

NOTICE OF VILLAGE BOARD MEETING

DATE: Tuesday, August 16, 2022
TIME: 6:00 pm
PLACE: Harrison Municipal Building
W5298 State Road 114
Harrison, WI 54952

NOTICE IS HEREBY GIVEN that a Village Board meeting will be held at 6:00 pm on Tuesday, August 16, 2022 at the Harrison Municipal Building. This is a public meeting and the agenda is listed below.

1. Call to Order

2. Pledge of Allegiance

3. Roll Call of Village Board

4. Correspondence or Communications from Board and Staff

5. Public Comments

Please be advised per State Statute section 19.84(2), information will be received from the public; be further advised that there may be limited discussion on the information received; however, no action will be taken under public comments. It is the policy of the Village that there is a three-minute time limit per person. Time extensions may be granted by the President. Please register your name on the sign-in sheet prior to the start of the meeting.

6. Corrections and Approval of the Previous Meetings Minutes

a) July 26, 2022

7. Unfinished Business from Previous Meetings for Discussion Only

- a) ATV/UTV proposed ordinance for Village wide
- b) ATV/UTV Proposed ordinance for rural only

8. Unfinished Business from Previous Meetings for Discussion and/or Action

a) 5-year Road Improvement Plan

9. New Business for Discussion and/or Action

- a) Presentation by East Central Wisconsin Regional Planning Commission (ECWRPC), Master Plan Consultant on High Cliff Connection Project with Q&A.

- b) 2022 Asphalt Resurfacing Program Certificate of Payment #2 for \$169,676.87 to Northeast Asphalt, Inc. for partial payment for work performed through July 23, 2022.
- c) Midway Road Trail Program Certificate of Payment #1 for \$264,628.39 to Michels Road & Stone, Inc. for work through July 19, 2022.
- d) 2022 Crack Seal Program Certificate of Payment #1 for \$195,347.88 to Thunder Road, LLC for partial payment for work through August 9, 2022.
- e) Special Event Permit application for Kimberly Heights Subdivision Block Party.

10. Future Agenda Items Closed Session

- a) ML/MB Presentation by Fire Chief on response time. (8/30/22)
- b) Evaluation of current plan to complete the Ryford Wetland study with Graef. (8/30/22)
- c) Special Event Permits – Types and Authority to Approve
- d) Presentation of Sewer Connection Fee Report and Recommendation of New Fees after the Village Attorney reviews them. (*Tabled June 14, 2022 – Baldwin / Handschke*)
- e) Reimbursement to Wisconsin Wealth Management (former Darboy Club Site) (tabled June 14, 2022 – Handschke/Brantmeier) (October meeting)
- f) ARPA Fund Disbursement Plan
- g) Update/Discussion/Action on a 5-year Capital Improvement Plan
- h) Discussion of a site location for a safety building. (ML/MB)

11. Adjournment

Any person with hearing disabilities or requiring special accommodations to participate in the meeting should contact the Clerk's Office (920-989-1062) at least 24-hours prior to the meeting. This is a public meeting.

Agenda posted on Thursday, August 11, 2022 at www.harrison-wi.org and Municipal Building lobby
Vicki Tessen, Clerk

VILLAGE BOARD MEETING**From:**

Matt Heiser, Village Manager

VILLAGE OF HARRISON**Meeting Date:**

August 16, 2022

Title:

ATV/UTV Ordinance

Issue:

Should the Village allow ATVs on the roadways?

Background and Additional Information:

At the July 12, 2022 meeting the Board directed staff to present two draft ordinances for discussion at the August 16, 2022 meeting. The first draft would be to allow ATVs on all roadways in the Village. The second draft would be to limit their use to rural areas.

In researching ATV ordinances with the Wisconsin Departments of Transportation and Natural Resources (who regulate ATV use) the restriction of ATV use in certain areas of the Village needs to be clearly sign-posted and understandable for the users. Thus the proposed draft for limited rural use does not include all rural roads. Staff developed proposed routes based on certain criteria:

1. Avoid all the neighborhoods with residential or commercial use (or limit it to areas zoned as agricultural or rural residential).
2. Avoid use on state highways (must be under 35 mph to use an ATV on a state highway)
3. Avoid use on boundary roads or roads that continued into another municipality. Trying to avoid confusion and enforcement issues (Faro Springs Road, Harwood Road, Kesler Road, Stommel Road)
4. Avoid County Highway N due to the location of a school and the population at the north end of the road.
5. Avoid Peters Road because it has traffic from both directions to the Village yard waste site

The proposed ATV routes are proposed for consideration. They can certainly be changed to the will of the Board.

Staff asked for input from Calumet County Sheriff's department. Other communities in the county allow for ATV use on their roadways. The use of these vehicles does not generate a lot of activity for the Sheriff's department. Calumet County Sheriff's Department does not oppose the Village allowance of ATV use.

Budget Impacts:

To Be Determined. The cost of the signs would need to be determined.

Recommended Action:

The attached ordinances are in DRAFT form for discussion only. The Village attorney has not yet reviewed the drafted ordinances.

Attachments:

- Draft Ordinance: ATV Use Allowed Village-Wide
- Draft Ordinance: ATV Use Allowed in Rural Areas
- Community Officials Handbook for ATV Use (from the Wisconsin Department of Natural Resources)

DRAFT ONLY

STATE OF WISCONSIN
Village of Harrison
Calumet County

CHAPTER 26
ALL-TERRAIN, UTILITY TERRAIN VEHICLES AND GOLF CARTS
VILLAGE-WIDE USE

26-08 (a) TITLE AND PURPOSE

The title of this ordinance is the Village of Harrison All-terrain vehicle/utility terrain vehicle/golf cart Route Ordinance. The purpose of this ordinance is to establish all-terrain vehicle/utility terrain vehicle/golf cart routes in the Village and to regulate the operation of all-terrain vehicles and utility terrain vehicles in the Village.

