN

APRIL 26, 2019
McM. No. M0032-9-19-00002.00.08

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- PROPOSAL FOR PROFESSIONAL SERVICES
 - Statement Of Understanding
 - Scope Of Services
 - Responsibilities Of The Town Of Grand Chute
 - Project Schedule
 - Compensation





April 26, 2019

Ms. Katie Schwartz, P.E. – Director of Public Works
Town of Grand Chute
1900 West Grand Chute Boulevard
Grand Chute, WI 54911

Re: Proposal Agreement
For Professional Engineering Services
Casaloma Drive Street Design (Waterstone Court to West Spencer Street)
McM. No. M0032-9-19-00002.00.08

Dear Katie:

McMahon Associates, Inc. is pleased to submit our Proposal for design services for the Casaloma Drive from Waterstone Court to West Spencer Street. We have developed our proposed Scope of Services for this project based upon information provided by the Town, discussions with Town Staff concerning the project, and our experience in providing design services for the Town on similar projects.

This Proposal includes our Statement of Understanding, Project Approach, Scope of Services, Responsibilities of the Town of Grand Chute, Project Schedule, Compensation, and McMahon Associates, Inc.'s General Terms & Conditions.

This project is currently slated for 2020 construction at the earliest. The intent is to completed design, then submit for the appropriate permits. It is anticipated the permitting process will take over a year. The actual construction year would be determined after all permits have been received.

We thank you for your continued interest in McMahon Associates, Inc. and look forward to working with you and being of service to the Town of Grand Chute on this project.

Respectfully,

McMahon Associates, Inc.

A handwritten signature in black ink, appearing to read "Carl C. Sutter".

Carl C. Sutter, P.E., CCS
Senior Vice President E&I Division

CCS: car

Enclosure: Proposal Agreement

Proposal Agreement

For Professional Engineering Services

Casaloma Drive Street Design Waterstone Court to West Spencer Street



Prepared For The

TOWN OF GRAND CHUTE
OUTAGAMIE COUNTY | WISCONSIN

APRIL 26, 2019
McM. No. M0032-9-19-00002.00.08

Statement of Understanding

The Town of Grand Chute wishes to proceed with the Casaloma Drive Street Design from Waterstone Court to West Spencer Street. The intent is to construct the project in 2020 if all permits are received in a timely fashion. However, it is likely permits will not be received in time for bidding during the early part of 2020. It is likely construction will take place in 2021.

This project consists of the following components:

- Street design from Waterstone Court to West Spencer Street. The street width would be 37 feet back to back of curb with 5 foot sidewalks on both sides to match with existing Casaloma Drive south of Waterstone Court.
- Storm sewer design in this same area.
- The project distance is approximately 3,800 feet.

We have developed our proposed Scope of Services for this project based upon information provided by the Town, discussions with Town Staff concerning the project, and our experience in performing these services for the Town on similar projects.

The proposed schedule for the project is to design the project and submit for appropriate permits in 2019. This would allow for possible 2020 construction, although a firm construction year has not been determined at this time.

It is likely that all permits would not be received until after the best bidding time in 2020. Therefore, construction in 2021 is a likely scenario.

Project Approach

The key element of this project is continuous communication with the Town Board and Town Staff with additional input from the property owners in the project area via public meetings.

This project is through residential areas. Project information letters for the public meetings will be sent to the property owners.

A geotechnical investigation is recommended for this project to determine bedrock elevations and to determine if additional strengthening of the subgrade such as geotextile fabric or additional aggregate base course will be required to provide an adequate cross-section for the proposed facilities.

Scope of Services

McMahon Associates, Inc. proposes the following Scope of Services for this project:

Design

- Field Surveying
 - ▼ The location of existing property boundaries, including existing corner monuments, public rights-of-way, and section corners.
 - ▼ Perform a location survey of existing facilities that may be affected or disrupted by the proposed construction, including:
 - ◆ Cross-Sections
 - ◆ Existing Driveways
 - ◆ Existing Culverts
 - ◆ Existing Buildings
 - ◆ Existing Pavement & Walkways
 - ◆ Existing Landscaping Features, Trees, Shrubbery, Fencing, etc.
 - ◆ Existing Utilities, Including Sanitary Sewer, Water Main, Power Poles, Telephone Pedestals, Gas Valves, etc.
- Utility Coordination
 - ▼ Coordination with local public and private utility companies will be provided as follows:
 - ◆ Contact Diggers Hotline to mark all utilities prior to initial survey and pick up this information as part of that survey.
 - ◆ Submit preliminary plans to utilities for review.
 - ◆ Submit final plans to utilities for review.
- Geotechnical Investigation
 - ▼ Assist the Town in obtaining proposals for recommended geotechnical investigation.
 - ▼ The Town will enter into a separate agreement for these services and pay the geotechnical services provider directly.

- Street Design
 - ▼ Design Casaloma Drive in accordance with Town of Grand Chute requirements. The street cross-section will be 37 feet back-to-back of curb with a 5 foot wide sidewalks on each side.
 - ▼ Design sanitary sewer and water main adjustments necessary to construct the street.

- Storm Sewer Design
 - ▼ Design storm sewer in accordance with Grand Chute Sanitary District # 3 requirements.

- Erosion Control Plan (ECP)
 - ▼ Design ECP in accordance with Town of Grand Chute and Wisconsin DNR requirements.

- Stormwater Management Plan (SWMP)
 - ▼ Design SWMP in accordance with Town of Grand Chute and Wisconsin DNR requirements.

- Waterway Crossings (Mud Creek)
 - ▼ These are being completed under separate Contracts.

- Wetland Delineation
 - ▼ Perform wetland delineation along route.
 - ▼ Prepare wetland delineation report and file it with Grand Chute, Outagamie County, Wisconsin Department of Natural Resources (DNR), and United States Army Corps of Engineers (USACE).

- Plan Review Meetings
 - ▼ Attend a Kick-Off Design Meeting with Town staff.
 - ▼ Attend two design review meetings with staff during the Design Phase.
 - ▼ Attend Public Informational Meeting with property owners.

- Public Involvement
 - ▼ Assist the Town in conducting a Public Informational Meeting.

- Permits
 - ▼ Submit information to Outagamie County, Wisconsin DNR, and USACE for appropriate permits.
 - ▼ Anticipated Permits
 - ◆ Outagamie County Conditional Use Permit
 - ◆ Water Resources Application for Project Permits (WRAPP) (Wisconsin DNR)
 - ◆ Chapter 30 Permit (Wisconsin DNR & USACE)

- Plan Preparation
 - ▼ Prepare construction plans, as follows:
 - ◆ Construction detail sheets.
 - ◆ Plan-profile sheets:
 - ▶ Horizontal scale: 1"=20'
 - ▶ Vertical scale: 1"=2'
 - ▶ Existing topographic information.
 - ▶ Proposed horizontal and vertical alignments.

- ◆ Cross-section sheets.
- ◆ Specifications.
- Engineer's Report
 - ▼ Prepare Engineer's Report in accordance with State Statutes, including the following information:
 - ◆ Cost estimate of project.
 - ◆ Establishment of assessment rate.
 - ◆ Schedule of assessments listing estimated assessments for each affected property owner.
 - ◆ Attend public hearing.

Responsibilities of the Town Of Grand Chute

The Scope of Services and fees are based upon the understanding that the Town of Grand Chute will provide the following:

- Access to any existing data or records pertaining to the project area.
- Copies of plats, certified survey maps and private surveys along the route.
- A person or persons authorized to act as the Town's representative to accept completed work and to provide appropriate liaison.
- A location to hold public meetings.
- Current tax listing for use in preparing a schedule of assessments.
- Payment for any permit applications.
- Payment for filing survey documents.
- Geotechnical investigation. McMahon Associates, Inc. will assist the Town in soliciting proposals for recommended geotechnical services.

Items Not Included in the Scope of Services

The following is not intended to be a comprehensive list. It is intended to highlight general areas not included in the Scope of Services.

- Waterway crossing plans and permitting. These are covered in separate agreements.
- Street lighting plan.
- Permit fees.
- Geotechnical investigations.

Project Schedule

Upon receipt of an executed Agreement, design work will be started immediately. If the Agreement is executed at the May 7, 2019 Board meeting, the design would be completed by the end of 2019. Permit applications would be prepared and submitted in 2019 or early 2020. Bidding, public hearing, and award dates will be determined at a later date. Construction could take place in 2020 or 2021.

Compensation

McMahon Associates, Inc. proposes to provide the services outlined in this Proposal Agreement on a time and expense basis, as outlined below:

TOTAL.....\$89,700

McMahon Associates, Inc. will invoice the Town of Grand Chute monthly for services provided. All services provided under this Proposal Agreement would be in accordance with McMahon Associates, Inc.'s General Terms & Conditions, dated August 29, 2018.

To indicate acceptance of this Proposal Agreement, please sign below and return one copy to our office.

Owner:

TOWN OF GRAND CHUTE

Outagamie County, Wisconsin

(Authorized Signature)

Date

Title

Witness:

Date

Engineer:

McMAHON ASSOCIATES, INC.

Neenah, Wisconsin



Carl C. Sutter, P.E., CCS
Senior Vice President E&I Division

April 26, 2019
Date

- Attachments: General Terms & Conditions
 Fee Schedule
 Reimbursable Expenses Schedule

W:\WP\PROPOSAL\M003219-19-00002\GRAND CHUTE (TOWN OF)\CASALOMA DRIVE STREET DESIGN



McMAHON ASSOCIATES, INC. GENERAL TERMS & CONDITIONS

1. McMAHON ASSOCIATES, INC. (hereinafter referred to as 'McMAHON') will bill the Owner monthly with net payment due in 30-days. Past due balances shall be subject to a service charge at a rate of 1.0% per month. In addition, McMAHON may, after giving 48-hours notice, suspend service under any Agreement until the Owner has paid in full all amounts due for services rendered and expenses incurred. These expenses include service charges on past due invoices, collection agency fees and attorney fees incurred by McMAHON to collect all monies due McMAHON. McMAHON and Owner hereby acknowledge that McMAHON has and may exercise lien rights on subject property.
2. The stated fees and Scope Of Services constitute our best estimate of the fees and tasks required to perform the services as defined. This Agreement, upon execution by both parties hereto, can be amended only by written instrument signed by both parties. For those projects involving conceptual or process development services, activities often cannot be fully defined during initial planning. As the project progresses, facts uncovered may reveal a change in direction, which may alter the Scope. McMAHON will promptly inform the Owner in writing of such situations so changes in this Agreement can be negotiated, as required.
3. The stipulated fee is firm for acceptance by the Owner for 60-days from date of Agreement publication.
4. Costs and schedule commitments shall be subject to re-negotiation for delays caused by the Owner's failure to provide specified facilities or information, or for delays caused by unpredictable occurrences, including without limitation, fires, floods, riots, strikes, unavailability of labor or materials, delays or defaults by suppliers of materials or services, process shutdowns, acts of God or the public enemy, or acts or regulations of any governmental agency. Temporary delay of services caused by any of the above, which results in additional costs beyond those outlined, may require re-negotiation of this Agreement.
5. Reimbursable expenses incurred by McMAHON in the interest of the project including, but not limited to, equipment rental will be billed to the Owner at cost plus 10% and sub-consultants at cost plus 12%. When McMAHON, subsequent to execution of an Agreement, finds that specialized equipment must be purchased to provide special services, the cost of such equipment will be added to the agreed fee for professional services only after the Owner has been notified and agrees to these costs.
6. McMAHON will maintain insurance coverage in the following amounts:

Worker's Compensation	Statutory
General Liability	
Bodily Injury - Per Incident / Annual Aggregate	\$1,000,000 / \$2,000,000
Automobile Liability	
Bodily Injury	\$1,000,000
Property Damage	\$1,000,000
Professional Liability Coverage	\$2,000,000

If the Owner requires coverage or limits in addition to the above stated amounts, premiums for additional insurance shall be paid by the Owner. McMAHON's liability to Owner for any indemnity commitments, reimbursement of legal fees, or for any damages arising in any way out of performance of our contract is limited to ten (10) times McMAHON's fee not to exceed to \$500,000.

7. The Owner agrees to provide such legal, accounting and insurance counseling services as may be required for the project for the Owner's purpose. All unresolved claims, disputes and other matters in question between the Owner and McMAHON shall be submitted to mediation, if an agreement cannot be reached by Owner and McMAHON.
8. Termination of this Agreement by the Owner or McMAHON shall be effective upon 7-days written notice to the other party. The written notice shall include the reasons and details for termination; payment is due as stated in paragraph 1. If the Owner defaults in any of the Agreements entered into between McMAHON and the Owner, or if the Owner fails to carry out any of the duties contained in these terms and conditions, McMAHON may, upon 7-days written notice, suspend its services without further obligation or liability to the Owner unless, within such 7-day period, the Owner remedies such violation to the reasonable satisfaction of McMAHON.
9. Re-use of any documents or AutoCAD representations pertaining to this project by the Owner for extensions of this project or on any other project shall be at the Owner's risk and the Owner agrees to defend, indemnify and hold harmless McMAHON from all claims, damages and expenses, including attorneys' fees arising out of such re-use of the documents or AutoCAD representations by the Owner or by others acting through the Owner.
10. Purchase Orders - In the event the Owner issues a purchase order or other instrument related to the Engineer's services, it is understood and agreed that such document is for Owner's internal accounting purposes only and shall in no way modify, add to or delete any of the terms and conditions of this Agreement. If the Owner does issue a purchase order, or other similar instrument, it is understood and agreed that the Engineer shall indicate the purchase order number on the invoice(s) sent to the Owner.
11. McMAHON will provide all services in accordance with generally accepted professional practices. McMAHON will not provide or offer to provide services inconsistent with or contrary to such practices nor make any other warranty or guarantee, expressed or implied, nor to have any Agreement or contract for services subject to the provisions of any uniform commercial code. Similarly, McMAHON will not accept those terms and conditions offered by the Owner in its purchase order, requisition or notice of authorization to proceed, except as set forth herein or expressly accepted in writing. Written acknowledgment of receipt, or the actual performance of services subsequent to receipt, of any such purchase order, requisition or notice of authorization to proceed is specifically deemed not to constitute acceptance of any terms or conditions contrary to those set forth herein.
12. McMAHON intends to serve as the Owner's professional representative for those services, as defined in this Agreement, and to provide advice and consultation to the Owner as a professional. Any opinions of probable project costs, approvals and other decisions made by McMAHON for the Owner are rendered on the basis of experience and qualifications, and represent our professional judgment. Nothing contained in this Agreement shall create a contractual relationship with, or a cause of action, in favor of a third party against either the Architect or McMAHON.
13. This Agreement shall not be construed as giving McMAHON the responsibility or authority to direct or supervise construction means, methods, techniques, sequence or procedures of construction selected by Contractors or Subcontractors, or the safety precautions and programs incident to the work of the Contractors or Subcontractors.
14. The Owner shall be responsible for maintenance of the structure, or portions of the structure, which have been completed and have been accepted for its intended use by the Owner. All structures are subject to wear and tear, and environmental and man-made exposures. As a result, all structures require regular and frequent monitoring and maintenance to prevent damage and deterioration. Such monitoring and maintenance is the sole responsibility of the Owner. McMAHON shall have no responsibility for such issues or resulting damages.



FEE SCHEDULE | 2019

McMAHON ASSOCIATES, INC.

Issued: 01/02/2019 | Rv 04/11/2019

LABOR CLASSIFICATION	HOURLY RATE
Principal	\$167.00 - \$215.00
Senior Project Manager	\$167.00
Project Manager	\$138.00 - \$154.00
Senior Engineer	\$146.00 - \$154.00
Engineer	\$80.00 - \$136.00
Senior Engineering Technician	\$106.00 - \$116.00
Engineering Technician	\$75.00 - \$97.00
Senior Architect	\$157.00
Architect	\$110.00 - \$132.00
Senior Land Surveyor	\$107.00 - \$138.00
Land Surveyor	\$98.00
Land Surveyor Technician	\$77.00 - \$87.00
Surveyor Apprentice	\$55.00
Erosion Control Technician	\$75.00
Senior Hydrogeologist	\$167.00
Senior Ecologist	\$159.00
Environmental Scientist	\$80.00 - \$88.00
Senior G.I.S. Analyst	\$131.00
G.I.S. Analyst	\$84.00
Wetland Delineator	\$90.00
Senior Designer	\$114.00
Designer	\$74.00 - \$98.00
On-Site Project Representative	\$66.00
Plan Review	\$116.00
Certified Grant Specialist	\$117.00
Graphic Designer	\$87.00
Senior Administrative Assistant	\$84.00
Administrative Assistant	\$67.00
Intern	\$54.00
Professional Witness Services	\$305.00

This Fee Schedule is subject to revisions due to labor rate adjustments and interim staff or corporate changes.

**NEENAH, WISCONSIN
CORPORATE HEADQUARTERS**

Street Address:
1445 McMAHON DRIVE
NEENAH, WI 54956

Mailing Address:
P.O. BOX 1025
NEENAH, WI 54957-1025

Ph 920.751.4200 | Fax 920.751.4284

Email: MCM@MCMGRP.COM
Web: WWW.MCMGRP.COM

1700 HUTCHINS ROAD
MACHESNEY PARK, IL 61115
Ph 815.636.9590 | Fax 815.636.9591
Email: MCMAHON@MCMGRP.NET
Web: WWW.MCMGRP.COM

952 SOUTH STATE ROAD 2
VALPARAISO, IN 46385
Ph 219.462.7743 | Fax 219.464.8248
Email: MCM@MCMGRP-IN.COM
Web: WWW.MCMGRP.COM



REIMBURSABLE EXPENSES SCHEDULE | 2019

McMAHON ASSOCIATES, INC. Issued: 01/02/2019 | Rv 04/01/20 | Rv 04/11/2019

W:\WP\Administrative\McM--All Offices\2019-McM (Reimbursable Expenses Schedule) - Rv 2019-04-011.docx

Services subcontracted will be billed to the Owner at invoice cost plus 12%.

Use of special equipment, such as computers, television and sewer cleaning devices, soil density testers, flow meters, samplers, dippers, etc., will be charged to the project per the standard Equipment Rate Schedule, which is available upon request.

NEENAH, WISCONSIN CORPORATE HEADQUARTERS

Street Address:
1445 McMAHON DRIVE
NEENAH, WI 54956

Mailing Address:
P.O. BOX 1025
NEENAH, WI 54957-1025

Ph 920.751.4200 | Fax 920.751.4284

Email: MCM@MCMGRP.COM
Web: WWW.MCMGRP.COM

1700 HUTCHINS ROAD
MACHESNEY PARK, IL 61115

Ph 815.636.9590 | Fax 815.636.9591

Email: MCMAHON@MCMGRP.NET
Web: WWW.MCMGRP.COM

952 SOUTH STATE ROAD 2
VALPARAISO, IN 46385

Ph 219.462.7743 | Fax 219.464.8248

Email: MCM@MCMGRP-IN.COM
Web: WWW.MCMGRP.COM

DESCRIPTION	RATE
REIMBURSABLE EXPENSES:	
Commercial Travel	1.1 of Cost
Delivery & Shipping	1.1 of Cost
Meals & Lodging	1.1 of Cost
Review & Submittal Fees	1.1 of Cost
Outside Consultants	1.12 of Cost
Photographs & Models	1.1 of Cost
Misc. Reimbursable Expenses & Project Supplies	1.1 of Cost
Terrestrial Laser Scanner	\$500.00/Day
REIMBURSABLE UNITS:	
Large Format Paper Copies:	
Black & White:	
▪ Up To 24" x 30"	\$0.60/Sheet
▪ 24" x 36"	\$0.70/Sheet
▪ 30" x 42"	\$1.00/Sheet
▪ 36" x 48"	\$1.35/Sheet
Color:	
▪ Color - 17" x 22"	\$5.00/sheet
▪ Color - 22" x 34"	\$10.00/sheet
▪ Color - 24" x 36"	\$10.00/Sheet
▪ Color - 36" x 48"	\$20.00/Sheet
Photocopy Charges - Black & White	\$0.07/Image
Photocopy Charges - Color / 8½" x 11"	\$0.45/Image
Photocopy Charges - Color / 8½" x 14" and 11" x 17"	\$0.75/Image
Mileage	\$.65/Mile
Mileage - Truck/Van	\$0.85/Mile
All-Terrain Vehicle	\$60.00/Day
Global Positioning System (GPS)	\$21.00/Hour
Global Positioning System (GPS) Mobilization	\$100/Each
Hand-Held Global Positioning System (GPS)	\$15.00/Hour
Robotic Total Station	\$20.00/Hour
Survey Hubs	\$0.40/Each
Survey Lath	\$0.65/Each
Survey Paint	\$4.50/Can
Survey Ribbon	\$2.00/Roll
Survey Rebars - 1¼"	\$10.00/Each
Survey Rebars - ¾"	\$3.00/Each
Survey Rebars - 5/8"	\$2.50/Each
Survey Iron Pipe - 1"	\$2.75/Each
Survey Plastic or Fiberglass Fence Post - 1"	\$2.75/Each
Survey Steel Fence Post - 1"	\$4.25/Each
Control Spikes	\$1.00/Each



AGENDA REQUEST
5/21/2019

TOPIC: Casaloma Drive Urbanization Change Order #4, Contract 2016-14, increasing the amount by \$58,289.59.