26-08 (b) AUTHORITY

The Village Board of the Village of Harrison, Calumet County, Wisconsin, has the specific authority to adopt this All-terrain vehicle/utility terrain vehicle/golf cart Ordinance under s. 23.33 (8) (b) and (11), Wis. stats.

26-08 (c) ADOPTION OF ORDINANCE

This ordinance adopted on proper notice with a quorum and roll call vote by a majority of the Village Board present and voting, provides the authority for the Village to designate all-terrain vehicle/utility terrain vehicle/golf cart routes in the Village and to regulate the use of those routes and all-terrain vehicles and utility terrain vehicles in the Village, designates all-terrain vehicle/utility terrain vehicle/golf cart routes in the Village and provides for the regulation of the use of those routes and of all-terrain vehicles and utility terrain vehicles in the Village.

26-08 (d) OPERATION OF ALL-TERRAIN VEHICLES AND UTILITY TERRAIN VEHICLES

Pursuant to s. 23.33 (4) (d) 4., Wis. stats., except as otherwise provided in s. 23.33 (4), Wis. stats., no person may operate an all-terrain vehicle/utility terrain vehicle/golf cart on the roadway portion of any highway in the Village except on roadways that are designated as all-terrain vehicle/utility terrain vehicle/golf cart routes by this ordinance. Operation of all-terrain vehicles/utility terrain vehicles/golf carts on a roadway in the Village that is an all-terrain vehicle/utility terrain vehicle/golf cart route is authorized only for the extreme right side of the roadway except that left turns may be made from any part of the roadway that is safe given prevailing conditions.

26-08 (e) DESIGNATION AND AUTHORIZATION OF ALL-TERRAIN VEHICLE/UTILITY TERRAIN VEHICLE/GOLF CART ROUTES

- (1) Except as otherwise provided in this ordinance, all highways are designated all-terrain vehicle/utility terrain vehicle/golf cart routes in the Village.
- (2) The use of all-terrain vehicles and utility terrain vehicles is authorized on county and state highways in the Village that are not part of the national system of interstate and defense highways and that have a speed limit of 35 miles per hour or less.

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26-08 (f) CONDITIONS APPLICABLE TO ALL-TERRAIN VEHICLE/UTILITY TERRAIN VEHICLE/GOLF CART ROUTES

Pursuant to s. 23.33 (8) (d), Wis. stats., the following restrictions are placed on the use of the Village all-terrain vehicle/utility terrain vehicle/golf cart routes designated by this resolution:

(1) Routes shall be marked with uniform all-terrain vehicle/utility terrain vehicle/golf cart route signs in accordance with s. 23.33 (8) (e), Wis. stats., and s. NR 64.12 (7), Wisconsin Administrative Code. No person may do any of the following in regard to signs marking Village all-terrain vehicle/utility terrain vehicle/golf cart routes:

a. Intentionally remove, damage, deface, move, or obstruct any uniform all-terrain vehicle/utility terrain vehicle/golf cart route or trail sign or standard or intentionally interfere with the effective operation of any uniform all-terrain vehicle/utility terrain vehicle/golf cart route or trail sign or standards if the sign or standard is legally placed by the state, any municipality, or any authorized individual.

b. Possess any uniform all-terrain vehicle/utility terrain vehicle/golf cart route or trail sign or standard of the type established by the department for the warning, instruction, or information of the public, unless he or she obtained the uniform all-terrain vehicle/utility terrain vehicle/golf cart route or trail sign or standard in a lawful manner. Possession of a uniform all-terrain vehicle/utility terrain vehicle golf cart route or trail sign or standard creates a rebuttable presumption of illegal possession.

(2) Operation shall be subject to all provisions of s. 23.33, Wis. Stats., which is adopted as a part of this ordinance by reference, pursuant to s. 23.33 (11), Wis. Stats.

(3) A copy of this ordinance shall be sent by the Village Clerk to the Department of Natural Resources, the Calumet County Sheriff's Department and any other law enforcement agency serving the Village of Harrison's jurisdiction.

(4) The following additional restrictions shall apply to the use of all-terrain vehicle/utility terrain vehicles/golf carts:

a. All all-terrain vehicle/utility terrain vehicle/golf cart operators shall observe posted roadway speed limits.

b. All all-terrain vehicle/utility terrain vehicle/golf cart operators shall ride single file.

c. All all-terrain vehicle/utility terrain vehicle/golf cart operators shall slow the vehicle to 10 miles per hour or less when operating within 150 feet of a dwelling.

d. Headlights and taillights must be turned on at all times as required by state law.

e. Youth must be at least 16 and are required to have safety certificates as required by state law.

f. All persons under 18 operating and/or riding on an ATV must wear a helmet as required by state law.

26-08 (g) ENFORCEMENT

This ordinance may be enforced by any law enforcement officer authorized to enforce the laws of the state of Wisconsin.

26-08 (h) PENALTIES

The penalties under s. 23.33 (13), Wis. stats., are adopted by reference.

26-08 (i) SEVERABILITY

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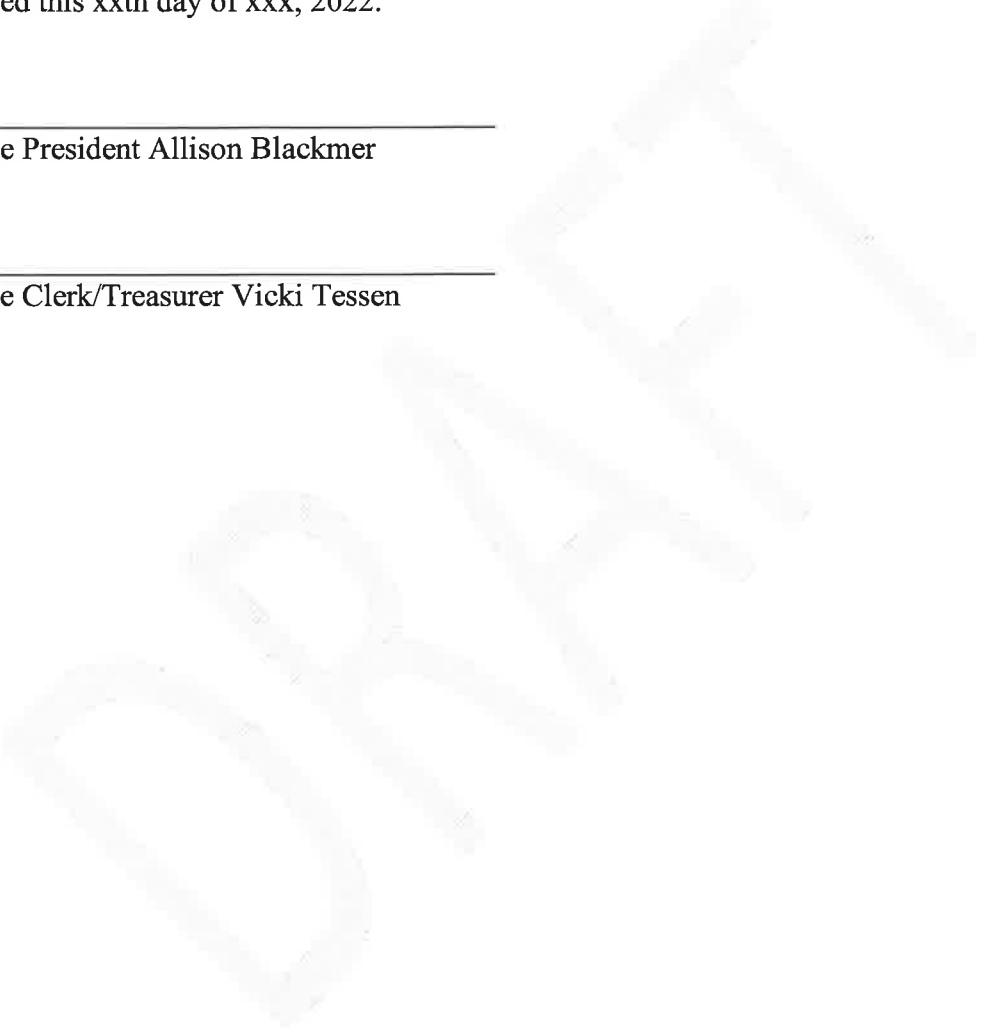
If any provision of this ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of this ordinance that can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable.

26-08 (j) EFFECTIVE DATE

This ordinance is effective on publication or posting.
The Village clerk shall properly publish this ordinance as required under s. 60.80, Wis. stats.
Adopted this xxth day of xxx, 2022.

Village President Allison Blackmer

Village Clerk/Treasurer Vicki Tessen



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STATE OF WISCONSIN
Village of Harrison
Calumet County

CHAPTER 26
ALL-TERRAIN, UTILITY TERRAIN VEHICLES AND GOLF CARTS
LIMITED RURAL USE

26-08 (a) TITLE AND PURPOSE

The title of this ordinance is the Village of Harrison All-terrain vehicle/utility terrain vehicle/golf cart Route Ordinance. The purpose of this ordinance is to establish all-terrain vehicle/utility terrain vehicle/golf cart routes in the Village and to regulate the operation of all-terrain vehicles and utility terrain vehicles in the Village.

26-08 (b) AUTHORITY

The Village Board of the Village of Harrison, Calumet County, Wisconsin, has the specific authority to adopt this All-terrain vehicle/utility terrain vehicle/golf cart Ordinance under s. 23.33 (8) (b) and (11), Wis. stats.

26-08 (c) ADOPTION OF ORDINANCE

This ordinance adopted on proper notice with a quorum and roll call vote by a majority of the Village Board present and voting, provides the authority for the Village to designate all-terrain vehicle/utility terrain vehicle/golf cart routes in the Village and to regulate the use of those routes and all-terrain vehicles and utility terrain vehicles in the Village, designates all-terrain vehicle/utility terrain vehicle/golf cart routes in the Village and provides for the regulation of the use of those routes and of all-terrain vehicles and utility terrain vehicles in the Village.

26-08 (d) OPERATION OF ALL-TERRAIN VEHICLES AND UTILITY TERRAIN VEHICLES

Pursuant to s. 23.33 (4) (d) 4., Wis. stats., except as otherwise provided in s. 23.33 (4), Wis. stats., no person may operate an all-terrain vehicle/utility terrain vehicle/golf cart on the roadway portion of any highway in the Village except on roadways that are designated as all-terrain vehicle/utility terrain vehicle/golf cart routes by this ordinance. Operation of all-terrain vehicles/utility terrain vehicles/golf carts on a roadway in the Village that is an all-terrain vehicle/utility terrain vehicle/golf cart route is authorized only for the extreme right side of the roadway except that left turns may be made from any part of the roadway that is safe given prevailing conditions.