<input checked="" type="checkbox"/> New Business <input type="checkbox"/> Unfinished Business <input type="checkbox"/> Reports <input type="checkbox"/> Closed Session <input type="checkbox"/> Ordinance/Resolution	Meeting: Town Board
Department Reporting: Public Works	Submitted By: Katie Schwartz, Director PW

ISSUE: Shall the Town Board approve Casaloma Drive Urbanization Change Order #4, Contract 2016-14, increasing the amount by \$58,289.59.

BACKGROUND/ANALYSIS: Contract 2016-14, for Casaloma Drive Urbanization, was awarded to Advance Construction, Inc. in the amount of \$3,010,391.91. After change order #3 the contract amount is \$3,072,711.85. The project is currently under construction.

Change order #4, increasing the contract amount by \$58,289.59 consists of several items. A detailed analysis of the change order is attached. The largest increase is an overall increase of \$55,180.60 for revising the surface asphalt pricing to reflect 2019 costs. The total contract contingency amount is \$322,896.20. After removing lighting costs in the amount of \$80,683.41 (not in the schedule of assessments) and this change order there will be \$121,603.26 of the contingency remaining.

RECOMMENDATION: Staff recommendation is to approve Casaloma Drive Urbanization Change Order #4, Contract 2016-14, increasing the amount by \$58,289.59.

FISCAL IMPACT: CIP
 The Casaloma Drive Urbanization project will be recorded in the CIP. The contract with Advance Construction, Inc. after change order #3 was \$3,072,711.85. This change order is an increase of \$58,289.59.

ATTACHMENTS: Attachment No. 1 - Casaloma Drive Urbanization Change Order #4

Town of Grand Chute
Casaloma Drive Urbanization Reconstruction
Contract 2016-14
Change Order # 4 Detailed Analysis

- **Casaloma Drive Paving (various items)**
 - Reason for Change: Price adjustment due to increased materials costs.
 - Contract Impact: Increase of \$44,977.57.
 - Assessment Impact: No change (within contingency amount).

- **Victory Lane Roundabout Paving (various items)**
 - Reason for Change: Price adjustment due to increased materials costs.
 - Contract Impact: Increase of \$10,203.02.
 - Assessment Impact: No change (within contingency amount).

- **Amberwood Lane Storm Sewer (laterals)**
 - Reason for Change: Revise to recorded quantities
 - Contract Impact: Decrease of \$4,241.00.
 - Assessment Impact: No change (not assessable items).

- **Bentwood Estates Basins**
 - Reason for Change: Revise to dewater middle basin to complete work due to high water elevations in wetlands where basin empties.
 - Contract Impact: Increase of \$7,350.00.
 - Assessment Impact: No change (within contingency amount).

- **Complete Change Order Overview**
 - This change order is an increase of \$58,289.59. With this change order, the net contract increase is \$120,609.53. The contract contingency amount is \$322,896.20.
 - There is no increase in assessment rates for any of the assessable parts of this project as a result of this change order.

McMAHON ASSOCIATES, INC.

TELEPHONE: 920.751.4200
FAX: 920.751.4284

ADVANCE CONSTRUCTION, INC.
2141 Woodale Avenue
Green Bay, WI 54313

Contract No. 2016-14
Project File No. G0006-9-16-00122
Change Order No. Four (4)
Issue Date: April 26, 2019
Project: Town of Grand Chute
Casaloma Drive Urbanization

You Are Directed To Make The Changes Noted Below In The Subject Contract:

	(Item Description)	(Price)
4.1	ADD \$58,289.59 per Attached Spreadsheet	+ \$58,289.59
	TOTAL	+ \$58,289.59

The Changes Result In The Following Adjustments:

	CONTRACT PRICE	TIME
Prior To This Change Order	<u>\$3,072,711.85</u>	<u>-</u> days
Adjustments Per This Change Order	<u>+ \$58,289.59</u>	<u>-</u> days
Current Contract Status	<u>\$3,131,001.44</u>	<u>-</u> days

Recommended:
McMAHON ASSOCIATES, INC.
Neenah, Wisconsin

Accepted:
ADVANCE CONSTRUCTION, INC.
Green Bay, Wisconsin

Authorized:
TOWN OF GRAND CHUTE
Outagamie County, Wisconsin

By: *Carl Sutter*
Date: 4-26-19

By: *Shawn Juski*
Date: 5-8-2019

By: _____
Date: _____

- OWNER Copy
- CONTRACTOR Copy
- ENGINEER Copy (Contract Copy)
- FILE COPY

Four (4) Copies Should Accompany This Change Order
Execute And Return To ENGINEER For Distribution

Town of Grand Chute
North Casaloma Drive Urbanization
Converters Drive to Prairie Song Lane
Contract 2016-14
G0006-9-16-00122
Change Orders

Item No.	Description	Unit	Bid			Change Order # 1				Change Order # 2				Change Order # 3				Change Order # 4			
			Quantity	Price	Bid Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount
Casaloma Drive Urbanization																					
1	83"x 57" Corrugated Metal Pipe Culvert	LF	84	\$217.00	\$18,228.00	-84	0	(\$18,228.00)	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00
2	83"x 57" Headwall (East Side)	Each	1	\$43,213.00	\$43,213.00	0	1	\$0.00	\$43,213.00	-1	0	(\$43,213.00)	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00
3	83"x 57" Headwall (West Side)	Each	1	\$52,086.00	\$52,086.00	0	1	\$0.00	\$52,086.00	0	1	\$0.00	\$52,086.00	0	1	\$0.00	\$52,086.00	0	1	\$0.00	\$52,086.00
4	72" Corrugated Metal Pipe Culvert	LF	10	\$310.00	\$3,100.00	0	10	\$0.00	\$3,100.00	0	10	\$0.00	\$3,100.00	0	10	\$0.00	\$3,100.00	0	10	\$0.00	\$3,100.00
5	72" Headwall (East Side)	Each	1	\$50,786.00	\$50,786.00	0	1	\$0.00	\$50,786.00	0	1	\$0.00	\$50,786.00	0	1	\$0.00	\$50,786.00	0	1	\$0.00	\$50,786.00
6	72" Headwall (West Side)	Each	1	\$40,739.00	\$40,739.00	0	1	\$0.00	\$40,739.00	0	1	\$0.00	\$40,739.00	0	1	\$0.00	\$40,739.00	0	1	\$0.00	\$40,739.00
7	36" Storm Sewer	LF	1746	\$89.30	\$155,917.80	0	1746	\$0.00	\$155,917.80	0	1746	\$0.00	\$155,917.80	-38	1708	(\$3,393.40)	\$152,524.40	0	1708	\$0.00	\$152,524.40
8	30" Storm Sewer	LF	470	\$61.00	\$28,670.00	0	470	\$0.00	\$28,670.00	0	470	\$0.00	\$28,670.00	2	472	\$122.00	\$28,792.00	0	472	\$0.00	\$28,792.00
9	24" Storm Sewer	LF	892	\$52.00	\$46,384.00	0	892	\$0.00	\$46,384.00	0	892	\$0.00	\$46,384.00	-21	871	(\$1,092.00)	\$45,292.00	0	871	\$0.00	\$45,292.00
10	18" Storm Sewer	LF	513	\$45.00	\$23,085.00	0	513	\$0.00	\$23,085.00	0	513	\$0.00	\$23,085.00	-2	511	(\$90.00)	\$22,995.00	0	511	\$0.00	\$22,995.00
11	18" Storm Lead	LF	138	\$47.00	\$6,486.00	0	138	\$0.00	\$6,486.00	0	138	\$0.00	\$6,486.00	-30	108	(\$1,410.00)	\$5,076.00	0	108	\$0.00	\$5,076.00
12	15" Storm Sewer	LF	530	\$41.00	\$21,730.00	0	530	\$0.00	\$21,730.00	0	530	\$0.00	\$21,730.00	-10	520	(\$410.00)	\$21,320.00	0	520	\$0.00	\$21,320.00
13	12" Storm Sewer	LF	1127	\$35.20	\$39,670.40	0	1127	\$0.00	\$39,670.40	0	1127	\$0.00	\$39,670.40	-85	1042	(\$2,992.00)	\$36,678.40	0	1042	\$0.00	\$36,678.40
14	12" Storm Lead	LF	616	\$40.70	\$25,071.20	0	616	\$0.00	\$25,071.20	0	616	\$0.00	\$25,071.20	-20	596	(\$814.00)	\$24,257.20	0	596	\$0.00	\$24,257.20
15	Bore 12" Storm Sewer Under Driveways	LF	120	\$77.40	\$9,288.00	0	120	\$0.00	\$9,288.00	0	120	\$0.00	\$9,288.00	-42	78	(\$3,250.80)	\$6,037.20	0	78	\$0.00	\$6,037.20
16	4" Storm Lateral	LF	1012	\$24.70	\$24,996.40	0	1012	\$0.00	\$24,996.40	0	1012	\$0.00	\$24,996.40	373	1385	\$9,213.10	\$34,209.50	0	1385	\$0.00	\$34,209.50
17	3" Storm Lead	LF	8	\$24.70	\$197.60	0	8	\$0.00	\$197.60	0	8	\$0.00	\$197.60	0	8	\$0.00	\$197.60	0	8	\$0.00	\$197.60
18	8' Diameter Storm Manhole	VF	4.61	\$1,228.00	\$5,661.08	0	4.61	\$0.00	\$5,661.08	0	4.61	\$0.00	\$5,661.08	0.01	4.62	\$12.28	\$5,673.36	0	4.62	\$0.00	\$5,673.36
19	6' Diameter Storm Manhole	VF	40.54	\$486.70	\$19,730.82	0	40.54	\$0.00	\$19,730.82	0	40.54	\$0.00	\$19,730.82	0.36	40.9	\$175.21	\$19,906.03	0	40.9	\$0.00	\$19,906.03
20	5' Diameter Storm Manhole	VF	135.59	\$400.00	\$54,236.00	0	135.59	\$0.00	\$54,236.00	0	135.59	\$0.00	\$54,236.00	-6.63	128.96	(\$2,652.00)	\$51,584.00	0	128.96	\$0.00	\$51,584.00
21	4' Diameter Storm Manhole	VF	47.67	\$343.00	\$16,350.81	0	47.67	\$0.00	\$16,350.81	0	47.67	\$0.00	\$16,350.81	5.75	53.42	\$1,972.25	\$18,323.06	0	53.42	\$0.00	\$18,323.06
22	Catch Basin	Each	31	\$1,584.00	\$49,104.00	0	31	\$0.00	\$49,104.00	0	31	\$0.00	\$49,104.00	0	31	\$0.00	\$49,104.00	0	31	\$0.00	\$49,104.00
23	Yard Drain	Each	14	\$1,366.00	\$19,124.00	0	14	\$0.00	\$19,124.00	0	14	\$0.00	\$19,124.00	0	14	\$0.00	\$19,124.00	0	14	\$0.00	\$19,124.00
24	36" Metal Endwall	Each	1	\$785.00	\$785.00	0	1	\$0.00	\$785.00	0	1	\$0.00	\$785.00	0	1	\$0.00	\$785.00	0	1	\$0.00	\$785.00
25	24" Metal Endwall	Each	1	\$422.00	\$422.00	0	1	\$0.00	\$422.00	0	1	\$0.00	\$422.00	0	1	\$0.00	\$422.00	0	1	\$0.00	\$422.00
26	18" Metal Endwall	Each	2	\$334.00	\$668.00	0	2	\$0.00	\$668.00	0	2	\$0.00	\$668.00	0	2	\$0.00	\$668.00	0	2	\$0.00	\$668.00
27	15" Metal Endwall	Each	4	\$291.00	\$1,164.00	0	4	\$0.00	\$1,164.00	1	5	\$291.00	\$1,455.00	-1	4	(\$291.00)	\$1,164.00	0	4	\$0.00	\$1,164.00
28	12" Metal Endwall	Each	4	\$231.00	\$924.00	0	4	\$0.00	\$924.00	0	4	\$0.00	\$924.00	-1	3	(\$231.00)	\$693.00	0	3	\$0.00	\$693.00
29	4" Cleanout	Each	46	\$250.00	\$11,500.00	0	46	\$0.00	\$11,500.00	0	46	\$0.00	\$11,500.00	-7	39	(\$1,750.00)	\$9,750.00	0	39	\$0.00	\$9,750.00
30	Connect Existing Sump Pump Line	Each	17	\$105.00	\$1,785.00	0	17	\$0.00	\$1,785.00	0	17	\$0.00	\$1,785.00	8	25	\$840.00	\$2,625.00	0	25	\$0.00	\$2,625.00
31	Inlet Protection	Each	46	\$60.00	\$2,760.00	0	46	\$0.00	\$2,760.00	0	46	\$0.00	\$2,760.00	0	46	\$0.00	\$2,760.00	0	46	\$0.00	\$2,760.00
32	Biofilter # 1	Each	1	\$9,050.00	\$9,050.00	0	1	\$0.00	\$9,050.00	0	1	\$0.00	\$9,050.00	0	1	\$0.00	\$9,050.00	0	1	\$0.00	\$9,050.00
33	Biofilter # 2	Each	1	\$9,570.00	\$9,570.00	0	1	\$0.00	\$9,570.00	0	1	\$0.00	\$9,570.00	0	1	\$0.00	\$9,570.00	0	1	\$0.00	\$9,570.00
34	Biofilter # 3	Each	1	\$9,750.00	\$9,750.00	0	1	\$0.00	\$9,750.00	0	1	\$0.00	\$9,750.00	0	1	\$0.00	\$9,750.00	0	1	\$0.00	\$9,750.00
35	Biofilter # 4	Each	1	\$19,195.00	\$19,195.00	0	1	\$0.00	\$19,195.00	0	1	\$0.00	\$19,195.00	0	1	\$0.00	\$19,195.00	0	1	\$0.00	\$19,195.00
36	Biofilter # 5	Each	1	\$8,640.00	\$8,640.00	0	1	\$0.00	\$8,640.00	0	1	\$0.00	\$8,640.00	0	1	\$0.00	\$8,640.00	0	1	\$0.00	\$8,640.00
37	Biofilter # 6	Each	1	\$7,390.00	\$7,390.00	0	1	\$0.00	\$7,390.00	0	1	\$0.00	\$7,390.00	0	1	\$0.00	\$7,390.00	0	1	\$0.00	\$7,390.00
38	Biofilter # 7	Each	1	\$9,750.00	\$9,750.00	0	1	\$0.00	\$9,750.00	0	1	\$0.00	\$9,750.00	0	1	\$0.00	\$9,750.00	0	1	\$0.00	\$9,750.00
39	Biofilter # 8	Each	1	\$6,210.00	\$6,210.00	0	1	\$0.00	\$6,210.00	0	1	\$0.00	\$6,210.00	0	1	\$0.00	\$6,210.00	0	1	\$0.00	\$6,210.00
40	Biofilter # 9	Each	1	\$5,165.00	\$5,165.00	0	1	\$0.00	\$5,165.00	0	1	\$0.00	\$5,165.00	0	1	\$0.00	\$5,165.00	0	1	\$0.00	\$5,165.00
41	Biofilter # 10	Each	1	\$10,025.00	\$10,025.00	0	1	\$0.00	\$10,025.00	0	1	\$0.00	\$10,025.00	0	1	\$0.00	\$10,025.00	0	1	\$0.00	\$10,025.00
42	Biofilter # 11	Each	1	\$9,680.00	\$9,680.00	0	1	\$0.00	\$9,680.00	0	1	\$0.00	\$9,680.00	0	1	\$0.00	\$9,680.00	0	1	\$0.00	\$9,680.00
43	Biofilter # 12	Each	1	\$6,905.00	\$6,905.00	0	1	\$0.00	\$6,905.00	0	1	\$0.00	\$6,905.00	0	1	\$0.00	\$6,905.00	0	1	\$0.00	\$6,905.00
44	Biofilter # 13	Each	1	\$6,210.00	\$6,210.00	0	1	\$0.00	\$6,210.00	0	1	\$0.00	\$6,210.00	0	1	\$0.00	\$6,210.00	0	1	\$0.00	\$6,210.00
45	6" Perforated Drain Pipe for Biofilter	LF	1160	\$8.00	\$9,280.00	0	1160	\$0.00	\$9,280.00	0	1160	\$0.00	\$9,280.00	0	1160	\$0.00	\$9,280.00	0	1160	\$0.00	\$9,280.00
47	Biofilter Cleanout	Each	26	\$275.00	\$7,150.00	0	26	\$0.00	\$7,150.00	0	26	\$0.00	\$7,150.00	0	26	\$0.00	\$7,150.00	0	26	\$0.00	\$7,150.00
48	Rip Rap	CY	12	\$250.00	\$3,000.00	0	12	\$0.00	\$3,000.00	0	12	\$0.00	\$3,000.00	3	15	\$750.00	\$3,750.00	0	15	\$0.00	\$3,750.00
49	Relay 8" Water Main	LF	20	\$295.00	\$5,900.00	0	20	\$0.00	\$5,900.00	0	20	\$0.00	\$5,900.00	2	22	\$590.00	\$6,490.00	0	22	\$0.00	\$6,490.00
50	Remove Hydrant and Auxiliary Valve	Each	1	\$600.00	\$600.00	0	1	\$0.00	\$600.00	0	1	\$0.00	\$600.00	0	1	\$0.00	\$600.00	0	1	\$0.00	\$600.00
51	Relocate Hydrant	Each	6	\$1,245.00	\$7,470.00	0	6	\$0.00	\$7,470.00	0	6	\$0.00	\$7,470.00	0	6	\$0.00	\$7,470.00	0	6	\$0.00	\$7,470.00
52	30" Hydrant Extension	Each	2	\$952.00	\$1,904.00	0	2	\$0.00	\$1,904.00	0	2	\$0.00	\$1,904.00	0	2	\$0.00	\$1,904.00	0	2	\$0.00	\$1,904.00
53	24" Hydrant Extension	Each	1	\$885.00	\$885.00	0	1	\$0.00	\$885.00	0	1	\$0.00	\$885.00	3	4	\$2,655.00	\$3,540.00	0	4	\$0.00	\$3,540.00