26-08 (e) DESIGNATION AND AUTHORIZATION OF ALL-TERRAIN VEHICLE/UTILITY TERRAIN VEHICLE/GOLF CART ROUTES

- (1) Except as otherwise provided in this ordinance, all highways are not designated all-terrain vehicle/utility terrain vehicle/golf cart routes in the Village.
- (2) All-terrain vehicle/utility terrain vehicle/golf cart use is limited to the following routes:
 - a. Schmidt Road between State Park Road and Harwood Road (crossing state highway 55)

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- b. Manitowoc Road between State Park Road and Harwood Road (crossing state highway 55)
- c. Schaefer Road between State Park Road and Harwood Road (crossing state highway 55)
- d. State Park Road between Schmidt Road and Mielke Road (crossing state highway 10)
- e. Mielke Road from State Park Road to the west
- f. Pigeon Road between state highway 114 and Mielke Road
- g. High Cliff Road (including crossing state highways 55/114)
- h. Ertle Road to state highway 114 (including crossing state highway 55)
- i. Harrison Road (crossing state highway 55)
- j. Kees Road to Ertle Road

(3) Said routes are further described and identified by the attached maps.

26-08 (f) CONDITIONS APPLICABLE TO ALL-TERRAIN VEHICLE/UTILITY TERRAIN VEHICLE/GOLF CART ROUTES

Pursuant to s. 23.33 (8) (d), Wis. stats., the following restrictions are placed on the use of the Village all-terrain vehicle/utility terrain vehicle/golf cart routes designated by this resolution:

(1) Routes shall be marked with uniform all-terrain vehicle/utility terrain vehicle/golf cart route signs in accordance with s. 23.33 (8) (e), Wis. stats., and s. NR 64.12 (7), Wisconsin Administrative Code. No person may do any of the following in regard to signs marking Village all-terrain vehicle/utility terrain vehicle/golf cart routes:

- a. Intentionally remove, damage, deface, move, or obstruct any uniform all-terrain vehicle/utility terrain vehicle/golf cart route or trail sign or standard or intentionally interfere with the effective operation of any uniform all-terrain vehicle/utility terrain vehicle/golf cart route or trail sign or standards if the sign or standard is legally placed by the state, any municipality, or any authorized individual.
- b. Possess any uniform all-terrain vehicle/utility terrain vehicle/golf cart route or trail sign or standard of the type established by the department for the warning, instruction, or information of the public, unless he or she obtained the uniform all-terrain vehicle/utility terrain vehicle/golf cart route or trail sign or standard in a lawful manner. Possession of a uniform all-terrain vehicle/utility terrain vehicle golf cart route or trail sign or standard creates a rebuttable presumption of illegal possession.

(2) Operation shall be subject to all provisions of s. 23.33, Wis. Stats., which is adopted as a part of this ordinance by reference, pursuant to s. 23.33 (11), Wis. Stats.

(3) A copy of this ordinance shall be sent by the Village Clerk to the Department of Natural Resources, the Calumet County Sheriff's Department and any other law enforcement agency serving the Village of Harrison's jurisdiction.

(4) The following additional restrictions shall apply to the use of all-terrain vehicle/utility terrain vehicles/golf carts:

- a. All all-terrain vehicle/utility terrain vehicle/golf cart operators shall observe posted roadway speed limits.
- b. All all-terrain vehicle/utility terrain vehicle/golf cart operators shall ride single file.
- c. All all-terrain vehicle/utility terrain vehicle/golf cart operators shall slow the vehicle to 10 miles per hour or less when operating within 150 feet of a dwelling.
- d. Headlights and taillights must be turned on at all times as required by state law.

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- e. Youth must be at least 16 and are required to have safety certificates as required by state law.
- f. All persons under 18 operating and/or riding on an ATV must wear a helmet as required by state law.

26-08 (g) ENFORCEMENT

This ordinance may be enforced by any law enforcement officer authorized to enforce the laws of the state of Wisconsin.

26-08 (h) PENALTIES

The penalties under s. 23.33 (13), Wis. stats., are adopted by reference.

26-08 (i) SEVERABILITY

If any provision of this ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of this ordinance that can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable.

26-08 (j) EFFECTIVE DATE

This ordinance is effective on publication or posting.

The Village clerk shall properly publish this ordinance as required under s. 60.80, Wis. stats.