Item No.	Description	Unit	Change Order # 1				Change Order # 2				Change Order # 3				Change Order # 4						
			Bid Quantity	Unit Price	Bid Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount				
54	18" Hydrant Extension	Each	2	\$776.00	\$1,552.00	0	2	\$0.00	\$1,552.00	0	2	\$0.00	\$1,552.00	-1	1	(\$776.00)	\$776.00	0	1	\$0.00	\$776.00
55	6" Hydrant Extension	Each	1	\$577.00	\$577.00	0	1	\$0.00	\$577.00	0	1	\$0.00	\$577.00	0	1	\$0.00	\$577.00	0	1	\$0.00	\$577.00
56	Relocate Auxillary Valve	Each	4	\$1,000.00	\$4,000.00	0	4	\$0.00	\$4,000.00	0	4	\$0.00	\$4,000.00	-3	1	(\$3,000.00)	\$1,000.00	0	1	\$0.00	\$1,000.00
57	Adjust Valve Box	Each	17	\$200.00	\$3,400.00	0	17	\$0.00	\$3,400.00	0	17	\$0.00	\$3,400.00	0	17	\$0.00	\$3,400.00	0	17	\$0.00	\$3,400.00
58	Replace Hydrant Bolts	Each	1	\$1,000.00	\$1,000.00	0	1	\$0.00	\$1,000.00	0	1	\$0.00	\$1,000.00	7	8	\$7,000.00	\$8,000.00	0	8	\$0.00	\$8,000.00
59	Replace Tee Bolts	Each	8	\$125.00	\$1,000.00	0	8	\$0.00	\$1,000.00	0	8	\$0.00	\$1,000.00	2	10	\$250.00	\$1,250.00	0	10	\$0.00	\$1,250.00
60	Replace Valve Bolts	Each	15	\$1,000.00	\$15,000.00	0	15	\$0.00	\$15,000.00	0	15	\$0.00	\$15,000.00	0	15	\$0.00	\$15,000.00	0	15	\$0.00	\$15,000.00
61	Remove 1" Water Service	LF	991	\$6.00	\$5,946.00	0	991	\$0.00	\$5,946.00	0	991	\$0.00	\$5,946.00	-72	919	(\$432.00)	\$5,514.00	0	919	\$0.00	\$5,514.00
62	1" SDR 9 High Density Polyethylene Water Service	LF	941	\$34.20	\$32,182.20	0	941	\$0.00	\$32,182.20	0	941	\$0.00	\$32,182.20	-22	919	(\$752.40)	\$31,429.80	0	919	\$0.00	\$31,429.80
63	Remove and Replace 1" Curb Stop	Each	30	\$261.00	\$7,830.00	0	30	\$0.00	\$7,830.00	0	30	\$0.00	\$7,830.00	-6	24	(\$1,566.00)	\$6,264.00	0	24	\$0.00	\$6,264.00
64	Reconstruct Sanitary Manhole	Each	4	\$1,500.00	\$6,000.00	0	4	\$0.00	\$6,000.00	0	4	\$0.00	\$6,000.00	1	5	\$1,500.00	\$7,500.00	0	5	\$0.00	\$7,500.00
65	Adjust Sanitary Manhole Rim	Each	9	\$500.00	\$4,500.00	0	9	\$0.00	\$4,500.00	0	9	\$0.00	\$4,500.00	0	9	\$0.00	\$4,500.00	0	9	\$0.00	\$4,500.00
66	15" Corrugated Metal Pipe	LF	26	\$25.70	\$668.20	0	26	\$0.00	\$668.20	0	26	\$0.00	\$668.20	-1	25	(\$25.70)	\$642.50	0	25	\$0.00	\$642.50
67	Sawcut Asphalt Pavement & Driveway	LF	888	\$1.00	\$888.00	0	888	\$0.00	\$888.00	0	888	\$0.00	\$888.00	0	888	\$0.00	\$888.00	0	888	\$0.00	\$888.00
68	Sawcut Concrete Driveway	LF	280	\$2.00	\$560.00	0	280	\$0.00	\$560.00	0	280	\$0.00	\$560.00	0	280	\$0.00	\$560.00	0	280	\$0.00	\$560.00
69	Sawcut Curb & Gutter	LF	39.5	\$3.00	\$118.50	0	39.5	\$0.00	\$118.50	0	39.5	\$0.00	\$118.50	-0.5	39	(\$1.50)	\$117.00	0	39	\$0.00	\$117.00
70	Remove Asphalt Driveway	SY	2260	\$1.80	\$4,068.00	0	2260	\$0.00	\$4,068.00	0	2260	\$0.00	\$4,068.00	-60	2200	(\$108.00)	\$3,960.00	0	2200	\$0.00	\$3,960.00
71	Remove Concrete Driveway	SY	440	\$2.00	\$880.00	0	440	\$0.00	\$880.00	0	440	\$0.00	\$880.00	376	816	\$752.00	\$1,632.00	0	816	\$0.00	\$1,632.00
72	Remove Concrete Curb & Gutter	LF	720	\$5.00	\$3,600.00	0	720	\$0.00	\$3,600.00	0	720	\$0.00	\$3,600.00	0	720	\$0.00	\$3,600.00	0	720	\$0.00	\$3,600.00
73	Remove Culvert	Each	36	\$100.00	\$3,600.00	0	36	\$0.00	\$3,600.00	0	36	\$0.00	\$3,600.00	0	36	\$0.00	\$3,600.00	0	36	\$0.00	\$3,600.00
74	Mill Existing Asphalt Pavement (2 Inch)	SY	2029	\$1.85	\$3,753.65	0	2029	\$0.00	\$3,753.65	0	2029	\$0.00	\$3,753.65	0	2029	\$0.00	\$3,753.65	0	2029	\$0.00	\$3,753.65
75	Place Milled Asphalt As Base Course	Ton	243	\$4.55	\$1,105.65	0	243	\$0.00	\$1,105.65	0	243	\$0.00	\$1,105.65	0	243	\$0.00	\$1,105.65	0	243	\$0.00	\$1,105.65
76	Excavation	CY	12097	\$10.00	\$120,970.00	0	12097	\$0.00	\$120,970.00	0	12097	\$0.00	\$120,970.00	1104	13201	\$11,040.00	\$132,010.00	0	13201	\$0.00	\$132,010.00
77	Embankment	CY	2000	\$7.00	\$14,000.00	0	2000	\$0.00	\$14,000.00	0	2000	\$0.00	\$14,000.00	0	2000	\$0.00	\$14,000.00	0	2000	\$0.00	\$14,000.00
78	Geotextile Fabric Type SAS	SY	16696	\$1.55	\$25,878.80	0	16696	\$0.00	\$25,878.80	0	16696	\$0.00	\$25,878.80	0	16696	\$0.00	\$25,878.80	0	16696	\$0.00	\$25,878.80
79	Base Aggregate Dense 3-Inch	Ton	11000	\$8.90	\$97,900.00	0	11000	\$0.00	\$97,900.00	0	11000	\$0.00	\$97,900.00	-805.89	10194.11	(\$7,172.42)	\$90,727.58	0	10194.11	\$0.00	\$90,727.58
80	Base Aggregate Dense 1-1/4-Inch	Ton	9000	\$11.50	\$103,500.00	0	9000	\$0.00	\$103,500.00	0	9000	\$0.00	\$103,500.00	930.05	9930.05	\$10,695.58	\$114,195.58	0	9930.05	\$0.00	\$114,195.58
81	36-Inch Curb & Gutter 4-Inch Sloped Curb Type T (Reverse Slope)	LF	115	\$19.40	\$2,231.00	-115	0	(\$2,231.00)	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00
82	30-Inch Curb and Gutter	LF	8600	\$11.40	\$98,040.00	0	8600	\$0.00	\$98,040.00	0	8600	\$0.00	\$98,040.00	0	8600	\$0.00	\$98,040.00	0	8600	\$0.00	\$98,040.00
83	18-Inch Curb & Gutter 3-Inch Sloped Curb Type T (Reverse Slope)	LF	325	\$19.25	\$6,256.25	-325	0	(\$6,256.25)	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00
84	Hot Mix Asphalt Pavement 3 MT 58-28 S (Lower Layer)	Ton	3400	\$53.40	\$181,560.00	0	3400	\$0.00	\$181,560.00	0	3400	\$0.00	\$181,560.00	127.12	3527.12	\$6,788.21	\$188,348.21	0	3527.12	\$0.00	\$188,348.21
85	Hot Mix Asphalt Pavement 4 MT 58-28 S (Upper Layer)	Ton	2000	\$54.30	\$108,600.00	0	2000	\$0.00	\$108,600.00	0	2000	\$0.00	\$108,600.00	0	2000	\$0.00	\$108,600.00	-2000	0	(\$108,600.00)	\$0.00
86	Hot Mix Asphalt Pavement 4 LT 58-28 S (Trail)	Ton	450	\$76.00	\$34,200.00	0	450	\$0.00	\$34,200.00	0	450	\$0.00	\$34,200.00	0	450	\$0.00	\$34,200.00	-450	0	(\$34,200.00)	\$0.00
87	Asphalt Driveway (3")	SY	968	\$27.50	\$26,620.00	0	968	\$0.00	\$26,620.00	0	968	\$0.00	\$26,620.00	0	968	\$0.00	\$26,620.00	-968	0	(\$26,620.00)	\$0.00
88	Concrete Sidewalk (4")	SF	19237	\$4.05	\$77,909.85	0	19237	\$0.00	\$77,909.85	0	19237	\$0.00	\$77,909.85	0	19237	\$0.00	\$77,909.85	0	19237	\$0.00	\$77,909.85
89	Concrete Driveway (6")	SY	1210	\$48.15	\$58,261.50	0	1210	\$0.00	\$58,261.50	10	1220	\$481.50	\$58,743.00	346.79	1566.79	\$16,697.94	\$75,440.94	0	1566.79	\$0.00	\$75,440.94
90	Concrete Curb Ramp (6")	SY	212	\$48.65	\$10,313.80	0	212	\$0.00	\$10,313.80	0	212	\$0.00	\$10,313.80	0	212	\$0.00	\$10,313.80	0	212	\$0.00	\$10,313.80
91	Concrete Median Sloped Nose Type 1	Each	2	\$600.00	\$1,200.00	-2	0	(\$1,200.00)	\$0.00	0	0	\$0.00	\$0.00	1	1	\$600.00	\$600.00	0	1	\$0.00	\$600.00
92	Concrete Median Sloped Nose Type 2	Each	8	\$600.00	\$4,800.00	-8	0	(\$4,800.00)	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00
93	Coloring Concrete Red	SY	190	\$54.45	\$10,345.50	-190	0	(\$10,345.50)	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00
94	Concrete Sidewalk 6-Inch (In Median)	SF	1921	\$6.55	\$12,582.55	-1921	0	(\$12,582.55)	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00
95	Pedestrian Curb, Special 3-Inch Sloped	LF	50	\$27.00	\$1,350.00	0	50	\$0.00	\$1,350.00	0	50	\$0.00	\$1,350.00	-50	0	(\$1,350.00)	\$0.00	0	0	\$0.00	\$0.00
96	Drilled Tie Bars	Each	73	\$9.75	\$711.75	0	73	\$0.00	\$711.75	0	73	\$0.00	\$711.75	13	86	\$126.75	\$838.50	0	86	\$0.00	\$838.50
97	Detectable Warning Fields	SF	340	\$31.00	\$10,540.00	0	340	\$0.00	\$10,540.00	0	340	\$0.00	\$10,540.00	0	340	\$0.00	\$10,540.00	0	340	\$0.00	\$10,540.00
98	Pavement Marking, Epoxy, 4 Inch	LF	8245	\$0.50	\$4,122.50	0	8245	\$0.00	\$4,122.50	0	8245	\$0.00	\$4,122.50	0	8245	\$0.00	\$4,122.50	0	8245	\$0.00	\$4,122.50
99	Pavement Marking, Epoxy, Channelizing, 8 Inch	LF	410	\$1.00	\$410.00	0	410	\$0.00	\$410.00	0	410	\$0.00	\$410.00	0	410	\$0.00	\$410.00	0	410	\$0.00	\$410.00
100	Pavement Marking, Epoxy, Diagonal, 12 Inch	LF	217	\$7.50	\$1,627.50	0	217	\$0.00	\$1,627.50	0	217	\$0.00	\$1,627.50	0	217	\$0.00	\$1,627.50	0	217	\$0.00	\$1,627.50
101	Pavement Marking, Epoxy, Dashed (2 Foot Line, 2 Foot Skip), 18 Inch	LF	40	\$12.00	\$480.00	-40	0	(\$480.00)	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00
102	Pavement Marking, Arrows, Epoxy, Type 2	Each	4	\$180.00	\$720.00	0	4	\$0.00	\$720.00	0	4	\$0.00	\$720.00	0	4	\$0.00	\$720.00	0	4	\$0.00	\$720.00
103	Pavement Marking, Arrows, Epoxy, Type 3	Each	4	\$230.00	\$920.00	0	4	\$0.00	\$920.00	0	4	\$0.00	\$920.00	0	4	\$0.00	\$920.00	0	4	\$0.00	\$920.00
104	Pavement Marking, Epoxy, Stop Line, 12 Inch	LF	48	\$7.50	\$360.00	0	48	\$0.00	\$360.00	0	48	\$0.00	\$360.00	0	48	\$0.00	\$360.00	0	48	\$0.00	\$360.00
105	Pavement Marking, Crosswalk, Epoxy, 6 Inch	LF	988	\$6.30	\$6,224.40	0	988	\$0.00	\$6,224.40	0	988	\$0.00	\$6,224.40	0	988	\$0.00	\$6,224.40	0	988	\$0.00	\$6,224.40
106	Remove Sign	Each	11	\$50.00	\$550.00	0	11	\$0.00	\$550.00	0	11	\$0.00	\$550.00	0	11	\$0.00	\$550.00	0	11	\$0.00	\$550.00
107	Post, Tubular Steel, 2-3/8 Inch Diameter x 10 Foot	Each	24	\$169.00	\$4,056.00	0	24	\$0.00	\$4,056.00	0	24	\$0.00	\$4,056.00	0	24	\$0.00	\$4,056.00	0	24	\$0.00	\$4,056.00
108	Signs, Reflective	SF	180.5	\$26.40	\$4,765.20	0	180.5	\$0.00	\$4,765.20	0	180.5	\$0.00	\$4,765.20	0	180.5	\$0.00	\$4,765.20	0	180.5	\$0.00	\$4,765.20
109	Reinstall Existing Sign	Each	1	\$250.00	\$250.00	0	1	\$0.00	\$250.00	0	1	\$0.00	\$250.00	0	1	\$0.00	\$250.00	0	1	\$0.00	\$250.00
110	Restoration	SY	15700	\$5.05	\$79,285.00	0	15700	\$0.00	\$79,285.00	0	15700	\$0.00	\$79,285.00	0	15700	\$0.00	\$79,285.00	0	15700	\$0.00	\$79,285.00
111	Silt Fence	LF	3300	\$1.70	\$5,610.00	0	3300	\$0.00	\$5,610.00	0	3300	\$0.00	\$5,610.00	0	3300	\$0.00	\$5,610.00	0	3300	\$0.00	\$5,610.00
112	Ditch Check	LF	60	\$6.80	\$408.00	0	60	\$0.00	\$408.00	0	60	\$0.00	\$408.00	0	60	\$0.00	\$408.00	0			

Item No.	Description	Unit	Bid		Change Order # 1				Change Order # 2				Change Order # 3				Change Order # 4								
			Quantity	Price	Quantity	Revised	Amount	Revised	Quantity	Revised	Amount	Revised	Quantity	Revised	Amount	Revised	Quantity	Revised	Amount	Revised					
	Place Fill for We Energies (Gas)	CY	0	\$6.50	\$0.00	1300	1300	\$8,450.00	\$8,450.00	0	1300	\$0.00	\$8,450.00	0	1300	\$0.00	\$8,450.00	0	1300	\$0.00	\$8,450.00				
	4" Sanitary Lateral to 3800 N. Casaloma Including Core Drilling & Cleanout	LF	0	\$100.00	\$0.00	0	0	\$0.00	\$0.00	99	99	\$9,900.00	\$9,900.00	0	99	\$0.00	\$9,900.00	0	99	\$0.00	\$9,900.00				
	42" RCP Endwall	Each	0	\$1,950.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$1,950.00	\$1,950.00	0	1	\$0.00	\$1,950.00	0	1	\$0.00	\$1,950.00				
	Excavate Corporation Stop & Shut Off at Main	Each	0	\$750.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$750.00	\$750.00	7	8	\$5,250.00	\$6,000.00	0	8	\$0.00	\$6,000.00				
	Relocate AT&T Conduit at 3700 Casaloma Drive	Hours	0	\$800.00	\$0.00	0	0	\$0.00	\$0.00	1.5	1.5	\$1,200.00	\$1,200.00	0	1.5	\$0.00	\$1,200.00	0	1.5	\$0.00	\$1,200.00				
	Relocate Storm Sewer Due to Gas Service Conflict at 3701 Casaloma	Hours	0	\$800.00	\$0.00	0	0	\$0.00	\$0.00	1.5	1.5	\$1,200.00	\$1,200.00	0	1.5	\$0.00	\$1,200.00	0	1.5	\$0.00	\$1,200.00				
	Relay Sanitary Laterals	LF	0	\$100.00	\$0.00	0	0	\$0.00	\$0.00	51	51	\$5,100.00	\$5,100.00	0	51	\$0.00	\$5,100.00	0	51	\$0.00	\$5,100.00				
	Increase Storm Main Depth at 3690 Casaloma Drive	Hours	0	\$800.00	\$0.00	0	0	\$0.00	\$0.00	3.5	3.5	\$2,800.00	\$2,800.00	0	3.5	\$0.00	\$2,800.00	0	3.5	\$0.00	\$2,800.00				
	Revise CB-17 In Field Due to Sanitary Main Conflict	Hours	0	\$750.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$750.00	\$750.00	0	1	\$0.00	\$750.00	0	1	\$0.00	\$750.00				
	Change MH 33A to Siphon Manhole	Hours	0	\$800.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	2	2	\$1,600.00	\$1,600.00	0	2	\$0.00	\$1,600.00				
	6" Storm Lateral	LF	0	\$32.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	194	194	\$6,208.00	\$6,208.00	0	194	\$0.00	\$6,208.00				
	6" Cleanout	Each	0	\$300.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	4	4	\$1,200.00	\$1,200.00	0	4	\$0.00	\$1,200.00				
	Steel Plate on Manholes	Each	0	\$750.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	2	2	\$1,500.00	\$1,500.00	0	2	\$0.00	\$1,500.00				
	Slip Joint Valves	Each	0	\$500.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	8	8	\$4,000.00	\$4,000.00	0	8	\$0.00	\$4,000.00				
	Excavate for Water Service at Sanitary District Direction	Hours	0	\$750.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1.5	1.5	\$1,125.00	\$1,125.00	0	1.5	\$0.00	\$1,125.00				
	Repair Water Main at Sanitary District Direction	Hours	0	\$750.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	2	2	\$1,500.00	\$1,500.00	0	2	\$0.00	\$1,500.00				
	Replace Falling Subgrade After Proof Roll	T&M	0	\$20,669.41	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$20,669.41	\$20,669.41	0	1	\$0.00	\$20,669.41				
	Dredge Private Ditch at Sta. 22+50	T&M	0	\$12,052.11	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$12,052.11	\$12,052.11	0	1	\$0.00	\$12,052.11				
	6" Yard Drain Sta. 37+00	Each	0	\$250.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$250.00	\$250.00	0	1	\$0.00	\$250.00				
	Mill Around Manholes	Each	0	\$206.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	26	26	\$5,356.00	\$5,356.00	-26	0	(\$5,356.00)	\$0.00				
	Mill Butt Joints	SY	0	\$4.12	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	160	160	\$659.20	\$659.20	-160	0	(\$659.20)	\$0.00				
	Revise YD 13	LS	0	\$1,200.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$1,200.00	\$1,200.00				
	Mill Butt Joints and Around Manholes	LS	0	\$5,443.33	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$5,443.33	\$5,443.33				
	Hot Mix Asphalt Pavement 4 MT 58-28 S (Upper Layer)(2019)	Ton	0	\$66.99	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	2000	2000	\$133,980.00	\$133,980.00				
	Hot Mix Asphalt Pavement 4 LT 58-28 S (Trail)(2019)	Ton	0	\$88.10	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	450	450	\$39,645.00	\$39,645.00				
	Asphalt Driveways (3") (2019)	Ton	0	\$26.25	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	968	968	\$25,410.00	\$25,410.00				
	Profile Curb Cuts for Added Bike Lanes	LS	0	\$975.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$975.00	\$975.00				
	Pavement Marking, Arrow, Bike Lane, Epoxy	LF	0	\$105.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	8	8	\$840.00	\$840.00				
	Pavement Marking, Symbol, Bike Lane, Epoxy	LF	0	\$105.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	8	8	\$840.00	\$840.00				
	Replace Island Noses Damaged by Plows	T&M	0	\$5,779.44	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$5,779.44	\$5,779.44				
	Reinstall Traffic Control for 2019	LS	0	\$6,300.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$6,300.00	\$6,300.00				
				Subtotal:	\$2,197,749.91			Subtotal:	(\$31,545.30)	\$2,166,204.61			Subtotal:	(\$18,790.50)	\$2,147,414.11			Subtotal:	\$100,122.81	\$2,247,536.92			Subtotal:	\$44,977.57	\$2,292,514.49
Cobble Creek Drive to Rose Meadow Lane Access Road																									
116	Tree Removal (Access Road)	Each	2	\$250.00	\$500.00	0	2	\$0.00	\$500.00	0	2	\$0.00	\$500.00	0	2	\$0.00	\$500.00	0	2	\$0.00	\$500.00				
117	Remove Existing Gravel Driveway (Access Road)	LS	1	\$900.00	\$900.00	0	1	\$0.00	\$900.00	0	1	\$0.00	\$900.00	0	1	\$0.00	\$900.00	0	1	\$0.00	\$900.00				
118	Place Salvaged Aggregate on Existing Driveway (Access Road)	Ton	150	\$6.40	\$960.00	0	150	\$0.00	\$960.00	-84.69	65.31	(\$542.02)	\$417.98	0	65.31	\$0.00	\$417.98	0	65.31	\$0.00	\$417.98				
119	Base Aggregate Dense 1-1/4 Inch (Access Road)	Ton	180	\$11.55	\$2,079.00	0	180	\$0.00	\$2,079.00	-4	176	(\$46.20)	\$2,032.80	0	176	\$0.00	\$2,032.80	0	176	\$0.00	\$2,032.80				
120	Fine Grading for Paving (Access Road)	SY	1654	\$2.10	\$3,473.40	0	1654	\$0.00	\$3,473.40	0	1654	\$0.00	\$3,473.40	0	1654	\$0.00	\$3,473.40	0	1654	\$0.00	\$3,473.40				
121	Hot Mix Asphalt Pavement 3 MT 58-28 S (Access Road)	Ton	200	\$57.50	\$11,500.00	0	200	\$0.00	\$11,500.00	-2.94	197.06	(\$169.05)	\$11,330.95	0	197.06	\$0.00	\$11,330.95	0	197.06	\$0.00	\$11,330.95				
122	Aggregate Shoulder (Access Road)	Ton	50	\$20.50	\$1,025.00	0	50	\$0.00	\$1,025.00	-28.15	21.85	(\$577.08)	\$447.93	0	21.85	\$0.00	\$447.93	0	21.85	\$0.00	\$447.93				
123	Post, Tubular Steel, 2-3/8 Inch Diameter x 10 Foot (Access Road)	Each	1	\$169.00	\$169.00	0	1	\$0.00	\$169.00	1	2	\$169.00	\$338.00	0	2	\$0.00	\$338.00	0	2	\$0.00	\$338.00				
124	Signs, Reflective (Access Road)	SF	9	\$26.40	\$237.60	0	9	\$0.00	\$237.60	0	9	\$0.00	\$237.60	0	9	\$0.00	\$237.60	0	9	\$0.00	\$237.60				
				Subtotal:	\$20,844.00			Subtotal:	\$0.00	\$20,844.00			Subtotal:	(\$1,165.34)	\$19,678.66			Subtotal:	\$0.00	\$19,678.66			Subtotal:	\$0.00	\$19,678.66
Victory Lane Roundabout																									
125	15 In Storm Lead	LF	332	\$61.20	\$20,318.40	0	332	\$0.00	\$20,318.40	0	332	\$0.00	\$20,318.40	0	332	\$0.00	\$20,318.40	0	332	\$0.00	\$20,318.40				
126	12 In Storm Lead	LF	328	\$58.70	\$19,253.60	0	328	\$0.00	\$19,253.60	0	328	\$0.00	\$19,253.60	64.5	392.5	\$3,786.15	\$23,039.75	0	392.5	\$0.00	\$23,039.75				
127	4 Foot diameter storm, Manhole	VF	6.5	\$306.00	\$1,989.00	0	6.5	\$0.00	\$1,989.00	0	6.5	\$0.00	\$1,989.00	4.5	11	\$1,377.00	\$3,366.00	0	11	\$0.00	\$3,366.00				
128	Catch Basin	Ea	15	\$2,230.00	\$33,450.00	0	15	\$0.00	\$33,450.00	0	15	\$0.00	\$33,450.00	0	15	\$0.00	\$33,450.00	0	15	\$0.00	\$33,450.00				
129	Yard Drain	Ea	1	\$1,892.00	\$1,892.00	0	1	\$0.00	\$1,892.00	0	1	\$0.00	\$1,892.00	0	1	\$0.00	\$1,892.00	0	1	\$0.00	\$1,892.00				
130	Inlet protection	Ea	16	\$60.00	\$960.00	0	16	\$0.00	\$960.00	0	16	\$0.00	\$960.00	0	16	\$0.00	\$960.00	0	16	\$0.00	\$960.00				
131	Relocate hydrant and Auxiliary Valve	Ea	1	\$3,700.00	\$3,700.00	0	1	\$0.00	\$3,700.00	0	1	\$0.00	\$3,700.00	0	1	\$0.00	\$3,700.00	0	1	\$0.00	\$3,700.00				
132	Sawcut asphalt pavement	LF	121	\$1.00	\$121.00	0	121	\$0.00	\$121.00	0	121	\$0.00	\$121.00	0	121	\$0.00	\$121.00	0	121	\$0.00	\$121.00				
133	Excavation	CY	2147	\$11.55	\$24,797.85	0	2147	\$0.00	\$24,797.85	0	2147	\$0.00	\$24,797.85	0	2147	\$0.00	\$24,797.85	0	2147	\$0.00	\$24,797.85				
134	Embankment	CY	100	\$7.95	\$795.00	0	100	\$0.00	\$795.00	0	100	\$0.00	\$795.00	0	100	\$0.00	\$795.00	0	100	\$0.00	\$795.00				
135	Geotextile fabric Type SAS	SY	500	\$2.30	\$1,150.00	0	500	\$0.00	\$1,150.00	0	500	\$0.00	\$1,150.00	4080	4580	\$9,384.00	\$10,534.00	0	4580	\$0.00	\$10,534.00				
136	Base Aggregate Dense 3 Inch	TON	4140	\$10.65	\$44,091.00	0	4140	\$0.00	\$44,091.00	0	4140	\$0.00	\$44,091.00	0	4140	\$0.00	\$44,091.00	-1005.24	3134.76	(\$10,705.81)	\$33,385.19				
137	Base Aggregate Dense 1-1/4 Inch	TON	2450	\$11.25																					

Item No.	Description	Unit	Bid			Change Order # 1				Change Order # 2				Change Order # 3				Change Order # 4						
			Quantity	Price	Bid Amount	Quantity	Revised Quantity	Amount	Revised Amount	Quantity	Revised Quantity	Amount	Revised Amount	Quantity	Revised Quantity	Amount	Revised Amount	Quantity	Revised Quantity	Amount	Revised Amount			
142	Remove Culvert	Ea	1	\$200.00	\$200.00	0	1	\$0.00	\$200.00	0	1	\$0.00	\$200.00	0	1	\$0.00	\$200.00	0	1	\$0.00	\$200.00			
143	18 Inch Curb and Gutter Type A (Reverse Slope)	LF	195	\$16.00	\$3,120.00	0	195	\$0.00	\$3,120.00	0	195	\$0.00	\$3,120.00	0	195	\$0.00	\$3,120.00	0	195	\$0.00	\$3,120.00			
144	Hot Mix Asphalt Pavement 3 MT 58-28S (Lower Layer)	TON	835	\$70.00	\$58,450.00	0	835	\$0.00	\$58,450.00	0	835	\$0.00	\$58,450.00	10.99	845.99	\$769.30	\$59,219.30	0	845.99	\$0.00	\$59,219.30			
145	Hot Mix Asphalt Pavement 4 MT 58-28S (Upper Layer)	TON	695	\$62.50	\$43,437.50	0	695	\$0.00	\$43,437.50	0	695	\$0.00	\$43,437.50	0	695	\$0.00	\$43,437.50	-695	0	(\$43,437.50)	\$0.00			
146	Hot Mix Asphalt Pavement 4 LT 58-28S (Trail)	TON	50	\$129.00	\$6,450.00	0	50	\$0.00	\$6,450.00	0	50	\$0.00	\$6,450.00	0	50	\$0.00	\$6,450.00	-50	0	(\$6,450.00)	\$0.00			
147	Asphalt driveway 3 Inch	SY	70	\$28.50	\$1,995.00	0	70	\$0.00	\$1,995.00	0	70	\$0.00	\$1,995.00	0	70	\$0.00	\$1,995.00	76	146	\$2,166.00	\$4,161.00			
148	Concrete Ramp 6 Inch	SY	80	\$53.60	\$4,288.00	0	80	\$0.00	\$4,288.00	0	80	\$0.00	\$4,288.00	0	80	\$0.00	\$4,288.00	0	80	\$0.00	\$4,288.00			
149	Concrete Sidewalk 4 Inch	SF	6850	\$5.70	\$39,045.00	0	6850	\$0.00	\$39,045.00	0	6850	\$0.00	\$39,045.00	0	6850	\$0.00	\$39,045.00	0	6850	\$0.00	\$39,045.00			
150	Concrete Median Slope Nose Type 1	Ea	3	\$600.00	\$1,800.00	0	3	\$0.00	\$1,800.00	0	3	\$0.00	\$1,800.00	0	3	\$0.00	\$1,800.00	0	3	\$0.00	\$1,800.00			
151	Pedestrian Curb	LF	85	\$26.00	\$2,210.00	0	85	\$0.00	\$2,210.00	0	85	\$0.00	\$2,210.00	5.5	90.5	\$143.00	\$2,353.00	0	90.5	\$0.00	\$2,353.00			
152	Concrete Median Slope Nose Type 2	Ea	8	\$600.00	\$4,800.00	0	8	\$0.00	\$4,800.00	0	8	\$0.00	\$4,800.00	0	8	\$0.00	\$4,800.00	0	8	\$0.00	\$4,800.00			
153	Coloring Concrete Red	SY	540	\$77.25	\$41,715.00	0	540	\$0.00	\$41,715.00	0	540	\$0.00	\$41,715.00	0	540	\$0.00	\$41,715.00	0	540	\$0.00	\$41,715.00			
154	Drilled Tie Bars	Ea	8	\$9.75	\$78.00	0	8	\$0.00	\$78.00	0	8	\$0.00	\$78.00	0	8	\$0.00	\$78.00	0	8	\$0.00	\$78.00			
155	Detectable Warning Field	SF	160	\$31.00	\$4,960.00	0	160	\$0.00	\$4,960.00	0	160	\$0.00	\$4,960.00	0	160	\$0.00	\$4,960.00	0	160	\$0.00	\$4,960.00			
156	Pavement Marking, Epoxy, 4 Inch	LF	3475	\$0.50	\$1,737.50	0	3475	\$0.00	\$1,737.50	0	3475	\$0.00	\$1,737.50	0	3475	\$0.00	\$1,737.50	0	3475	\$0.00	\$1,737.50			
157	Pavement Marking, Epoxy, Channelizing, 8 Inch	LF	200	\$1.00	\$200.00	0	200	\$0.00	\$200.00	0	200	\$0.00	\$200.00	0	200	\$0.00	\$200.00	0	200	\$0.00	\$200.00			
158	Pavement Marking, Epoxy, Diagonal, 12 Inch	LF	227	\$7.50	\$1,702.50	0	227	\$0.00	\$1,702.50	0	227	\$0.00	\$1,702.50	0	227	\$0.00	\$1,702.50	0	227	\$0.00	\$1,702.50			
159	Pavement Marking, Epoxy, Dashed (2 Foot Line, 2 Foot Skip), 18 Inch	LF	60	\$12.00	\$720.00	0	60	\$0.00	\$720.00	0	60	\$0.00	\$720.00	0	60	\$0.00	\$720.00	0	60	\$0.00	\$720.00			
160	Pavement Marking, Crosswalk, Epoxy, 6 Inch	LF	315	\$6.30	\$1,984.50	0	315	\$0.00	\$1,984.50	0	315	\$0.00	\$1,984.50	0	315	\$0.00	\$1,984.50	0	315	\$0.00	\$1,984.50			
161	Remove Sign	Ea	4	\$50.00	\$200.00	0	4	\$0.00	\$200.00	0	4	\$0.00	\$200.00	0	4	\$0.00	\$200.00	0	4	\$0.00	\$200.00			
162	Post, Tubular steel, 2-3/8 Inch Diameter x 10 Foot	Ea	24	\$169.00	\$4,056.00	0	24	\$0.00	\$4,056.00	0	24	\$0.00	\$4,056.00	0	24	\$0.00	\$4,056.00	0	24	\$0.00	\$4,056.00			
163	Signs, reflective	SF	135	\$26.40	\$3,564.00	0	135	\$0.00	\$3,564.00	0	135	\$0.00	\$3,564.00	0	135	\$0.00	\$3,564.00	0	135	\$0.00	\$3,564.00			
164	Restoration	SY	2000	\$4.95	\$9,900.00	0	2000	\$0.00	\$9,900.00	0	2000	\$0.00	\$9,900.00	0	2000	\$0.00	\$9,900.00	0	2000	\$0.00	\$9,900.00			
165	Traffic Control	LS	1	\$8,900.00	\$8,900.00	0	1	\$0.00	\$8,900.00	0	1	\$0.00	\$8,900.00	0	1	\$0.00	\$8,900.00	0	1	\$0.00	\$8,900.00			
166	Temporary Widening	LS	1	\$36,500.00	\$36,500.00	0	1	\$0.00	\$36,500.00	0	1	\$0.00	\$36,500.00	0	1	\$0.00	\$36,500.00	0	1	\$0.00	\$36,500.00			
	High Early Strength Curb & Gutter	LF	0	\$8.40	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1020	1020	\$8,568.00	\$8,568.00	0	1020	\$0.00	\$8,568.00			
	Adjust YD 11 to Avoid Gas	Ea	0	\$250.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$250.00	\$250.00	0	1	\$0.00	\$250.00			
	Stage 3 RAB Detour	LS	0	\$4,175.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$4,175.00	\$4,175.00	0	1	\$0.00	\$4,175.00			
	Mill Butt Joints	SY	0	\$4.12	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	67	67	\$276.04	\$276.04	-67	0	(\$276.04)	\$0.00			
	Mill Butt Joints and Around Manholes	LS	0	\$2,721.67	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$2,721.67	\$2,721.67			
	Hot Mix Asphalt Pavement 4 MT 58-28 S (Upper Layer)(2019)	TON	0	\$75.25	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	695	695	\$52,298.75	\$52,298.75			
	Hot Mix Asphalt Pavement 4 LT 58-28 S (Trail)(2019)	TON	0	\$131.55	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	50	50	\$6,577.50	\$6,577.50			
	Asphalt driveway 3 Inch (2019)	TON	0	\$26.25	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00			
				Subtotal:	\$490,968.35			Subtotal:	\$0.00	\$490,968.35			Subtotal:	\$0.00	\$490,968.35			Subtotal:	\$28,590.49	\$519,558.84		Subtotal:	\$10,203.02	\$529,761.86
Amberwood Lane Storm Sewer																								
167	18 Inch RCP Class IV Storm Sewer	LF	49	\$54.40	\$2,665.60	0	49	\$0.00	\$2,665.60	0	49	\$0.00	\$2,665.60	0	49	\$0.00	\$2,665.60	0	49	\$0.00	\$2,665.60			
168	18 Inch Storm Sewer	LF	649	\$44.00	\$28,556.00	0	649	\$0.00	\$28,556.00	0	649	\$0.00	\$28,556.00	0	649	\$0.00	\$28,556.00	0	649	\$0.00	\$28,556.00			
169	12 Inch RCP Class IV Storm Sewer	LF	55	\$34.00	\$1,870.00	0	55	\$0.00	\$1,870.00	0	55	\$0.00	\$1,870.00	0	55	\$0.00	\$1,870.00	0	55	\$0.00	\$1,870.00			
170	12 Inch Storm Sewer	LF	694	\$32.70	\$22,693.80	0	694	\$0.00	\$22,693.80	0	694	\$0.00	\$22,693.80	0	694	\$0.00	\$22,693.80	0	694	\$0.00	\$22,693.80			
171	6 Inch PVC Schedule 80 Storm Lateral	LF	773	\$28.00	\$21,644.00	0	773	\$0.00	\$21,644.00	0	773	\$0.00	\$21,644.00	0	773	\$0.00	\$21,644.00	-143	630	(\$4,004.00)	\$17,640.00			
172	4 Inch PVC Schedule 80 Storm Lateral	LF	148	\$23.70	\$3,507.60	6	154	\$142.20	\$3,649.80	6	160	\$142.20	\$3,792.00	0	160	\$0.00	\$3,792.00	-10	150	(\$237.00)	\$3,555.00			
173	3 Inch Storm Sewer	LF	22	\$20.60	\$453.20	0	22	\$0.00	\$453.20	0	22	\$0.00	\$453.20	0	22	\$0.00	\$453.20	0	22	\$0.00	\$453.20			
174	Bore 18 Inch Storm Sewer	LF	40	\$123.00	\$4,920.00	0	40	\$0.00	\$4,920.00	0	40	\$0.00	\$4,920.00	0	40	\$0.00	\$4,920.00	0	40	\$0.00	\$4,920.00			
175	Bore 12 Inch Storm Sewer	LF	40	\$81.00	\$3,240.00	0	40	\$0.00	\$3,240.00	0	40	\$0.00	\$3,240.00	0	40	\$0.00	\$3,240.00	0	40	\$0.00	\$3,240.00			
176	Bore 6 Inch Storm Lateral	LF	490	\$30.00	\$14,700.00	0	490	\$0.00	\$14,700.00	0	490	\$0.00	\$14,700.00	-19	471	(\$570.00)	\$14,130.00	0	471	\$0.00	\$14,130.00			
177	Bore 4 Inch Storm Lateral	LF	80	\$27.00	\$2,160.00	0	80	\$0.00	\$2,160.00	0	80	\$0.00	\$2,160.00	0	80	\$0.00	\$2,160.00	0	80	\$0.00	\$2,160.00			
178	Deleted by Addendum			\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00			
179	4 Foot diameter storm, Manhole	VF	51.01	\$585.00	\$29,840.85	0	51.01	\$0.00	\$29,840.85	0	51.01	\$0.00	\$29,840.85	0	51.01	\$0.00	\$29,840.85	0	51.01	\$0.00	\$29,840.85			
180	12 Inch Metal Endwall	Ea	3	\$231.00	\$693.00	0	3	\$0.00	\$693.00	0	3	\$0.00	\$693.00	0	3	\$0.00	\$693.00	0	3	\$0.00	\$693.00			
181	6 Inch Cleanout	Ea	12	\$445.00	\$5,340.00	0	12	\$0.00	\$5,340.00	0	12	\$0.00	\$5,340.00	0	12	\$0.00	\$5,340.00	0	12	\$0.00	\$5,340.00			
182	4 Inch Cleanout	Ea	3	\$325.00	\$975.00	1	4	\$325.00	\$1,300.00	1	5	\$325.00	\$1,625.00	0	5	\$0.00	\$1,625.00	0	5	\$0.00	\$1,625.00			
183	Connect Existing Sump Pump Line	Ea	14	\$110.00	\$1,540.00	1	15	\$110.00	\$1,650.00	1	16	\$110.00	\$1,760.00	0	16	\$0.00	\$1,760.00	0	16	\$0.00	\$1,760.00			
184	Remove Existing 10 Inch Storm Sewer	LF	42	\$15.00	\$630.00	0	42	\$0.00	\$630.00	0	42	\$0.00	\$630.00	0	42	\$0.00	\$630.00	0	42	\$0.00	\$630.00			
185	Sawcut Concrete Driveway	LF	129	\$2.00	\$258.00	0	129	\$0.00	\$258.00	0	129	\$0.00	\$258.00	0	129	\$0.00	\$258.00	0	129	\$0.00	\$258.00			
186	Remove and Replace Concrete Driveway	SY	237	\$51.65	\$12,241.05	0	237	\$0.00	\$12,241.05	0	237	\$0.00	\$12,241.05	0	237	\$0.00	\$12,241.05	0	237	\$0.00	\$12,241.05			
187	Drilled Tie Bars	Ea	44	\$9.75	\$429.00	0	44	\$0.00	\$429.00	0	44	\$0.00	\$429.00	0	44	\$0.00	\$429.00	0	44	\$0.00	\$429.00			
188	Inlet Protection	Ea	8	\$60.00	\$480.00	0	8	\$0.00	\$480.00	0	8	\$0.00	\$480.00	0	8	\$0.00	\$480.00	0	8	\$0.00	\$480.00			
189	Restoration	SY	2731	\$6.90	\$18,843.90	0	2731	\$0.00	\$18,843.90	0	2731	\$0.00	\$18,843.90	0	2731	\$0.00	\$18,843.90	0	2731	\$0.00	\$18,843.90			
190	Traffic Control	LS	1	\$1,600.00	\$1,600.00	0	1	\$0.00	\$1,600.00	0	1	\$0.00	\$1,600.00	0	1	\$0.00	\$1,600.00	0	1	\$0.00	\$1,600.00			
	Exploratory Excavation	Hours	0	\$200.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	2.5	2.5	\$500.00	\$500.00	0	2.5	\$0.00	\$500.00			
	Yard Drain 15A	Each	0	\$2,116.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$2,116.00	\$2,116.00	0	1	\$0.00	\$2,116.00			
				Subtotal:	\$1																			