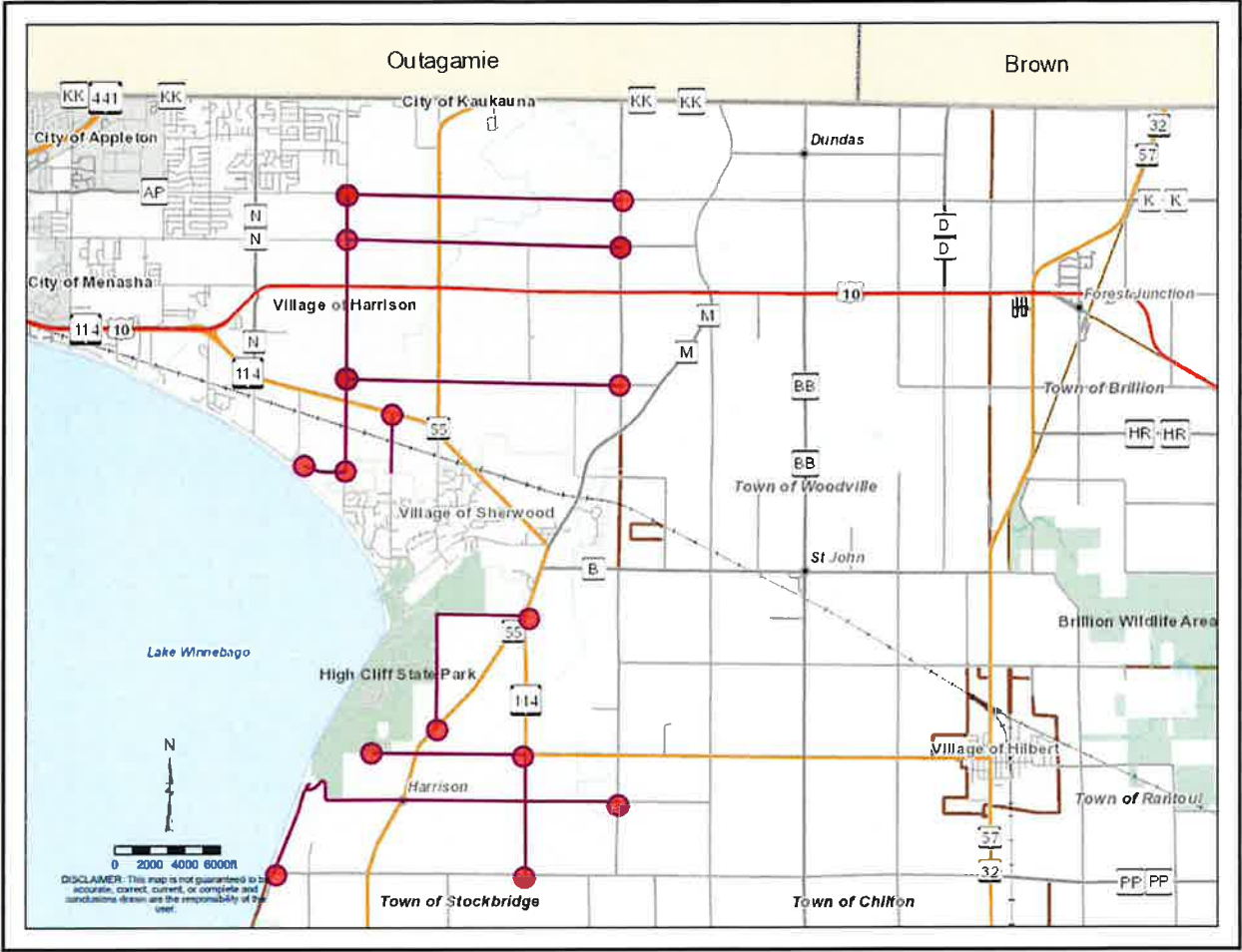
Adopted this xxth day of xxx, 2022.

Village President Allison Blackmer

Village Clerk/Treasurer Vicki Tessen

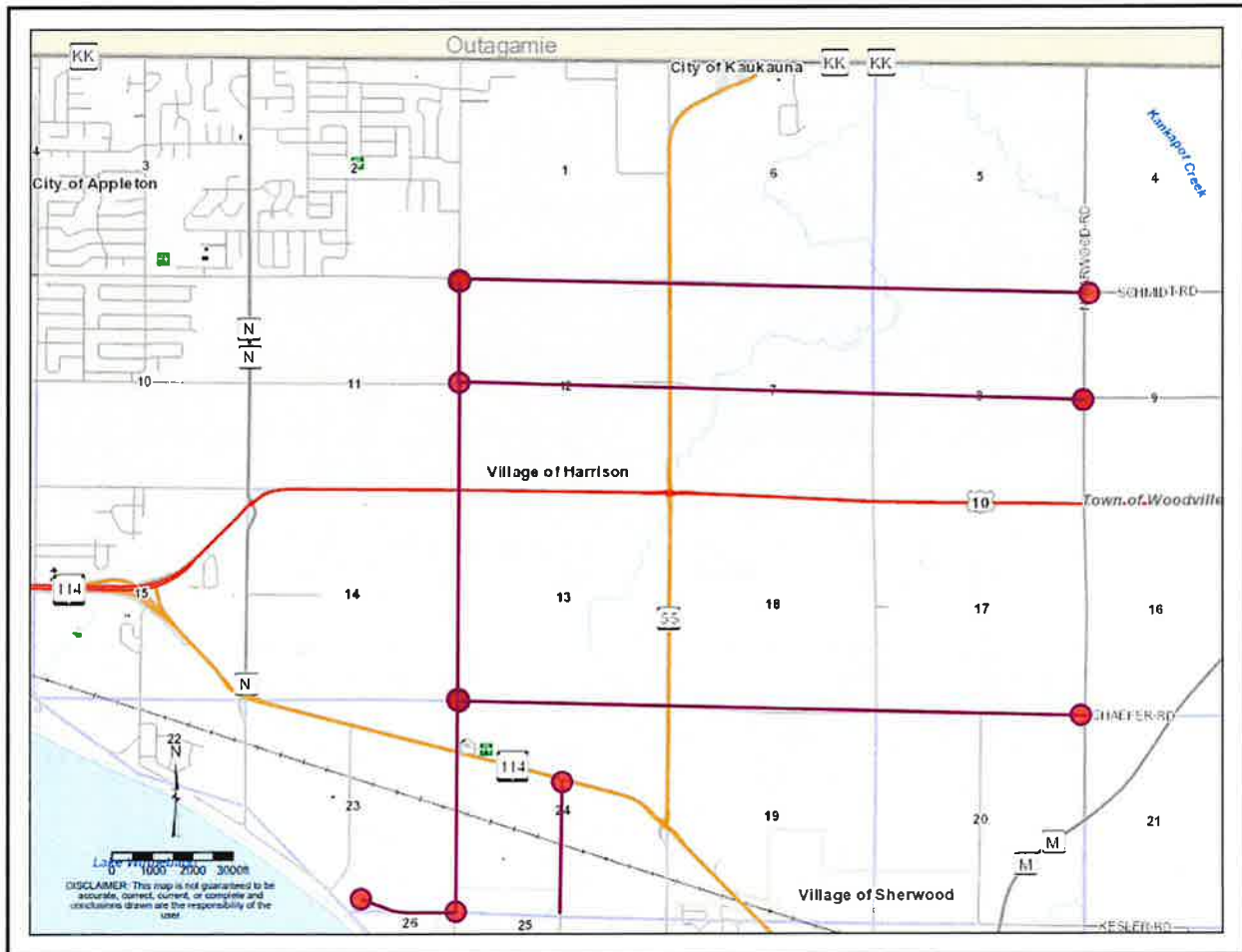
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MAP 1: OVERVIEW OF THE VILLAGE OF HARRISON
Routes marked in purple