Item No.	Description	Unit	Bid			Change Order # 1				Change Order # 2				Change Order # 3				Change Order # 4						
			Quantity	Price	Bid Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount	Quantity Revision	Revised Quantity	Amount Revision	Revised Amount			
Bentwood Estates Dry Pond Maintenance																								
191	Inlet Protection (West Basin)	Ea	2	\$125.00	\$250.00	0	2	\$0.00	\$250.00	0	2	\$0.00	\$250.00	0	2	\$0.00	\$250.00	0	2	\$0.00	\$250.00			
192	Gravel Tracking Pad (West Basin)	SY	67	\$15.65	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55			
193	Ditch Check (West Basin)	LF	20	\$6.80	\$136.00	0	20	\$0.00	\$136.00	0	20	\$0.00	\$136.00	0	20	\$0.00	\$136.00	0	20	\$0.00	\$136.00			
194	Dewatering (West Basin)	LS	1	\$5,000.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00			
195	Bush and Tree Removal (West Basin)	Ea	3	\$150.00	\$450.00	0	3	\$0.00	\$450.00	0	3	\$0.00	\$450.00	0	3	\$0.00	\$450.00	0	3	\$0.00	\$450.00			
196	Excavation (West Basin)	CY	405	\$27.85	\$11,279.25	0	405	\$0.00	\$11,279.25	0	405	\$0.00	\$11,279.25	0	405	\$0.00	\$11,279.25	0	405	\$0.00	\$11,279.25			
197	Restoration (West Basin)	SY	1476	\$3.10	\$4,575.60	0	1476	\$0.00	\$4,575.60	0	1476	\$0.00	\$4,575.60	0	1476	\$0.00	\$4,575.60	0	1476	\$0.00	\$4,575.60			
198	Erosion Mat Class 1 Urban Type A (West Basin)	SY	692	\$1.50	\$1,038.00	0	692	\$0.00	\$1,038.00	0	692	\$0.00	\$1,038.00	0	692	\$0.00	\$1,038.00	0	692	\$0.00	\$1,038.00			
199	Erosion Mat Class 1 Urban Type B (West Basin)	SY	744	\$1.60	\$1,190.40	0	744	\$0.00	\$1,190.40	0	744	\$0.00	\$1,190.40	0	744	\$0.00	\$1,190.40	0	744	\$0.00	\$1,190.40			
200	Concrete Ditch Liner (West Basin)	LF	112	\$21.50	\$2,408.00	0	112	\$0.00	\$2,408.00	0	112	\$0.00	\$2,408.00	0	112	\$0.00	\$2,408.00	0	112	\$0.00	\$2,408.00			
201	Remove and Replace Curb and Gutter (West Basin)	LF	16	\$32.50	\$520.00	0	16	\$0.00	\$520.00	0	16	\$0.00	\$520.00	0	16	\$0.00	\$520.00	0	16	\$0.00	\$520.00			
202	Inlet Protection (Center Basin)	Ea	2	\$125.00	\$250.00	0	2	\$0.00	\$250.00	0	2	\$0.00	\$250.00	0	2	\$0.00	\$250.00	0	2	\$0.00	\$250.00			
203	Gravel Tracking Pad (Center Basin)	SY	67	\$15.65	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55			
204	Ditch Check (Center Basin)	LF	15	\$6.80	\$102.00	0	15	\$0.00	\$102.00	0	15	\$0.00	\$102.00	0	15	\$0.00	\$102.00	0	15	\$0.00	\$102.00			
205	Dewatering (Center Basin)	LS	1	\$5,000.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00			
206	Bush and Tree Removal (Center Basin)	Ea	23	\$75.00	\$1,725.00	0	23	\$0.00	\$1,725.00	0	23	\$0.00	\$1,725.00	0	23	\$0.00	\$1,725.00	0	23	\$0.00	\$1,725.00			
207	Excavation (Center Basin)	CY	155	\$15.50	\$2,402.50	0	155	\$0.00	\$2,402.50	0	155	\$0.00	\$2,402.50	0	155	\$0.00	\$2,402.50	0	155	\$0.00	\$2,402.50			
208	Restoration (Center Basin)	SY	2250	\$3.10	\$6,975.00	0	2250	\$0.00	\$6,975.00	0	2250	\$0.00	\$6,975.00	0	2250	\$0.00	\$6,975.00	0	2250	\$0.00	\$6,975.00			
209	Erosion Mat Class 1 Urban Type A (Center Basin)	SY	1054	\$1.50	\$1,581.00	0	1054	\$0.00	\$1,581.00	0	1054	\$0.00	\$1,581.00	0	1054	\$0.00	\$1,581.00	0	1054	\$0.00	\$1,581.00			
210	Erosion Mat Class 1 Urban Type B (Center Basin)	SY	1134	\$1.60	\$1,814.40	0	1134	\$0.00	\$1,814.40	0	1134	\$0.00	\$1,814.40	0	1134	\$0.00	\$1,814.40	0	1134	\$0.00	\$1,814.40			
211	Concrete Ditch Liner (Center Basin)	LF	176	\$21.50	\$3,784.00	0	176	\$0.00	\$3,784.00	40	216	\$860.00	\$4,644.00	0	216	\$0.00	\$4,644.00	0	216	\$0.00	\$4,644.00			
212	Remove and Replace Curb and Gutter (Center Basin)	LF	16	\$33.50	\$536.00	0	16	\$0.00	\$536.00	0	16	\$0.00	\$536.00	0	16	\$0.00	\$536.00	0	16	\$0.00	\$536.00			
213	Inlet Protection (East Basin)	Ea	4	\$125.00	\$500.00	0	4	\$0.00	\$500.00	0	4	\$0.00	\$500.00	0	4	\$0.00	\$500.00	0	4	\$0.00	\$500.00			
214	Gravel Tracking Pad (East Basin)	SY	67	\$15.65	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55			
215	Ditch Check (East Basin)	LF	20	\$6.80	\$136.00	0	20	\$0.00	\$136.00	0	20	\$0.00	\$136.00	0	20	\$0.00	\$136.00	0	20	\$0.00	\$136.00			
216	Dewatering (East Basin)	LS	1	\$5,000.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00			
217	Remove Vegetation (East Basin)	LS	1	\$750.00	\$750.00	0	1	\$0.00	\$750.00	0	1	\$0.00	\$750.00	0	1	\$0.00	\$750.00	0	1	\$0.00	\$750.00			
218	Restoration (East Basin)	SY	750	\$3.10	\$2,325.00	0	750	\$0.00	\$2,325.00	0	750	\$0.00	\$2,325.00	0	750	\$0.00	\$2,325.00	0	750	\$0.00	\$2,325.00			
219	Erosion Mat Class 1 Urban Type A (East Basin)	SY	357	\$1.50	\$535.50	0	357	\$0.00	\$535.50	0	357	\$0.00	\$535.50	0	357	\$0.00	\$535.50	0	357	\$0.00	\$535.50			
220	Erosion Mat Class 1 Urban Type B (East Basin)	SY	378	\$1.60	\$604.80	0	378	\$0.00	\$604.80	0	378	\$0.00	\$604.80	0	378	\$0.00	\$604.80	0	378	\$0.00	\$604.80			
221	Concrete Ditch Liner (East Basin)	LF	145	\$21.50	\$3,117.50	0	145	\$0.00	\$3,117.50	0	145	\$0.00	\$3,117.50	0	145	\$0.00	\$3,117.50	0	145	\$0.00	\$3,117.50			
222	Remove and Replace Curb and Gutter (East Basin)	LF	16	\$33.50	\$536.00	0	16	\$0.00	\$536.00	0	16	\$0.00	\$536.00	0	16	\$0.00	\$536.00	0	16	\$0.00	\$536.00			
223	Gravel Tracking Pad (South Basin)	SY	67	\$15.65	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55	0	67	\$0.00	\$1,048.55			
224	Temporary 18 Inch CMP (South Basin)	LF	17	\$41.00	\$697.00	0	17	\$0.00	\$697.00	0	17	\$0.00	\$697.00	0	17	\$0.00	\$697.00	0	17	\$0.00	\$697.00			
225	Ditch Check (South Basin)	LF	20	\$6.80	\$136.00	0	20	\$0.00	\$136.00	0	20	\$0.00	\$136.00	0	20	\$0.00	\$136.00	0	20	\$0.00	\$136.00			
226	Dewatering (South Basin)	LS	1	\$5,000.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00	0	1	\$0.00	\$5,000.00			
227	Excavation (South Basin)	CY	260	\$15.50	\$4,030.00	0	260	\$0.00	\$4,030.00	0	260	\$0.00	\$4,030.00	0	260	\$0.00	\$4,030.00	0	260	\$0.00	\$4,030.00			
228	Restoration (South Basin)	SY	973	\$3.10	\$3,016.30	0	973	\$0.00	\$3,016.30	0	973	\$0.00	\$3,016.30	0	973	\$0.00	\$3,016.30	0	973	\$0.00	\$3,016.30			
229	Erosion Mat Class 1 Urban Type A (South Basin)	SY	469	\$1.50	\$703.50	0	469	\$0.00	\$703.50	0	469	\$0.00	\$703.50	0	469	\$0.00	\$703.50	0	469	\$0.00	\$703.50			
230	Erosion Mat Class 1 Urban Type B (South Basin)	SY	477	\$1.60	\$763.20	0	477	\$0.00	\$763.20	0	477	\$0.00	\$763.20	0	477	\$0.00	\$763.20	0	477	\$0.00	\$763.20			
231	Concrete Ditch Liner (South Basin)	LF	143	\$22.50	\$3,217.50	0	143	\$0.00	\$3,217.50	0	143	\$0.00	\$3,217.50	0	143	\$0.00	\$3,217.50	0	143	\$0.00	\$3,217.50			
	No Mow Grass (Center Basin)	SY	0	\$0.533	\$0.00	0	0	\$0.00	\$0.00	1483	1483	\$790.44	\$790.44	-1483	0	(\$790.44)	\$0.00	0	0	\$0.00	\$0.00			
	Remove Vegetation (South Basin)	LS	0	\$750.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$750.00	\$750.00	0	1	\$0.00	\$750.00	0	1	\$0.00	\$750.00			
	Reconfigure Middle Basin per Agreement With Property Owner	T&M	0	\$3,020.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$3,020.00	\$3,020.00	0	1	\$0.00	\$3,020.00			
	Dewater Middle Basin	Day	0	\$350.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	21	21	\$7,350.00	\$7,350.00			
				\$86,279.65				\$0.00	\$86,279.65			\$2,400.44	\$88,680.09			\$2,229.56	\$90,909.65			\$7,350.00	\$98,259.65			
Amberwood Lane Storm Laterals on Private Property																								
232	4 Inch Storm Lateral	LF	980	\$22.80	\$22,344.00	0	980	\$0.00	\$22,344.00	60	1040	\$1,368.00	\$23,712.00	-610.4	429.6	(\$13,917.12)	\$9,794.88	0	429.6	\$0.00	\$9,794.88			
233	Connect Storm Lateral to Existing House Discharge Pipe	Ea	14	\$110.00	\$1,540.00	0	14	\$0.00	\$1,540.00	1	15	\$110.00	\$1,650.00	-11	4	(\$1,210.00)	\$440.00	0	4	\$0.00	\$440.00			
234	Lawn Restoration	SY	1650	\$6.90	\$11,385.00	0	1650	\$0.00	\$11,385.00	67	1717	\$462.30	\$11,847.30	-1382	335	(\$9,535.80)	\$2,311.50	0	335	\$0.00	\$2,311.50			
				Subtotal:	\$35,269.00			Subtotal:	\$0.00	\$35,269.00			Subtotal:	\$1,940.30	\$37,209.30			Subtotal:	(\$24,662.92)	\$12,546.38		Subtotal:	\$0.00	\$12,546.38
				Total:	\$3,010,391.91			(\$30,968.10)	\$2,979,423.81			(\$15,037.90)	\$2,964,385.91			\$108,325.94	\$3,072,711.85			\$58,289.59	\$3,131,001.44			



AGENDA REQUEST
5/21/2019

TOPIC: Approve Gillett Street Urbanization Change Order #5, Contract 2018-01, increasing the amount by \$32,808.50.

<input checked="" type="checkbox"/> New Business <input type="checkbox"/> Unfinished Business <input type="checkbox"/> Reports <input type="checkbox"/> Closed Session <input type="checkbox"/> Ordinance/Resolution	Meeting: Town Board
Department Reporting: Public Works	Submitted By: Katie Schwartz, Director PW

ISSUE: Shall the Town Board approve Gillett Street Urbanization Change Order #5, Contract 2018-01, increasing the amount by \$32,808.50.

BACKGROUND/ANALYSIS: Contract 2018-01, for Gillett Street Urbanization, was awarded to RC Excavating, Inc., and the current contract price is \$2,218,557.08. The project is currently under construction.

Change Order #5, increasing the contract amount by \$32,808.50, consists of several items. A detailed analysis of the change order is attached. The largest increase of these items as an overall increase of \$28,209.50 for revising the surface asphalt pricing to reflect 2019 costs.

RECOMMENDATION: Staff recommendation is to approve Gillett Street Urbanization Change Order #5, Contract 2018-01, increasing the amount by 32,808.50.

FISCAL IMPACT: CIP

The Gillett Street Urbanization project will be recorded in the CIP. The contract with RC Excavating, Inc. prior to this change order is for \$2,218,557.08. This change order is an increase of \$32,808.50 and the remaining contingency amount is \$160,417.01.

ATTACHMENTS:
Attachment No. 1 - Gillett Street Urbanization Change Order #5

Town of Grand Chute
Gillett Street Urbanization Reconstruction
Contract 2018-01
Change Order # 5 Detailed Analysis

- **Restoration**
 - Reason for Change: Add per property owner requests.
 - Contract Impact: Increase of \$1,000.00.
 - Assessment Impact: No change (within contract contingency amount).

- **Inlet Protection**
 - Reason for Change: Revise to reinstall inlet protection removed over the winter to prevent roadway flooding during precipitation events and snow melt.
 - Contract Impact: Increase of \$3,599.00.
 - Assessment Impact: No change (within contract contingency amount).

- **Hot Mix Asphalt Pavement (Upper Layer) & Asphalt Driveway**
 - Reason for Change: Revise to 2019 pricing. Asphalt prices increased significantly over the winter. These unit prices are still lower than the Elsner Road unit prices.
 - Contract Impact: Increase of \$28,209.50.
 - Assessment Impact: No change (within contract contingency amount).

- **Complete Change Order Overview**
 - This change order is an increase of \$32,808.50. Total change orders are \$164,571.23. The contract contingency amount is \$324,988.23.
 - There is no increase in assessment rates as a result of this change order.
 - This change order is based on estimated quantities. Payments will be based on measured quantities.

RC EXCAVATING, INC.
3125 Birch Road, Suite D
Suamico, WI 54173

Contract No. 2018-01
Project File No. G0006-9-13-00326.12
Change Order No. Five (5) - Revised
Issue Date: April 9, 2019
Revised Issue Date: April 16, 2019
Project: Town of Grand Chute
N Gillett Street Urbanization

You Are Directed To Make The Changes Noted Below In The Subject Contract:

	(Item Description)	(Price)
5.1	Add \$32,808.50 per Attached Spreadsheet	+ \$32,808.50
	TOTAL	+ \$32,808.50

The Changes Result In The Following Adjustments:

	CONTRACT PRICE	TIME
Prior To This Change Order	<u>\$2,218,557.08</u>	- days
Adjustments Per This Change Order	<u>+ \$32,808.50</u>	0 days
Current Contract Status	<u>\$2,251,365.58</u>	- days

Recommended:
McMAHON ASSOCIATES, INC.
Neenah, Wisconsin

Accepted:
RC EXCAVATING, INC.
Suamico, Wisconsin

Authorized:
TOWN OF GRAND CHUTE
Outagamie County, Wisconsin

By: 
Date: 4-16-19

By: 
Date: 4-16-19

By: _____
Date: _____

- OWNER Copy
- CONTRACTOR Copy
- ENGINEER Copy (Contract Copy)
- FILE COPY

Four (4) Copies Should Accompany This Change Order
Execute And Return To ENGINEER For Distribution

Town of Grand Chute
North Gillett Street Urbanization
Capitol Drive to Elsner Road
Contract 2018-01
G0006-9-13-00326.12