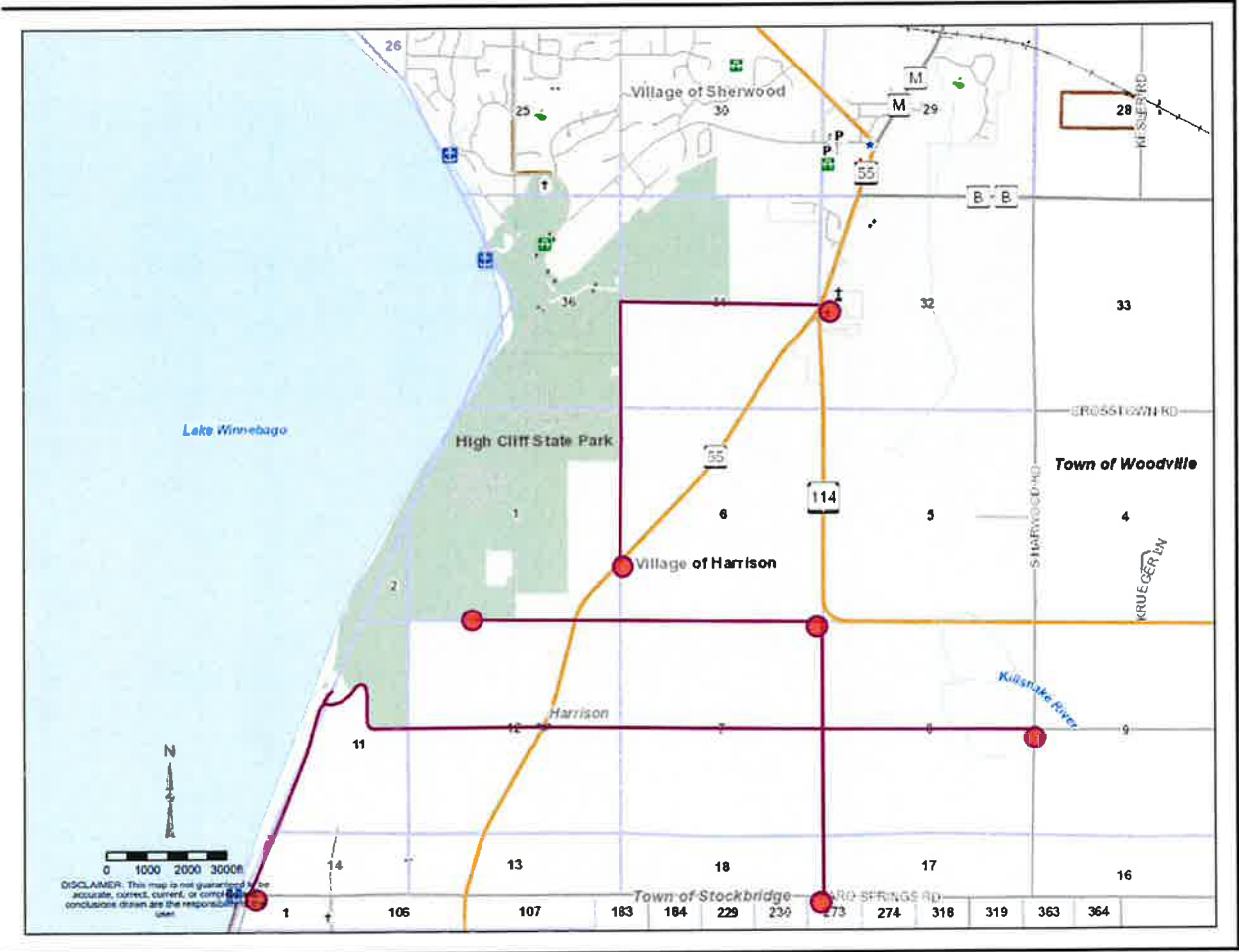
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MAP 2: FOCUS ON NORTH HALF OF VILLAGE OF HARRISON
Routes marked in purple



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MAP 3: FOCUS ON SOUTH HALF OF VILLAGE OF HARRISON
Routes marked in purple



ATV Route Guideline and Suggestions

(A Community Official's Handbook)



**Produced by the Bureau of Law
Enforcement and Community Financial
Assistance**

Publ # *LE-109* 4/03

ATV Route Guideline and Suggestions
(A Community Official's Handbook)

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ATV Route Guideline and Suggestions
(A Community Official's Handbook)

This guideline and attached suggested ordinance is provided to assist the county, town, city, or village administrator with examining the considerations for ATV routes within the community.

There are specific statutes and codes that govern routes. A complete list of the statutes and codes are provided in the appendix of this guideline.

Original Route Intent - The route is generally recognized as a means to connect the terminal end of a trail (when it is obstructed by a city, village, river, railroad track or other impediment) back to the trail on the other side of the obstruction.

Route - A Route is a highway or sidewalk designated for use by ATV operators by the governmental agency having jurisdiction. Routes are identified at the beginning point by a 24"X18" sign showing a white silhouette of an ATV on a green background. White directional arrows (12"X9") on a green background, show the continuation of the route.

Trail - A trail is a marked corridor on public property or on private lands subject to public easement or lease, designated for use by all-terrain vehicle operators by the governmental agency having jurisdiction, but excluding roadways of highways except those roadways which are not seasonally maintained for motor vehicle traffic. Trails are identified by 6"X6" signs showing a white silhouette of an ATV on a brown background.