Item No.	Description	Unit	Bid Quantity	Unit Price	Bid Amount	Change Order # 1				Change Order # 2				Change Order # 3				Change Order # 4				Change Order # 5			
						Quantity	Revised Quantity	Amount	Revised Amount	Quantity	Revised Quantity	Amount	Revised Amount	Quantity	Revised Quantity	Amount	Revised Amount	Quantity	Revised Quantity	Amount	Revised Amount	Quantity	Revised Quantity	Amount	Revised Amount
1	29" x 45" RCP Class IV Storm Sewer	LF	60	\$119.00	\$7,140.00	0	60	\$0.00	\$7,140.00	4	64	\$476.00	\$7,616.00	0	64	\$0.00	\$7,616.00	0	64	\$0.00	\$7,616.00	0	64	\$0.00	\$7,616.00
2	36" RCP Class IV Storm Sewer	LF	440	\$71.00	\$31,240.00	0	440	\$0.00	\$31,240.00	-2	438	(\$142.00)	\$31,098.00	0	438	\$0.00	\$31,098.00	0	438	\$0.00	\$31,098.00	0	438	\$0.00	\$31,098.00
3	36 Inch RCP Storm Sewer	L.F.	178	\$66.00	\$11,748.00	0	178	\$0.00	\$11,748.00	0	178	\$0.00	\$11,748.00	0	178	\$0.00	\$11,748.00	0	178	\$0.00	\$11,748.00	0	178	\$0.00	\$11,748.00
4	36 Inch Storm Sewer	L.F.	29	\$63.00	\$1,827.00	-29	0	(\$1,827.00)	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00
5	30 Inch RCP Storm Sewer	L.F.	256	\$54.00	\$13,824.00	0	256	\$0.00	\$13,824.00	0	256	\$0.00	\$13,824.00	0	256	\$0.00	\$13,824.00	0	256	\$0.00	\$13,824.00	0	256	\$0.00	\$13,824.00
6	24 Inch RCP Class IV Storm Sewer	L.F.	68	\$54.00	\$3,672.00	0	68	\$0.00	\$3,672.00	4	72	\$216.00	\$3,888.00	0	72	\$0.00	\$3,888.00	0	72	\$0.00	\$3,888.00	0	72	\$0.00	\$3,888.00
7	24 Inch RCP Storm Sewer	L.F.	1080	\$43.00	\$46,440.00	0	1080	\$0.00	\$46,440.00	-5	1075	(\$215.00)	\$46,225.00	0	1075	\$0.00	\$46,225.00	0	1075	\$0.00	\$46,225.00	0	1075	\$0.00	\$46,225.00
8	24 Inch Storm Sewer	L.F.	824	\$43.00	\$35,432.00	0	824	\$0.00	\$35,432.00	3	827	\$129.00	\$35,561.00	0	827	\$0.00	\$35,561.00	0	827	\$0.00	\$35,561.00	0	827	\$0.00	\$35,561.00
9	21 Inch RCP Storm Sewer	L.F.	222	\$39.00	\$8,658.00	0	222	\$0.00	\$8,658.00	1	223	\$39.00	\$8,697.00	0	223	\$0.00	\$8,697.00	0	223	\$0.00	\$8,697.00	0	223	\$0.00	\$8,697.00
10	21 Inch Storm Sewer	L.F.	419	\$38.00	\$15,922.00	0	419	\$0.00	\$15,922.00	3	422	\$114.00	\$16,036.00	0	422	\$0.00	\$16,036.00	0	422	\$0.00	\$16,036.00	0	422	\$0.00	\$16,036.00
11	18 Inch RCP Storm Sewer	L.F.	60	\$43.00	\$2,580.00	0	60	\$0.00	\$2,580.00	-29	31	(\$1,247.00)	\$1,333.00	0	31	\$0.00	\$1,333.00	0	31	\$0.00	\$1,333.00	0	31	\$0.00	\$1,333.00
12	18 Inch Storm Sewer	L.F.	783	\$35.00	\$27,405.00	0	783	\$0.00	\$27,405.00	26	809	\$910.00	\$28,315.00	0	809	\$0.00	\$28,315.00	282	1091	\$9,870.00	\$38,185.00	0	1091	\$0.00	\$38,185.00
13	15 Inch Storm Sewer	L.F.	843	\$30.00	\$25,290.00	0	843	\$0.00	\$25,290.00	12	855	\$360.00	\$25,650.00	0	855	\$0.00	\$25,650.00	-71	784	(\$2,130.00)	\$23,520.00	0	784	\$0.00	\$23,520.00
14	12 Inch Storm Sewer	L.F.	250	\$29.00	\$7,250.00	0	250	\$0.00	\$7,250.00	1	251	\$29.00	\$7,279.00	0	251	\$0.00	\$7,279.00	-100	151	(\$2,900.00)	\$4,379.00	0	151	\$0.00	\$4,379.00
15	12 Inch RCP Storm Lead	L.F.	76	\$41.00	\$3,116.00	0	76	\$0.00	\$3,116.00	0	76	\$0.00	\$3,116.00	-42	34	(\$1,722.00)	\$1,394.00	0	34	\$0.00	\$1,394.00	0	34	\$0.00	\$1,394.00
16	12 Inch Storm Lead	L.F.	1015	\$37.00	\$37,555.00	0	1015	\$0.00	\$37,555.00	0	1015	\$0.00	\$37,555.00	132	1147	\$4,884.00	\$42,439.00	0	1147	\$0.00	\$42,439.00	0	1147	\$0.00	\$42,439.00
17	8 Inch Storm Lead	L.F.	212	\$35.00	\$7,420.00	0	212	\$0.00	\$7,420.00	0	212	\$0.00	\$7,420.00	50	262	\$1,750.00	\$9,170.00	0	262	\$0.00	\$9,170.00	0	262	\$0.00	\$9,170.00
18	4 Inch Storm Lead	L.F.	1632	\$26.50	\$43,248.00	0	1632	\$0.00	\$43,248.00	0	1632	\$0.00	\$43,248.00	165	1797	\$4,372.50	\$47,620.50	0	1797	\$0.00	\$47,620.50	0	1797	\$0.00	\$47,620.50
19	8 Foot Diameter Manhole	V.F.	6.85	\$785.00	\$5,377.25	0	6.85	\$0.00	\$5,377.25	0	6.85	\$0.00	\$5,377.25	-0.12	6.73	(\$94.20)	\$5,283.05	0	6.73	\$0.00	\$5,283.05	0	6.73	\$0.00	\$5,283.05
20	6 Foot Diameter Manhole	V.F.	20.2	\$488.00	\$9,857.60	0	20.2	\$0.00	\$9,857.60	0	20.2	\$0.00	\$9,857.60	-0.06	20.14	(\$29.28)	\$9,828.32	0	20.14	\$0.00	\$9,828.32	0	20.14	\$0.00	\$9,828.32
21	5 Foot Diameter Manhole	V.F.	48.37	\$458.00	\$22,153.46	0	48.37	\$0.00	\$22,153.46	0	48.37	\$0.00	\$22,153.46	11.77	60.14	\$5,390.66	\$27,544.12	0	60.14	\$0.00	\$27,544.12	0	60.14	\$0.00	\$27,544.12
22	4 Foot Diameter Manhole	V.F.	103.72	\$303.00	\$31,427.16	0	103.72	\$0.00	\$31,427.16	0	103.72	\$0.00	\$31,427.16	-9.96	93.76	(\$3,017.88)	\$28,409.28	0	93.76	\$0.00	\$28,409.28	0	93.76	\$0.00	\$28,409.28
23	Inlet	Ea.	41	\$1,625.00	\$66,625.00	0	41	\$0.00	\$66,625.00	0	41	\$0.00	\$66,625.00	0	41	\$0.00	\$66,625.00	0	41	\$0.00	\$66,625.00	0	41	\$0.00	\$66,625.00
24	Yard Drains	Ea.	15	\$1,255.00	\$18,825.00	0	15	\$0.00	\$18,825.00	0	15	\$0.00	\$18,825.00	0	15	\$0.00	\$18,825.00	0	15	\$0.00	\$18,825.00	0	15	\$0.00	\$18,825.00
25	Ditch Inlet	Ea.	4	\$1,225.00	\$4,900.00	0	4	\$0.00	\$4,900.00	0	4	\$0.00	\$4,900.00	-1	3	(\$1,225.00)	\$3,675.00	0	3	\$0.00	\$3,675.00	0	3	\$0.00	\$3,675.00
26	Connect 21 Inch Storm Sewer to 75" x 96" Culvert	Ea.	1	\$3,000.00	\$3,000.00	0	1	\$0.00	\$3,000.00	0	1	\$0.00	\$3,000.00	0	1	\$0.00	\$3,000.00	0	1	\$0.00	\$3,000.00	0	1	\$0.00	\$3,000.00
27	Connect 15 Inch Storm Sewer to 75" x 96" Culvert	Ea.	1	\$2,350.00	\$2,350.00	0	1	\$0.00	\$2,350.00	0	1	\$0.00	\$2,350.00	0	1	\$0.00	\$2,350.00	0	1	\$0.00	\$2,350.00	0	1	\$0.00	\$2,350.00
28	4 Inch Cleanout	Ea.	61	\$1,065.00	\$10,065.00	0	61	\$0.00	\$10,065.00	0	61	\$0.00	\$10,065.00	-3	58	(\$495.00)	\$9,570.00	0	58	\$0.00	\$9,570.00	0	58	\$0.00	\$9,570.00
29	Connect to Existing 12 Inch Pond Outlet	Ea.	1	\$230.00	\$230.00	0	1	\$0.00	\$230.00	0	1	\$0.00	\$230.00	0	1	\$0.00	\$230.00	0	1	\$0.00	\$230.00	0	1	\$0.00	\$230.00
30	Connect to Existing 8 Inch Pond Outlet	Ea.	1	\$180.00	\$180.00	0	1	\$0.00	\$180.00	0	1	\$0.00	\$180.00	0	1	\$0.00	\$180.00	0	1	\$0.00	\$180.00	0	1	\$0.00	\$180.00
31	Connect to Existing Storm Lateral	Ea.	20	\$69.00	\$1,380.00	0	20	\$0.00	\$1,380.00	0	20	\$0.00	\$1,380.00	3	23	\$207.00	\$1,587.00	0	23	\$0.00	\$1,587.00	0	23	\$0.00	\$1,587.00
32	Inlet Protection	Ea.	57	\$61.00	\$3,477.00	0	57	\$0.00	\$3,477.00	0	57	\$0.00	\$3,477.00	2	59	\$122.00	\$3,599.00	0	59	\$0.00	\$3,599.00	59	118	\$3,599.00	\$7,198.00
33	Relocate Hydrant and Auxiliary Valve	Ea.	1	\$2,900.00	\$2,900.00	0	1	\$0.00	\$2,900.00	0	1	\$0.00	\$2,900.00	0	1	\$0.00	\$2,900.00	0	1	\$0.00	\$2,900.00	0	1	\$0.00	\$2,900.00
34	Relocate Hydrant	Ea.	1	\$2,130.00	\$2,130.00	0	1	\$0.00	\$2,130.00	0	1	\$0.00	\$2,130.00	0	1	\$0.00	\$2,130.00	0	1	\$0.00	\$2,130.00	0	1	\$0.00	\$2,130.00
35	Replace Hydrant Bolts	Ea.	10	\$1,410.00	\$14,100.00	0	10	\$0.00	\$14,100.00	0	10	\$0.00	\$14,100.00	1	11	\$1,410.00	\$15,510.00	0	11	\$0.00	\$15,510.00	0	11	\$0.00	\$15,510.00
36	Replace Tee Bolts	Ea.	10	\$1,515.00	\$15,150.00	0	10	\$0.00	\$15,150.00	0	10	\$0.00	\$15,150.00	5	15	\$7,575.00	\$22,725.00	0	15	\$0.00	\$22,725.00	0	15	\$0.00	\$22,725.00
37	Replace Valve Bolts	Ea.	15	\$1,175.00	\$17,625.00	0	15	\$0.00	\$17,625.00	0	15	\$0.00	\$17,625.00	0	15	\$0.00	\$17,625.00	10	25	\$11,750.00	\$29,375.00	0	25	\$0.00	\$29,375.00
38	Adjust Sanitary Manhole Rim	Ea.	8	\$505.00	\$4,040.00	0	8	\$0.00	\$4,040.00	0	8	\$0.00	\$4,040.00	0	8	\$0.00	\$4,040.00	2.5	10.5	\$1,262.50	\$5,302.50	0	10.5	\$0.00	\$5,302.50
39	Reconstruct Manhole Rim	Ea.	10	\$1,240.00	\$12,400.00	0	10	\$0.00	\$12,400.00	0	10	\$0.00	\$12,400.00	0	10	\$0.00	\$12,400.00	0	10	\$0.00	\$12,400.00	0	10	\$0.00	\$12,400.00
40	8 Inch Sanitary Sewer	L.F.	100	\$69.00	\$6,900.00	100	200	\$6,900.00	\$13,800.00	0	200	\$0.00	\$13,800.00	0	200	\$0.00	\$13,800.00	-138	62	(\$9,522.00)	\$4,278.00	0	62	\$0.00	\$4,278.00
41	Sanitary Manhole	V.F.	8.79	\$305.00	\$2,680.95	0	8.79	\$0.00	\$2,680.95	0	8.79	\$0.00	\$2,680.95	0	8.79	\$0.00	\$2,680.95	0.29	9.08	\$88.45	\$2,769.40	0	9.08	\$0.00	\$2,769.40
42	Remove 36 Inch CMP	Ea.	1	\$885.00	\$885.00	0	1	\$0.00	\$885.00	0	1	\$0.00	\$885.00	0	1	\$0.00	\$885.00	0	1	\$0.00	\$885.00	0	1	\$0.00	\$885.00
43	Remove 24 Inch CMP	Ea.	3	\$590.00	\$1,770.00	0	3	\$0.00	\$1,770.00	0	3	\$0.00	\$1,770.00	0	3	\$0.00	\$1,770.00	0	3	\$0.00	\$1,770.00	0	3	\$0.00	\$1,770.00
44	Remove Culvert	Ea.	45	\$150.00	\$6,750.00	0	45	\$0.00	\$6,750.00	0	45	\$0.00	\$6,750.00	-2	43	(\$300.00)	\$6,450.00	0	43	\$0.00	\$6,450.00	0	43		

73	Pavement Marking Epoxy 4 Inch	L.F.	11130	\$0.40	\$4,452.00	0	11130	\$0.00	\$4,452.00	0	11130	\$0.00	\$4,452.00	0	11130	\$0.00	\$4,452.00	0	11130	\$0.00	\$4,452.00	
74	Pavement Marking , 6 Inch, Crosswalk, Epoxy	L.F.	1147	\$7.70	\$8,831.90	0	1147	\$0.00	\$8,831.90	0	1147	\$0.00	\$8,831.90	0	1147	\$0.00	\$8,831.90	0	1147	\$0.00	\$8,831.90	
75	Pavement Marking, 8 Inch, Channelizing, Epoxy	L.F.	90	\$1.01	\$90.90	0	90	\$0.00	\$90.90	0	90	\$0.00	\$90.90	0	90	\$0.00	\$90.90	0	90	\$0.00	\$90.90	
76	Pavement Marking, 12 Inch, Stop Bar, Epoxy	L.F.	201	\$9.10	\$1,829.10	0	201	\$0.00	\$1,829.10	0	201	\$0.00	\$1,829.10	0	201	\$0.00	\$1,829.10	0	201	\$0.00	\$1,829.10	
77	Pavement Marking Arrows, Type 2, Epoxy	Ea.	2	\$245.00	\$490.00	0	2	\$0.00	\$490.00	0	2	\$0.00	\$490.00	0	2	\$0.00	\$490.00	0	2	\$0.00	\$490.00	
78	Pavement Marking Arrows, Type 3, Epoxy	Ea.	2	\$325.00	\$650.00	0	2	\$0.00	\$650.00	0	2	\$0.00	\$650.00	0	2	\$0.00	\$650.00	0	2	\$0.00	\$650.00	
79	Post Tubular Steel, 2-3/8 Inch Diameter x 10 Foot	Ea.	61	\$167.00	\$10,187.00	-18	43	(\$3,006.00)	\$7,181.00	0	43	\$0.00	\$7,181.00	0	42	(\$167.00)	\$7,014.00	0	42	\$0.00	\$7,014.00	
80	Signs, Reflective	S.F.	346.75	\$20.20	\$7,004.35	-64	282.75	(\$1,292.80)	\$5,711.55	0	282.75	\$0.00	\$5,711.55	0	282.75	\$0.00	\$5,711.55	28	310.75	\$565.60	\$6,277.15	
81	Erosion Control Mat, Urban Class I, Type A	S.Y.	67	\$8.10	\$542.70	0	67	\$0.00	\$542.70	0	67	\$0.00	\$542.70	0	67	\$0.00	\$542.70	0	67	\$0.00	\$542.70	
82	Silt Fence	L.F.	2220	\$2.05	\$4,551.00	0	2220	\$0.00	\$4,551.00	0	2220	\$0.00	\$4,551.00	0	2220	\$0.00	\$4,551.00	0	2220	\$0.00	\$4,551.00	
83	Remove and Reset Mailboxes	Ea.	38	\$130.00	\$4,940.00	0	38	\$0.00	\$4,940.00	0	38	\$0.00	\$4,940.00	0	38	\$0.00	\$4,940.00	3	41	\$390.00	\$5,330.00	
84	Traffic Control	L.S.	1	\$6,500.00	\$6,500.00	0	1	\$0.00	\$6,500.00	0	1	\$0.00	\$6,500.00	0	1	\$0.00	\$6,500.00	0.33	1.33	\$2,145.00	\$8,645.00	
	24 Inch Dual Storm Sewer	LF	0	\$132.00	\$0.00	28	28	\$3,696.00	\$3,696.00	-1	27	(\$132.00)	\$3,564.00	0	27	\$0.00	\$3,564.00	0	27	\$0.00	\$3,564.00	
	Modify MH 34+67	LS	0	\$935.00	\$0.00	1	1	\$935.00	\$935.00	0	1	\$0.00	\$935.00	0	1	\$0.00	\$935.00	0	1	\$0.00	\$935.00	
	Junction Chamber	Ea.	0	\$7,458.00	\$0.00	1	1	\$7,458.00	\$7,458.00	0	1	\$0.00	\$7,458.00	0	1	\$0.00	\$7,458.00	0	1	\$0.00	\$7,458.00	
	Special Backfill to Replace Unacceptable Native Backfill	TON	0	\$15.80	\$0.00	803.14	803.14	\$12,689.61	\$12,689.61	0	803.14	\$0.00	\$12,689.61	0	803.14	\$0.00	\$12,689.61	69.98	873.12	\$1,105.68	\$13,795.30	
	12 Inch Water Main	LF	0	\$102.90	\$0.00	0	0	\$0.00	\$0.00	260	260	\$26,754.00	\$26,754.00	0	260	\$0.00	\$26,754.00	0	260	\$0.00	\$26,754.00	
	Hydrant	Ea.	0	\$4,055.10	\$0.00	1	1	\$4,055.10	\$4,055.10	0	1	\$0.00	\$4,055.10	0	1	\$0.00	\$4,055.10	0	1	\$0.00	\$4,055.10	
	12 Inch Resilient Wedge Gate Valve	Ea.	0	\$2,691.15	\$0.00	1	1	\$2,691.15	\$2,691.15	0	1	\$0.00	\$2,691.15	0	1	\$0.00	\$2,691.15	0	1	\$0.00	\$2,691.15	
	12 Inch 22.5-Degree Bends	Ea.	0	\$559.65	\$0.00	2	2	\$1,119.30	\$1,119.30	0	2	\$0.00	\$1,119.30	0	2	\$0.00	\$1,119.30	0	2	\$0.00	\$1,119.30	
	12 Inch x 12 Inch Tee	Ea.	0	\$772.80	\$0.00	1	1	\$772.80	\$772.80	0	1	\$0.00	\$772.80	0	1	\$0.00	\$772.80	0	1	\$0.00	\$772.80	
	12 Inch x 6 Inch Reducer	Ea.	0	\$325.50	\$0.00	2	2	\$651.00	\$651.00	0	2	\$0.00	\$651.00	0	2	\$0.00	\$651.00	0	2	\$0.00	\$651.00	
	10 Inch Sanitary Sewer	LF	0	\$72.26	\$0.00	112	112	\$8,093.12	\$8,093.12	0	112	\$0.00	\$8,093.12	0	112	\$0.00	\$8,093.12	0	112	\$0.00	\$8,093.12	
	Install Hydrant (Hydrant Furnished by Town)	Ea.	0	\$525.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$525.00	\$525.00	0	1	\$0.00	\$525.00	2	3	\$1,050.00	\$1,575.00	
	Biolog Ditch Check	Ea.	0	\$150.00	\$0.00	0	0	\$0.00	\$0.00	4	4	\$600.00	\$600.00	0	4	\$0.00	\$600.00	0	4	\$0.00	\$600.00	
	Install Inlets on East Side at Evergreen Drive	T&M	0	\$9,005.77	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$9,005.77	\$9,005.77	0	1	\$0.00	\$9,005.77	
	6" Hydrant Lead	LF	0	\$11.16	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	8	8	\$89.28	\$89.28	0	8	\$0.00	\$89.28	
	6" Auxiliary Valve	Ea.	0	\$1,102.50	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$1,102.50	\$1,102.50	0	1	\$0.00	\$1,102.50	
	Lowering Water Main at Skyview Lane	T&M	0	\$3,254.93	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$3,254.93	\$3,254.93	0	1	\$0.00	\$3,254.93	
	Storm Sewer Siphon Under Water Main at Little Ranch Road	T&M	0	\$9,963.78	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$9,963.78	\$9,963.78	0	1	\$0.00	\$9,963.78	
	Alter Inlets & Yard Drains Due to Utilities Conflicts	Ea.	0	\$262.50	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	7	7	\$1,837.50	\$1,837.50	0	7	\$0.00	\$1,837.50	
	Replace 8 Inch Resilient Wedge Gate Valve	Ea.	0	\$1,896.82	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	
	Traffic Control (2019)	L.S.	0	\$4,488.75	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	1	1	\$4,488.75	\$4,488.75	
	Mill Around Manhole Castings	Ea.	0	\$255.68	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	
	Mill Butt Joints at Transitions	SY	0	\$32.59	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	
	Additional Mobilization for 2019	LS	0	\$2,047.50	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	
	Sweep Street	LS	0	\$2,378.25	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	
	Hot Mix Asphalt, 4MT 58-28 S (Upper Layer)(2019)	Ton	0	\$59.98	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	0	0	\$0.00	\$0.00	
	Total:			\$2,086,794.35				\$50,615.28	\$2,137,409.63			\$28,416.00	\$2,165,825.63			\$40,669.76	\$2,206,495.39			\$12,061.68	\$2,218,557.08	
																					\$32,808.50	\$2,251,365.58

Workbook: Gillett Street
Worksheet: Change orders
Disk: w:\PROJECTS\G0006\930326\00\Spreadsheets

Authorized: August 23, 2018

Authorized: November 8, 2018

Authorized: December 4, 2018

Authorized: March 19, 2019

Recommended: April 15, 2019



AGENDA REQUEST
5/21/2019

TOPIC: Special assessment methodology for the 2019 N. Buran Way street extension project.

<input checked="" type="checkbox"/> New Business <input type="checkbox"/> Unfinished Business <input type="checkbox"/> Reports <input type="checkbox"/> Closed Session <input type="checkbox"/> Ordinance/Resolution	Meeting: Town Board
Department Reporting: Public Works	Submitted By: Karen M. Heyrman, P.E. <i>kmb</i> Deputy Director of Public Works

ISSUE: Shall the Town Board approve the methodology for special assessments to adjacent property owners for street, sanitary sewer, water main, and storm sewer improvements proposed for the N. Buran Way street extension project in 2019.

BACKGROUND/ANALYSIS: The N. Buran Way street extension project begins 200' northwest of Heron Lane and extends 550' northwest. The new road will be 33' from back of curb to back of curb in a 66' right of way. Sidewalk will be extended on the north side to match the existing section off of Heron Lane. The extension will cross a navigable stream tributary to mud creek. An aluminum box culvert will be constructed at this crossing. The speed limit will be 25 mph.

The N. Buran Way extension includes three properties as identified in CSM 7382 zoned R-4. Lot 1 and Lot 2 are restricted access to N. Buran Way per the PUD for White Hawk Apartments. The public hearing for special assessments is scheduled for June 18, 2019.

Assessment calculations include the following:

- The assessment schedule includes calculation for front foot dimensions of abutting property and per acre of abutting property. The special assessment policy allows for assessments to be on an area wide basis, if the Town Board determines that the benefit can be fairly distributed through this method.
- The stream culvert crossing and sidewalk are not included in the special assessment calculations.
- Lot 1 and Lot 2 frontage or acreage is included in the assessment calculations but will not be special assessed because they are precluded access.
- There are no corner lots.
- R-4 properties are responsible for 100% of the roadway costs and \$40 per foot maximum for the storm sewer. Lot 3 is able to finance the assessments with the Town per the Policy for Special Assessments method of payment schedule in Section II.B.3.

RECOMMENDATION: Staff recommends that the special assessment methodology for this project be on a "per acre" basis in accordance with the current Special Assessment Policy. The stream crossing culvert and sidewalk facilities will be removed from the costs prior to the calculation of the special assessments.

FISCAL IMPACT: CIP, San 1, San 2, San 3

ATTACHMENTS:

Attachment No. 1 - N. Buran Way schedule of special assessments based on estimates

Attachment No. 2 - N. Buran Way Preliminary Resolution map

Attachment No. 3 - Zoning map

Town of Grand Chute
 Buran Way (200' northwest of Heron Lane to 550' northwest)
 Storm Sewer, Sanitary Sewer, Water Main, & Street Construction
 Contract 2019-01

Project Cost (based on estimate quantities):

Storm Sewer Infrastructure:

Description	Units	Quantity	Unit Price	Amount	Main	Service
					Assessable Amount	Assessable Amount
12" Storm Sewer PVC	I.f.	201	\$28.00	\$5,628.00	\$2,814.00	
12" Endwall	each	1	\$350.00	\$350.00	\$175.00	
Contech #10 Aluminum Box Culvert	each	1	\$68,000.00	\$68,000.00	\$0.00	
Temporary Stream Bypass	L.S.	1	\$2,500.00	\$2,500.00	\$0.00	
Handrail	L.S.	1	\$18,500.00	\$18,500.00	\$0.00	
48" Storm Manholes	v.f.	4.38	\$300.00	\$1,314.00	\$657.00	
Manhole Casting	each	1	\$350.00	\$350.00	\$175.00	
2' x 3' Inlets with Castings	each	2	\$2,000.00	\$4,000.00	\$2,000.00	
4" Storm Connection	each	1	\$150.00	\$150.00		\$150.00
4" Storm Lateral	I.f.	19	\$14.00	\$266.00		\$266.00
		Subtotal:		\$101,058.00	\$5,821.00	\$416.00
		Engineering (15%):		\$15,158.70	\$873.15	\$62.40
		Contingencies (15%):		\$15,158.70	\$873.15	\$62.40
		Subtotal:		\$131,375.40	\$7,567.30	\$540.80
		Administration (5%)		\$6,568.77	\$378.37	\$27.04
		Total Storm Sewer Cost:		\$137,944.17	\$7,945.67	\$567.84

Sanitary Infrastructure:

Description	Unit	Estimate Unit		Amount	Main	Service
		Quantity	Price		Assessable Amount	Assessable Amount
8" Sanitary Sewer	I.f.	715	\$35.00	\$25,025.00	\$25,025.00	
48" Sanitary Manholes	v.f.	18.11	\$300.00	\$5,433.00	\$5,433.00	
Manhole Casting	each	2	\$350.00	\$700.00	\$700.00	
4" Sanitary laterals	I.f.	30	\$15.00	\$450.00		\$450.00
4" Sanitary Connections (4x8)	each	1	\$100.00	\$100.00		\$100.00
Connection to Existing Manhole with Bench Reconstruction	each	1	\$1,500.00	\$1,500.00	\$1,500.00	
		Subtotal:		\$33,208.00	\$32,658.00	\$550.00
		Engineering (15%):		\$4,981.20	\$4,898.70	\$82.50
		Contingencies (15%):		\$4,981.20	\$4,898.70	\$82.50
		Subtotal:		\$43,170.40	\$42,455.40	\$715.00
		Administration (5%)		\$2,158.52	\$2,122.77	\$35.75
		Total Sanitary Sewer Cost:		\$45,328.92	\$44,578.17	\$750.75

Water Infrastructure

Description	Unit	Estimate Unit		Amount	Main	Service
		Quantity	Price		Assessable Amount	Assessable Amount
8" Watermain	I.f.	730	\$45.00	\$32,850.00	\$32,850.00	
Fire Hydrant & Aux Valve	each	2	\$3,200.00	\$6,400.00	\$6,400.00	
8" Valve	each	2	\$1,800.00	\$3,600.00	\$3,600.00	
Tee Connection	each	1	\$1,000.00	\$1,000.00	\$1,000.00	
6" Hydrant Lead	I.f.	17	\$35.00	\$595.00	\$595.00	
Temporary Hydrant with Reducer	each	1	\$2,850.00	\$2,850.00		
1-1/4" Water Service Corporation, Curb Stop & Box	each	1	\$350.00	\$350.00		\$350.00
1-1/4" Water Service Lateral	I.f.	16	\$13.50	\$216.00		\$216.00
		Subtotal:		\$47,861.00	\$44,445.00	\$566.00
		Engineering (15%):		\$7,179.15	\$6,666.75	\$84.90
		Contingencies (15%):		\$7,179.15	\$6,666.75	\$84.90
		Subtotal:		\$62,219.30	\$57,778.50	\$735.80
		Administration (5%)		\$3,110.97	\$2,888.93	\$36.79
		Total Water Main Cost:		\$65,330.27	\$60,667.43	\$772.59

For Discussion Only

Town of Grand Chute
 Buran Way (200' northwest of Heron Lane to 550' northwest)
 Storm Sewer, Sanitary Sewer, Water Main, & Street Construction
 Contract 2019-01

Project Cost (based on estimate quantities):

Street Infrastructure:

Description	Unit	Estimate Unit		Amount	Assessable Amount
		Quantity	Price		
Tracking Pad	each	1	\$850.00	\$850.00	\$850.00
Silt Fence	l.f.	1624	\$2.00	\$3,248.00	\$3,248.00
Inlet Protection	each	5	\$100.00	\$500.00	\$500.00
Tree Removal, Clearing and Grubb	L.S.	1	\$1,000.00	\$1,000.00	\$1,000.00
Top Soil Stripping	s.y.	5,276	\$1.00	\$5,276.00	\$5,276.00
Unclassified Excavation	c.y.	136	\$5.00	\$680.00	\$680.00
Unclassified Fill	c.y.	2,205	\$10.50	\$23,152.50	\$23,152.50
Geogrid	s.y.	2,061	\$2.70	\$5,565.00	\$5,565.00
Fine Grading	s.y.	5,276	\$1.25	\$6,595.00	\$6,595.00
Import & Place CABC (12" depth) for Roadway	ton	1,408	\$12.50	\$17,605.32	\$17,605.32
Import & Place CABC (4" depth)	ton	88	\$12.50	\$1,104.95	\$0.00
Import & Place CABC (12" depth) for Walking Trail	ton	27	\$12.50	\$334.07	\$0.00
Urban Type B Matting with Seed	s.y.	691	\$2.00	\$1,381.33	\$1,381.33
Seed & Mulch Disturbed Areas	s.y.	2,794	\$1.75	\$4,890.28	\$4,890.28
30" Standard Curb & Gutter	l.f.	1,055	\$12.00	\$12,660.00	\$12,660.00
Sawcut 30" Mountable Curb & Remove & Replace 30" Mountable Curb & Gutter	l.f.	15	\$3.50	\$52.50	\$52.50
Sawcut Asphalt Pavement	l.f.	40	\$50.00	\$2,000.00	\$2,000.00
Remove & Replace Asphalt Binder	l.f.	186	\$3.50	\$651.00	\$651.00
Remove & Replace Asphalt Binder	tons	17	\$65.00	\$1,130.98	\$1,130.98
5' Concrete Sidewalk, 4 Inch	s.y.	337	\$32.00	\$10,784.00	\$0.00
6' Concrete Sidewalk, variable thicl	s.y.	65	\$62.00	\$4,030.00	\$0.00
Asphalt Walking Trail, 3 Inch	tons	6	\$55.00	\$334.07	\$0.00
Detectable Warning (Sidewalk Ran	each	2	\$300.00	\$600.00	\$0.00
2.5" Binder Course Asphalt Paving	tons	266	\$55.00	\$14,655.76	\$14,655.76
2.0" Finish Course Asphalt Paving	tons	213	\$55.00	\$11,724.61	\$11,724.61
Traffic Control	L.S.	1	\$750.00	\$750.00	\$750.00
Street Lighting	each	3	\$3,500.00	\$10,500.00	\$10,500.00
	Subtotal:			\$142,055.38	\$124,868.28
	Engineering (15%):			\$21,308.31	\$18,730.24
	Contingencies (15%):			\$21,308.31	\$18,730.24
	Subtotal:			\$184,672.00	\$162,328.77
	Administration (5%)			\$9,233.60	\$8,116.44
	Total Street Cost:			\$193,905.60	\$170,445.21

Total Project Total

\$442,508.95 \$283,636.47

For Discussion Only

Town of Grand Chute
 Buran Way (200' northwest of Heron Lane to 550' northwest)
 Storm Sewer, Sanitary Sewer, Water Main, & Street Construction
 Contract 2019-01

Project Cost (based on estimate quantities):

Setting Assessment Rates:

Storm Sewer:

R-4 Maximum Rate:	\$40.00
Assessable Project Cost:	\$7,945.67
Assessable Frontage:	928.77 feet
Assessment Rate:	\$8.56 per LF

Sanitary Sewer:

Assessable Project Cost:	\$44,578.17
Assessable Frontage:	928.77 feet
Assessment Rate:	\$48.00 per LF

Water Main:

Assessable Project Cost:	\$60,667.43
Assessable Frontage:	928.77 feet
Assessment Rate:	\$65.32 per LF

Street:

Assessable Project Cost:	\$170,445.21
Assessable Frontage:	928.77 feet
Assessment Rate:	\$183.52 per LF

Storm Lateral:

Assessable Project Cost:	\$567.84
Assessable Lots:	1
Assessment Rate:	\$567.84

Sanitary Lateral:

Assessable Project Cost:	\$750.75
Assessable Lots:	1
Assessment Rate:	\$750.75

Water Lateral:

Assessable Project Cost:	\$772.59
Assessable Lots:	1
Assessment Rate:	\$772.59

For Discussion Only

Schedule of Assessments:

Property Owner	Address/Description	Zoning	Parcel Number	Total Frontage	Assessable Frontage	Storm Sewer Assessment	Storm Lateral Assessment	Sanitary Sewer Assessment	Sanitary Lateral Assessment	Street Assessment	Water Main Assessment	Water Lateral Assessment	Total Assessment
PREMIER WHITE HAWK LLC	4690 N LYNNDALE DR/Lot 1 CSM 7382	R-4	101030401	307.38	307.38	\$2,629.65		\$14,753.32		\$56,409.50	\$20,078.12		\$93,870.58
RUBBLE DEVELOPMENT LLC	Lot 2 CSM 7382	R-4	101030402	196.77	196.77	\$1,683.38		\$9,444.37		\$36,110.67	\$12,853.05		\$60,091.48
PREMIER WHITE HAWK LLC	Lot 3 CSM 7382	R-4	101030403	424.62	424.62	\$3,632.64	\$567.84	\$20,380.48	\$750.75	\$77,925.04	\$27,736.26	\$772.59	\$131,765.61
				928.77	928.77	\$7,945.67	\$567.84	\$44,578.17	\$750.75	\$170,445.21	\$60,667.43	\$772.59	\$285,727.65

Setting Assessment Rates:

Storm Sewer:

R-4 Maximum Rate:	
Assessable Project Cost:	\$7,945.67
Assessable Acreage:	26.04 acres
Assessment Rate:	\$305.13 per acre

Sanitary Sewer:

Assessable Project Cost:	\$44,578.17
Assessable Acreage:	26.04 acres
Assessment Rate:	\$1,711.91 per acre

Water Main:

Assessable Project Cost:	\$60,667.43
Assessable Frontage:	26.04 acres
Assessment Rate:	\$2,329.78 per acre

Street:

Assessable Project Cost:	\$170,445.21
Assessable Frontage:	26.04 acres
Assessment Rate:	\$6,545.51 per acre

Storm Lateral:

Assessable Project Cost:	\$567.84
Assessable Lots:	1
Assessment Rate:	\$567.84

Sanitary Lateral:

Assessable Project Cost:	\$750.75
Assessable Lots:	1
Assessment Rate:	\$750.75

Water Lateral:

Assessable Project Cost:	\$772.59
Assessable Lots:	1
Assessment Rate:	\$772.59

Property Owner	Address/Description	Zoning	Parcel Number	Total Acreage	Assessable Acreage	Storm Sewer Assessment	Storm Lateral Assessment	Sanitary Sewer Assessment	Sanitary Lateral Assessment	Street Assessment	Water Main Assessment	Water Lateral Assessment	Total Assessment
PREMIER WHITE HAWK LLC	4690 N LYNNDALE DR/Lot 1 CSM 7382	R-4	101030401	15.57	15.57	\$4,750.92		\$26,654.46		\$101,913.67	\$36,274.65		\$169,593.69
RUBBLE DEVELOPMENT LLC	Lot 2 CSM 7382	R-4	101030402	8.24	8.24	\$2,514.30		\$14,106.15		\$53,935.04	\$19,197.37		\$89,752.86
PREMIER WHITE HAWK LLC	Lot 3 CSM 7382	R-4	101030403	2.23	2.23	\$680.45	\$567.84	\$3,817.56	\$750.75	\$14,596.50	\$5,195.41	\$772.59	\$26,381.09
				26.04	26.04	\$7,945.67	\$567.84	\$44,578.17	\$750.75	\$170,445.21	\$60,667.43	\$772.59	\$285,727.65

**N BURAN WAY ASSESSMENT AREA DESCRIPTION:
LOT 3 OF CSM NO. 7382**

2107625

Recorded

June 28, 2017 2:18 PM

**OUTAGAMIE COUNTY
SARAH B VAN CAMP
REGISTER OF DEEDS**

**Fee Amount: \$30.00
Total Pages: 5**

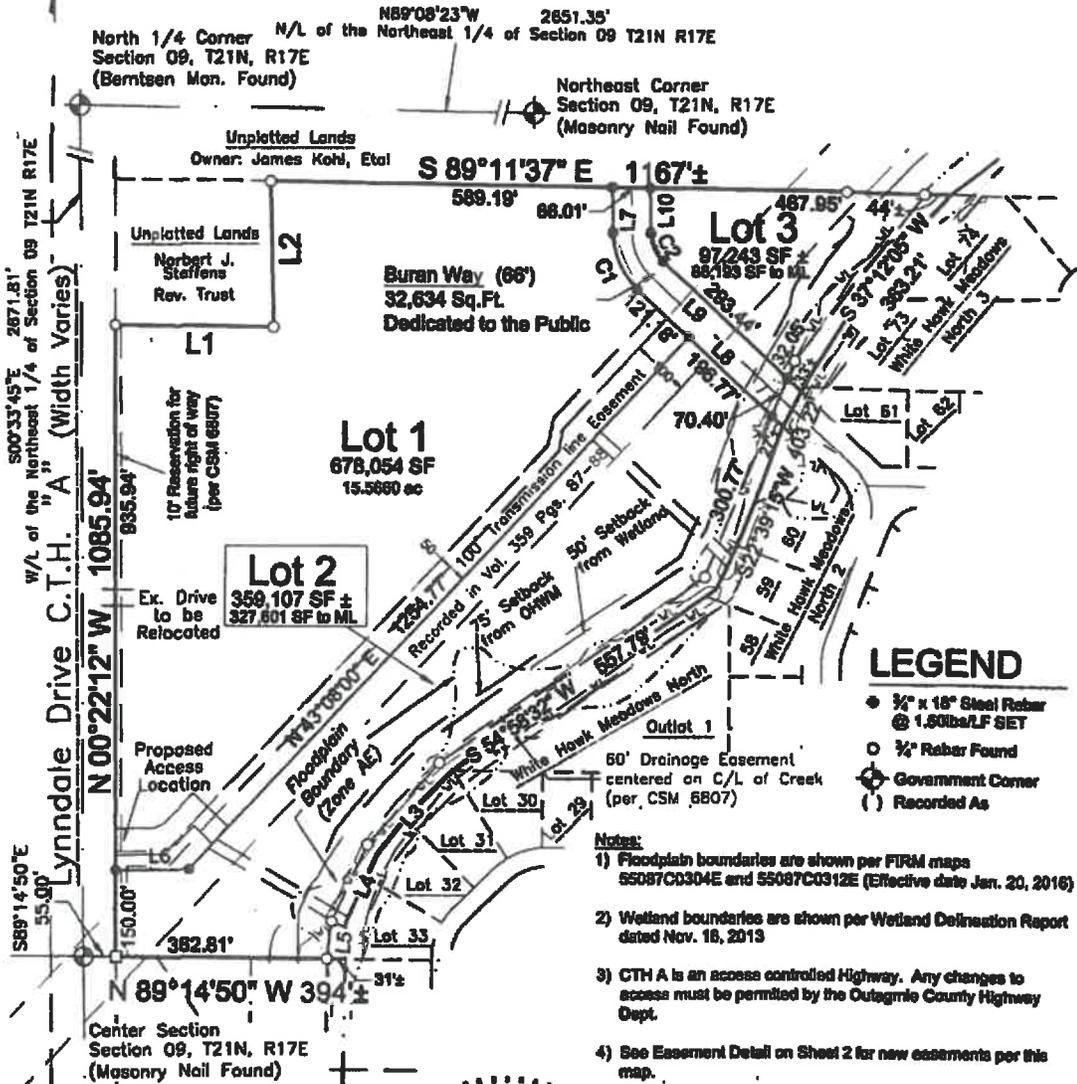
Certified Survey Map No. 7382

All of Lot 2 of Certified Survey Map No. 6807 being part of the Southwest 1/4 of the Northeast 1/4 and part of the Southeast 1/4 of the Northeast 1/4, all of Section 9, Township 21 North, Range 17 East, Town of Grand Chute, Outagamie County, Wisconsin.



Bearings are referenced to the North line of the Northeast 1/4, Section 09, T21N, R17E, assumed to bear N89°08'23"W, base on the Outagamie County Coordinate System.

Volume 44, Page 7382



- LEGEND**
- 3/4" x 15" Steel Rebar @ 1.50lbs/LF SET
 - 1/2" Rebar Found
 - ⊕ Government Corner
 - () Recorded As

- Notes:**
- 1) Floodplain boundaries are shown per FIRM maps 55087C0304E and 55087C0312E (Effective date Jan. 20, 2016)
 - 2) Wetland boundaries are shown per Wetland Delineation Report dated Nov. 16, 2013
 - 3) CTH A is an access controlled Highway. Any changes to access must be permitted by the Outagamie County Highway Dept.
 - 4) See Easement Detail on Sheet 2 for new easements per this map.
 - 5) Any land below the ordinary high water mark of a lake or a navigable stream is subject to the public trust in navigable waters that is established under article IX, section 1, of the state constitution.

Survey for:
Rubble Development LLC
425 E. Haddonstone Dr.
Appleton, WI 54913

Devel Engineering & Environmental, Inc.
Civil Engineers and Land Surveyors
1811 Racine Street
Menasha, Wisconsin
Ph: 920-951-1888, Fax: 920-430-9599

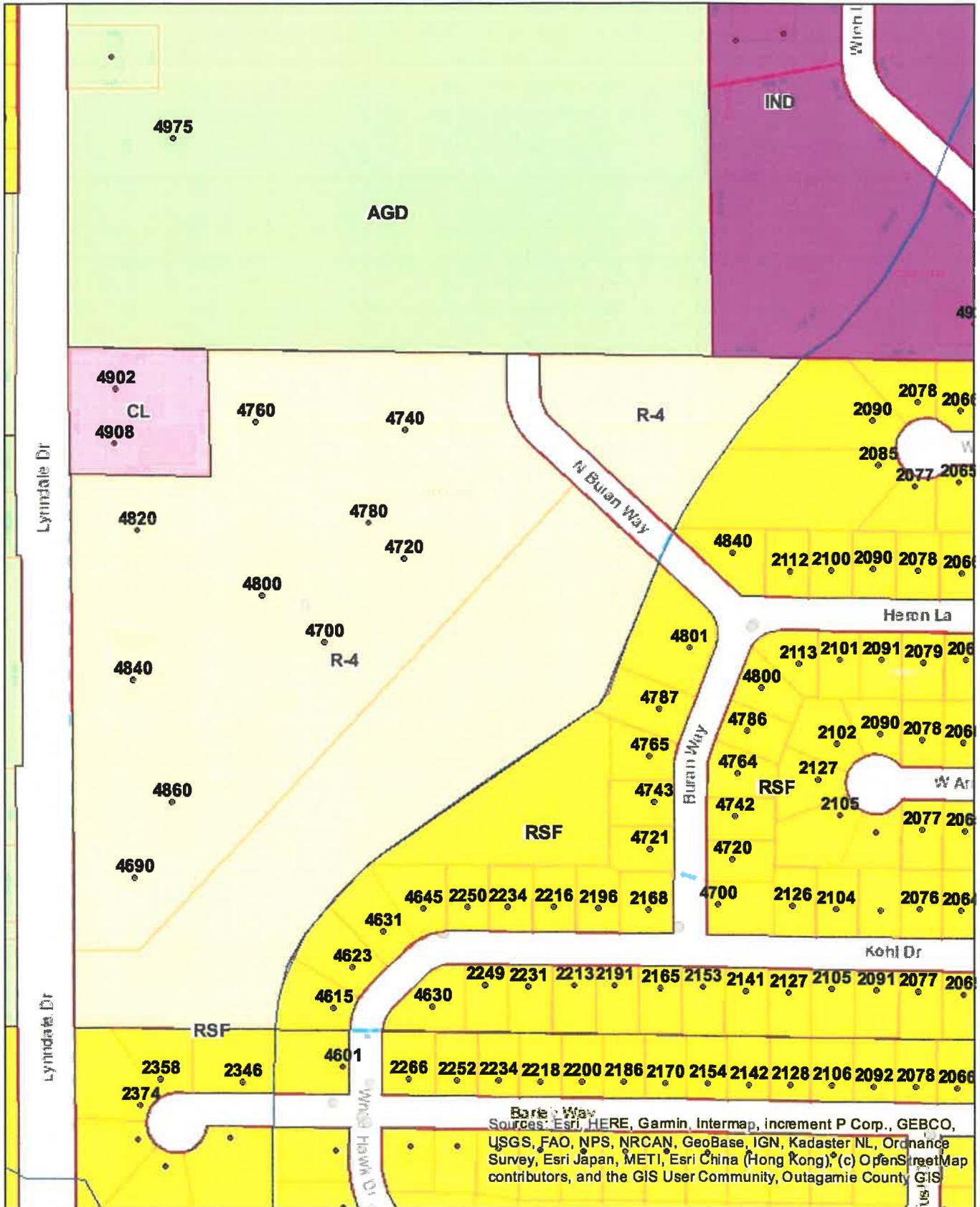


31 MAY 2017

James R. Sehlhoff Professional Land Surveyor No. S-2692 Date

File: 4919CSM.dwg
Date: 05/01/2017
Drafted By: jim
Sheet: 1 of 5

Town of Grand Chute Web Map



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, Outagamie County GIS

Disclaimer: The data provided in the Town of Grand Chute Interactive GIS Map was generated from multiple sources and agencies. Every effort has been made to offer the most accurate data. However, the Town provides this information with the understanding that it is not guaranteed to be accurate, correct, or complete. The Town may make improvements to the Interactive GIS Map periodically. Conclusions drawn from this information are the responsibility of the user. The user agrees that the Town of Grand Chute shall not be held responsible for actions, claims, damages, or judgments made from this data.