State law does not allow ATV residential or lodging access within communities in the manner that is afforded to snowmobile users. However, significant trends involving routes have been seen within several communities recently. These trends are in two forms; 1) Attempt to mimic the snowmobile statutes by opening all town roads to ATV use, 2) Create routes for meaningful riding experiences or as total means of ATV recreation. Providing the latter as a riding experience is generally contrary to the original route purpose, safety practices and machine design. Regardless of the trend's purpose, neither of these route types is created in the context of the original route function. But, is that all bad? Deciding whether these types of (route) uses hold positive or negative effects greatly depends on individual circumstances within the community. It is difficult to broad brush either trend good or bad, but loosely, both trends raise concerns for the Department of Natural Resources (DNR), which is charged with the ATV safety and law enforcement components.

Before we begin to discuss the finer points of routes, signage and legal requirements, we should first discuss the unsaid and perhaps the intangibles that affect ATVers, routes, communities and of course you, the administrator.

There are several of these intangible issues that will affect ATV use in your county and as the community administrator it is incumbent upon you to consider each area carefully. Some of the considerations are; **Safety & Liability, Law Enforcement, Tourism & Community Acceptance.**

ATV Route Guideline and Suggestions
(A Community Official's Handbook)

Safety & Liability

The single most important route consideration will be the safety of all ATV riders, pedestrians, bicyclist, automobile operators and others. As the administrator and potentially the advocate for the adoption of a route, you should know certain things about ATVs and the way they handle so that you can make informed recommendations.

It seems simple enough that ATV routes will likely increase ATV user participation. With that said, you might not have considered that the ATV riding public would be subject to more frequent intermingling with automobiles. The more automobiles and ATVs mix the higher the risk to each party, especially when you consider the following;

Many of the ATVs in use today are not equipped with brake lights; taillamps yes, but not brake lights; this includes currently produced machines. When you realize this fact you can certainly see mixing ATVs with motor vehicles in a very different light.

The lack of brake lights complicates a young rider's multitasking skills when coupled with the need to use both hands to handle the ATV and the need to use hand signals. Add this to required braking, (needed) quick decision-making skills and you can have a very confused rider, not to mention an unsafe one.

- You should note that the DNR has concerns about increasing the use of ATVs on roadways with a broad-brush approach. The entire engineering makeup of an all-terrain vehicle is based on the premise of off-road use. Specifically, the ATV tires dictate that the machines be used off the roadway. All-terrain vehicle tires are designed to provide tread slip under some conditions, yet provide grip under others. The majority of problems associated with roadway accidents are a result of losing control due to the physics of tire and roadway incompatibility. The mere change in the road surface can and does cause crashes when not used properly.

Considerations should be given to route speed limits when changes in road surfaces occur. Changing from pavement to mud, gravel, etc. or any combination thereof can create a hazardous riding situation if speeds are excessive. The ATV will handle differently on each surface.

- An additional complication is noted when all-terrain vehicles are operated with one set of wheels on the paved portion of the road and the other set of tires on the non-paved portion of the road. The wheels on the paved portion grip the roadway with stress and rotate slower than the wheels on the non-paved surface. This type of operation coupled with a turn, slight bump or rut can create a physical upset of the machine under certain conditions.

ATVs can be used responsibly on paved roadways when precautions are taken to reduce the crash potential. Anecdotal accounts by reviewing ordinances have noted route speed restrictions from 10-25 mph. Also, when applicable, the ordinances mimic state speed

ATV Route Guideline and Suggestions
(A Community Official's Handbook)

restrictions, restricting operation to 10-mph when within 100 feet of pedestrians and when within 150 feet of a home. Although it's required by state statute, route ordinances have generally restated:

- Headlights and tail lights must be turned on at all times
- Youth under 16 are required to have safety certificates
- All persons under 18 operating and/or riding on an ATV must wear a helmet

Of all the areas that can truly create discomfort for an administrator, it will be in the area of public safety and the need to act reasonably. The administrator or town/county official should be mindful to any area involving the safety of the ATVer public.

Suggestion: Prior to creating a route, consider the amount and type of automobile traffic the road receives; the potential number of ATV riders that will use the route, ATV rider age potential, speeds that can be generated by ATVs, proper speed limits, stop signs/lights, intersections, pedestrian traffic, road surfaces (pavement, ice, mud, gravel,).

Law Enforcement

The ATV statutes and codes fall specifically within the DNR's jurisdiction, but that doesn't mean as much as you might think when considering who actually enforces these laws. Certainly, conservation wardens enforce ATV laws and in addition so can an officer of the state traffic patrol under s. 110.07 (1), inspector under s. 110.07 (3), county sheriffs/deputies or municipal peace officers. But, the assumption that conservation wardens will be the main law-enforcing officers of these laws (routes) will be a mistake that could cause distress for the administrator later on.

DNR Law Enforcement...

The DNR has 4-position (FTE) equivalents that are dedicated to the ATV program. These equivalents translate into 7,320 hours. The hours are distributed among the entire warden service (209) and are used for a variety of ATV related duties; including law enforcement, safety education, court, maintenance, accident investigation, public relations, and other activities. Unfortunately, this breakdown also translates into roughly nine hours of enforcement work that is available per warden/ year. The "DNR-hours dilemma" is that the agency is not authorized to work time beyond what the legislature has granted and there has been limited success in acquiring new FTE. Results: The DNR must rely heavily on local enforcement efforts.

County Law Enforcement...

The DNR provides grant money to counties for ATV law enforcement purposes. However, the county sheriff's offices are the only law enforcement branch eligible for the

ATV Route Guideline and Suggestions
(A Community Official's Handbook)

grants. Of the 72 Wisconsin counties, only 18-20 have traditionally participated in the patrol grant process and only \$70,000 state dollars are available for distribution.