Author: Town of Grand Chute web viewer
 Copyright: Town of Grand Chute





P.O. Box 327
Brookfield, WI 53008-0327
Phone 855.495.1800
FAX 888.992.6122 Commercial Lines Underwriting,
Marketing, Risk Improvement
FAX 888.992.6123 Personal Lines Underwriting
FAX 888.992.6125 Claims
FAX 888.992.6126 General, Accounting, Audit,
Records
www.emcins.com

April 30, 2019

Michelle Price
2635 W. Capitol Drive
Appleton, WI 54914-6601

RE: Claim Number: 1503053
Claimant: Michelle Price
Insured: Town of Grand Chute
Date of Loss: 03/14/19

Dear Ms. Price:

We are the liability carrier for the Town of Grand Chute and I am handling a liability claim for our insured for a sewer back at your residence. I attempted to contact you by leaving a message on your voice mail on April 23, 2019 but received no response.

Based upon our investigation, our insured did not have any notice that the main sewer line had a blockage, which caused a backup into your basement. Upon receiving a call about the backup, the Town of Grand Chute responded and resolved the problem.

The Town of Grand Chute had no notice of any issues with this sewer main prior to this incident. The policy under which this claim was submitted is one of liability insurance. It is our obligation to pay only for claims for which our policyholder is legally responsible. In addition, the Town of Grand Chute is immune from negligence under Wisconsin Statute 893.80(4), also known as the government immunity statute.

We do not feel that there was any negligence on the part of our policyholder. Therefore, we will be unable to assist you with payment of this claim.

Sincerely,

Joseph Utic
Sr. Claims Adjuster
EMC INSURANCE COMPANIES
855-495-1800, ext. 3968; direct dial 262-717-3968
joe.r.utic@emcins.com

Employers Mutual Casualty Company
EMC National Life Company
EMCASCOS Insurance Company
EMC Property & Casualty Company

EMC Reinsurance Company
EMC Risk Services, LLC
EMC Underwriters, LLC

Dakota Fire Insurance Company
Hamilton Mutual Insurance Company
Illinois EMCASCOS Insurance Company
Union Insurance Company of Providence





AGENDA REQUEST
5/21/2019

TOPIC: Final Resolution TBR-08-2019 for French Road (CTH OO north for 0.43 miles) as located in the Town of Grand Chute, authorizing special assessments for reclamation and paving, and levying special assessments against abutting property owners or on an area wide basis to specially benefiting property owners under Chapter 60 and 66.0703(1)(b), et al, Police Powers, Wis. Stats., 2017-2018 as amended.

<input checked="" type="checkbox"/> New Business <input type="checkbox"/> Unfinished Business <input type="checkbox"/> Reports <input type="checkbox"/> Closed Session <input checked="" type="checkbox"/> Ordinance/Resolution	Meeting: Town Board
Department Reporting: Public Works	Submitted By: Katie Schwartz, P.E., Director PW

ISSUE: Shall the Town Board approve Final Resolution TBR-08-2019 for French Road (CTH OO north for 0.43 miles) as located in the Town of Grand Chute, authorizing special assessments for reclamation and paving, and levying special assessments against abutting property owners or on an area wide basis to specially benefiting property owners under Chapter 60 and 66.0703(1)(b), et al, Police Powers, Wis. Stats., 2017-2018 as amended.

BACKGROUND/ANALYSIS: On March 19, 2019, the Town Board approved the special assessment methodology for the 2019 French Road reclamation and paving project. The approved schedule is based on 66.7% for residential and 100% for commercial.

RECOMMENDATION: Staff recommends approval of TBR-08-2019.

FISCAL IMPACT: CIP

ATTACHMENTS:
Attachment No. 1 - TBR-08-2019 with exhibits

TOWN OF GRAND CHUTE
BOARD OF SUPERVISORS
OUTAGAMIE COUNTY, STATE OF WISCONSIN

FINAL RESOLUTION 08 SERIES OF 2019

FRENCH ROAD
(CTH OO north for 0.43 miles)

A FINAL RESOLUTION AUTHORIZING THE COMMENCEMENT OF WORK OR IMPROVEMENTS AND SPECIAL ASSESSMENTS FOR RECLAMATION AND PAVING LOCATED ON FRENCH ROAD (CTH OO NORTH FOR 0.43 MILES), IN SECTION 18, T21N-R17E AS LOCATED IN THE TOWN OF GRAND CHUTE, AND LEVYING SPECIAL ASSESSMENTS AGAINST ABUTTING PROPERTY OWNERS OR ON AN AREA WIDE BASIS TO SPECIALLY BENEFITING PROPERTY OWNERS UNDER CHAPTER 60 AND 66.0703(1)(b), ET AL, POLICE POWERS, WIS. STATS., 2017-2018 AS AMENDED.

WHEREAS, the Town Board of Supervisors of the Town of Grand Chute, Outagamie County, Wisconsin, did pass a Preliminary Resolution 32, Series of 2018, on the 4th day of September 2018, and declaring their intention to exercise special assessment powers under Wisconsin Statutes, Chapter 60 and 66.0703(1)(b), et al., for street improvements as described and shown on Exhibit "A" and did publish the required statutory Notice of Public Hearing on Special Assessments on the Town's website and did post said notice at the Grand Chute Town Hall, and did further mail a copy of said Notice of Public Hearing to all specially abutting property owners or on an area wide basis to specifically benefiting property owners within the required statutory time; and,

WHEREAS, the abutting property owners or area wide benefiting property owners affected by the street improvements are those owners of real estate within the area described in the preceding paragraph; and,

WHEREAS, the Town Board of Supervisors of the Town of Grand Chute, Outagamie County, Wisconsin, did hold a Public Hearing at the Town of Grand Chute Town Hall located at 1900 W. Grand Chute Boulevard, Grand Chute, Outagamie County, Wisconsin, on the 7th day of May, at 6:30 p.m., pursuant to the Notice of Public Hearing and a mailing of said Notice to abutting property owners or area wide specially benefiting property owners for the purpose of informing and hearing all interested persons concerning the Preliminary Resolution and the Report of the Town of Grand Chute Engineer on the proposed improvements for street reconstruction, and did hear all persons desiring audience at said hearing.

NOW, THEREFORE, BE IT RESOLVED by the Town Board of Supervisors of the Town of Grand Chute, Outagamie County, Wisconsin, as follows:

1. That the Report of the Town of Grand Chute Engineer pertaining to the project and all plans and specifications thereto, as modified, are hereby approved and adopted, and that the properties being assessed are specially benefited by this project.
2. That the Town of Grand Chute is aware that the work for said street improvements will be carried out in accordance with the Report of the Town of Grand Chute Engineer.

3. That payment of said improvements be made by assessing the Town of Grand Chute's costs to the abutting property owners or to the specifically benefiting property owners on an area wide basis under Chapter 60 and 66.0703(1)(b), et al, Wis. Stats., 2017-2018 as amended pursuant to the Town's Police Powers.
4. That the Town of Grand Chute will carry out the work for said improvements, all as aforementioned based on the Engineers Report.
5. That all costs to property owners shown on the Report of the Town of Grand Chute Engineer are true and correct and have been determined on a reasonable basis and are hereby confirmed.
6. That the assessments shall be paid in full at due date, or in installments as provided in Town of Grand Chute Special Assessment Policy with all deferred payments to bear interest at the current borrowing rate for this project of the Town of Grand Chute plus two (2) percent for administrative charges, which resulting sum will be charged per annum on the unpaid balance. Installments or assessments not paid when due shall bear interest from the delinquent date at the rate of eighteen (18) percent per annum.
7. The Town Clerk of Grand Chute is directed to post this Resolution and publish on the Town's website and shall further mail a copy of this Final Resolution and a statement of the final assessment against abutting property or to area wide benefiting property, to each property owner whose name appears on the assessment roll and whose post office address is known or can, with reasonable diligence, be ascertained. This assessment may be revised, where necessary, pursuant to Chapters 60 and 66, Wis. Stats.

Date introduced, approved and adopted this _____ day of _____, 2019.

TOWN OF GRAND CHUTE

Dave Schowalter
Town Chairman

Angie Cain
Town Clerk

Exhibit "A"

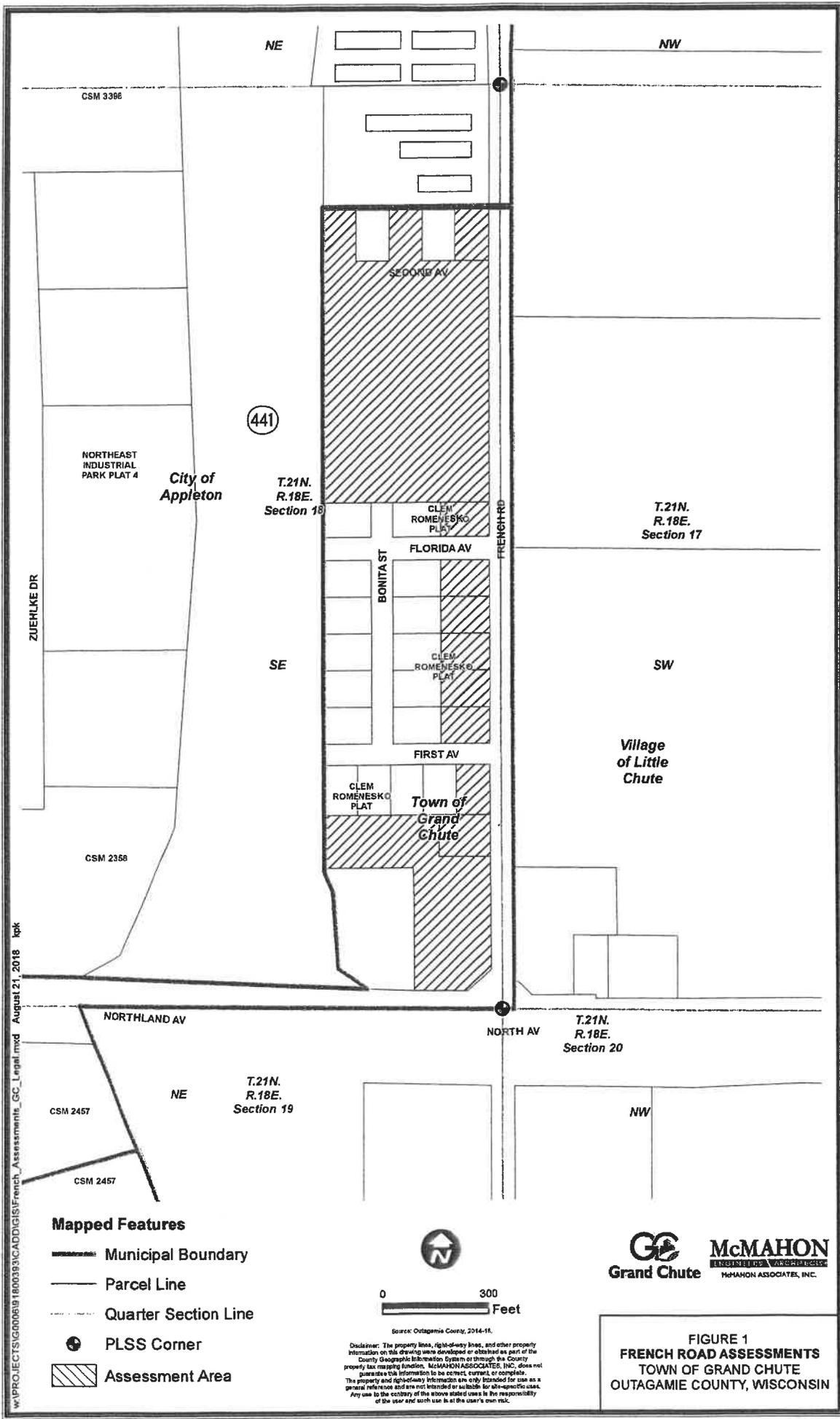
ASSESSMENT DESCRIPTION

French Road Preliminary Resolution

McM. No. G0006-9-18-00393

Lot 5 Block 1, Lots 6, 7, 8, 9, 10 Block 3, and Lot 2 Block 5
Clem Romenesko Plat and a part of the Northeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ and the Southeast $\frac{1}{4}$ of the
Southeast $\frac{1}{4}$, Section 18, T21N, R18E. Town of Grand Chute, Outagamie County, WI.

Commencing at the Southeast corner of said Section 18;
Thence West 247.80 feet along the South line of Section 18;
Thence North 51 feet more or less to the North line of CTH 'OO' and the point of beginning;
Thence North 351 feet;
Thence West 252.20 feet to the East line of STH '441';
Thence North 151 feet along said East line to the South line of said Block 1;
Thence East 373 feet along said South line to the Southwest corner of Lot 5 said block 1;
Thence North 144.3 feet to the Northwest corner said Lot 5;
Thence continue North 60 feet to the South line of said Block 3;
Thence West 42 feet to the Southwest corner Lot 10 Block 3;
Thence North 525 feet to the Northwest corner of said Lot 6 Block 3;
Thence continue North 164 feet to the Northwest corner said Lot 2 Block 5;
Thence West 331 feet to the Northwest corner said Lot 1 Block 4 and the East line of STH '441';
Thence North 838 feet along said East to the South line of the North 348.5 feet of the Northeast $\frac{1}{4}$ of the
Southeast $\frac{1}{4}$ and the City limits of Appleton;
Thence East 93 feet along the City limits of Appleton to the West line of the East 405 feet of the said
Northeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$;
Thence South 150 feet;
Thence East 93 feet;
Thence North 150 feet;
Thence East 93.00 feet along the said City limits;
Thence South 150 feet;
Thence East 93 feet;
Thence North 150 feet;
Thence East 93 feet along the said City limits to the West line of French Road;
Thence South 2,178 feet along the said West line to a vision corner of CTH 'OO';
Thence Southwesterly 88 feet more or less along the said vision line to the North line of CTH 'OO';
Thence West 151 feet along the said North line to the point of beginning.



W:\PROJECTS\GIS\0000619_1800393\CADD\GIS\French_Assessments\GC_Legal.mxd August 21, 2018 lpk

- Mapped Features**
-  Municipal Boundary
 -  Parcel Line
 -  Quarter Section Line
 -  PLSS Corner
 -  Assessment Area



0 300
Feet

Source: Outagamie County, 2014-16.

Disclaimer: The property lines, right-of-way lines, and other property information on this drawing were developed or obtained as part of the County Geographic Information System or through the County property tax mapping function. McMAHON ASSOCIATES, INC. does not guarantee this information to be correct, current, or complete. The property and right-of-way information are only intended for use as a general reference and are not intended or suitable for site-specific uses. Any use in the contrary of the above stated uses is the responsibility of the user and such use is at the user's own risk.



**FIGURE 1
FRENCH ROAD ASSESSMENTS
TOWN OF GRAND CHUTE
OUTAGAMIE COUNTY, WISCONSIN**

**Town of Grand Chute
French Road Paving
Northland Avenue to I-41
McM No.: G0006-9-19-00184
Schedule of Assessments**

Project Cost:

Item	Estimated Quantity	Unit	Unit Price	Amount	AGD	Other
					Zoning Assessable Amount	Zoning Assessable Amount
Reclaim Existing Pavement	7056	SY	\$1.00	\$7,056.00	\$4,704.00	\$7,056.00
Move Material	217	Tons	\$6.48	\$1,407.01	\$938.00	\$1,407.01
Shaping	15,427	Hrs	\$375.00	\$5,785.13	\$3,856.75	\$5,785.13
HMA 3 MT S	1185.4	Tons	\$44.70	\$52,987.38	\$28,902.21	\$52,987.38
HMA 4 MT S	987.85	Tons	\$48.25	\$47,663.76	\$25,998.42	\$47,663.76
Placing Pavement	14.58	Hrs	\$535.00	\$7,800.30	\$5,200.20	\$7,800.30
Haul Pavement Mix	120.74	Loads	\$110.00	\$13,281.40	\$8,854.27	\$13,281.40
Tack Coat	564.7	Gal	\$3.25	\$1,835.28	\$1,223.52	\$1,835.28
Shouldering	437.05	Tons	\$18.00	\$7,866.90	\$5,244.60	\$7,866.90
Base Repairs	1	LS	\$5,000.00	\$5,000.00	\$3,333.33	\$5,000.00
Traffic Control	1	LS	\$2,500.00	\$2,500.00	\$1,666.67	\$2,500.00
Signing and Marking	1	LS	\$1,000.00	\$1,000.00	\$666.67	\$1,000.00
Subtotal:				\$154,183.15	\$90,588.63	\$154,183.15
Construction Contingencies (5%):				\$7,709.16	\$4,529.43	\$7,709.16
Construction Engineering (2%):				\$9,083.66	\$1,811.77	\$9,083.66
Design Engineering (0.5%):				\$770.92	\$452.94	\$770.92
Subtotal:				\$165,746.88	\$97,382.77	\$165,746.88
Engineering:				\$1,000.00	\$1,000.00	\$1,000.00
Subtotal:				\$166,746.88	\$98,382.77	\$166,746.88
Administration (5%):				\$8,337.34	\$4,919.14	\$8,337.34
Subtotal:				\$175,084.23	\$103,301.91	\$175,084.23
Landfill Trust Credit:				(\$120,000.00)	(\$80,000.00)	(\$120,000.00)
Total:				\$55,084.23	\$23,301.91	\$55,084.23

Setting Assessment Rate:

AGD Zoning:	
Assessable Cost:	\$23,301.91
Allocated Assessable Cost:	\$9,533.41
Assessable Frontage:	532.50 feet
Assessment Rate:	\$17.90 per foot

Other Zoning:	
Assessable Cost:	\$55,084.23
Allocated Assessable Cost:	\$42,552.74
Assessable Frontage:	1359.22 feet
Assessment Rate:	\$31.31 per foot

Schedule of Assessments:

Property Owner	Property Address	Parcel Number	Zoning	French Road Frontage	AGD Zoning Assessable Frontage	Other Zoning Assessable Frontage	Total Assessment
FRENCH RD LLC	N FRENCH RD	101170600	IND	689.61	0.00	897.35	\$26,214.69
FRENCH ROAD, LLC	9411 N FRENCH RD	101170602	AGD	150.00	150.00	0.00	\$2,685.47
TBGS LLC	3236 E NORT HLAND AV	101172300	CL	372.05	0.00	185.34	\$5,802.39
DEKEYSER, CLINT M	2909 N FRENCH RD	101172400	AGD	120.00	120.00	0.00	\$2,148.37
BERKEN, JOSEPH E	3225 E FIRST AV	102109600	IND	144.30	0.00	96.20	\$3,011.71
BERKEN, JOSEPH E	N FRENCH RD	102110700	IND	105.00	0.00	70.00	\$2,191.47
BERKEN, JOSEPH E	N FRENCH RD	102110800	IND	105.00	0.00	105.00	\$3,287.21
BERKEN, JOSEPH E	N FRENCH RD	102110900	AGD	105.00	105.00	0.00	\$1,879.83
FRENCH ROAD LLC	3117 N FRENCH RD	102111000	AGD	105.00	105.00	0.00	\$1,879.83
FRENCH ROAD LLC	3111 N FRENCH RD	102111100	AGD	105.00	52.50	0.00	\$939.91
FRENCH RD LLC	N FRENCH RD	102111400	IND	98.00	0.00	65.35	\$2,045.27
				2098.96	532.50	1359.22	\$52,086.15

Worksheet: French Road paving
 Workbook: Schedule of Assessments
 Location: w:\PROJECTS\G0006\91900184\Dept\Muni\Spreadsheets\
 Date: February 15, 2019
 Revised: March 6, 2019 (Incorporated revised estimate from Outagamie County)