Local Law Enforcement...

Local enforcement efforts besides the sheriffs' have generally been limited as well. Part of limited enforcement efforts could be because of grant ineligibility: cities and villages cannot apply. Additionally, when a city or village determines priorities for deploying officers and working criminal activity, ATV riding can receive low rankings and can be even lower on the agency's priority list. The results can sometimes yield high numbers of violations, high complaints and low community tolerance - end result - frustration and trail/route closures.

An additional consideration - Most towns do not employ their own law enforcement officers as do cities and villages. Creating a route in the township, away from the city or village, places additional law enforcement responsibility upon the DNR and/or sheriff patrols. Under current conditions increased coverage is not likely to be available.

To be successful, local law enforcement must support the use of ATVs and the use of a route(s) or at least commit to help keep problems to a minimum. If law enforcement is not available to handle the problems that may occur with associated/increased use, you will suffer the effects of poor planning even if the route is later removed.

Suggestion: Consider your law enforcement resources carefully prior to creating a route.

Tourism & Community Acceptance

ATV use within the community has been on the increase, and at times it's been increasing despite the lack of trails and or routes. One of the benefits of having an ATV trail interrupted by a city is that a properly placed route can divert ATV traffic to local businesses as long as the route passes adjacent to the businesses. Restaurants, motels, gas stations and chambers of commerce can see a substantial increase in foot traffic that is delivered via ATV. There are both pros and cons to the diverted ATV use in the business community.

- ATVs use can bring tourism dollars to the business.
- Increased ATV use in the city/village can bring congestion, which in turn will create frustrations for automobile operators and ATVer's.
- At times, ATV users may take shortcuts with automobile right of way laws.
- Increased ATV use among automobile traffic increases apprehensions about risking vehicular collisions, not only for citizens, but law enforcement as well.
- A small number of ATV users will take liberty by "exploring" areas/roads away from the route and will create a negative image for all ATV users.

ATV Route Guideline and Suggestions
(A Community Official's Handbook)

Route signing must be clear to everyone. Adjustments may be necessary if ATV users constantly become lost or stray from the route. This should not be a problem with a properly posted route.



The use of posted signs showing *NO ATVs* can prevent problems ahead of time. However, once you begin to use a system of signs, you must stay with it. The Trail Signing Handbook (PUB-CF- 023) will provide the proper guidance for posting legally required signs. Review your routes - the ATVer may be confused if you post the *NO ATV* sign at some intersecting roads and then fail to place them at others. Inconsistency may give the impression that it's okay to ride there.

Look beyond your own community and attempt to determine the effects a route will have on adjoining towns, cities or villages or county, state or federal lands. Will the other town/city/village accept the dead-end traffic to their jurisdiction? Will the route end up connecting to another route or trail? Does the route fulfill the original intentions of the route concept?

Suggestion: Consider carefully, the totality of the circumstances; law enforcement needs/requirements, community acceptance, tourism benefits and safety (vehicle and ATV) prior to creating a route. Consider the long term results and/or comments (pros and cons) that you might receive, or the comments town officials and law enforcement may receive. Consider ATV traffic that may unintentionally divert from the route to business services that are not directly adjacent to the route.

MEETING THE LEGAL REQUIREMENTS FOR ROUTES

Process

- A. When the route ordinance has been passed/approved by the local jurisdiction, the clerk of jurisdiction **MUST** send a copy of the route/ordinance to:

Department of Natural Resources
ATTN: ATV Section
P.O. Box 7921,
Madison, WI 53707
- B. The clerk of jurisdiction **MUST** also send a copy of the route/ordinance to the law enforcement agency having jurisdiction over the highway(s).

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(A Community Official's Handbook)

- C. The unit of government that designated the route SHALL post the proper route signs or ensure that it is done. Sometimes the county, town, city or village, while maintaining supervisory responsibility, designates this task to an ATV club or an ATV association. Ultimately the designating unit of government is responsible for signing the route.

NOTE: Failure to sign the route, yet allowing ATVs to operate, sets a dangerous stage for litigation to follow any ATV accident that occurs on the unsigned route.

Failure to sign a route also creates very difficult enforcement situations. Law enforcement officers, especially state officers or county officers who may not be as closely connected to the city or village activities, won't always know that a route/ordinance has been adopted. In fact, this is more likely to be the case than not. If this circumstance arises and the officer observes an ATV operating on a roadway (unsigned route), the instinctual response is to determine the lawfulness of the operation. Even though the operator may feel that he/she is legally operating pursuant to the route allowances (which are written on paper only), the person may in fact be violating the law. The governing body that failed to place the signs is also culpable. Keep in mind that if an ATV route/ordinance is passed, the ATVers will likely be the first to know of it and will attempt to use it immediately.

A citation issued under these circumstance immediately draws negative attention to the governing body that created the route and every official that deals with the charge; including the judge and the officer.

The DNR does not have ordinance review authority over routes or the ordinances governing routes, but suggestions are made when inconsistencies are found .

A complete set of guidelines for signing trails can be located in the Department of Natural Resources "Trail Signing Handbook" Publication number PUB-CF-023.

GRANTS AND REIMBURSEMENTS - ELIGIBILITY (PAYING FOR SIGNS)

The cost of the initial set of route signs (to and from a trail and/or from a trail to services and back to a trail) is eligible for grant funds. However, you should know that the DNR distributes available funds using a ranking system. Most of the grant applications (for route signs) do not rank high enough to receive priority during the grant distribution setting process. Therefore, the county, town, city or village is often left with paying for the signs completely. This result often places the unit of government in a difficult position to make a conscious decision "**To sign or Not to sign.**" Taking the later approach is tempting, especially when the all town roads have been opened as a route.

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The DNR discourages towns from managing routes in this manner. The cost for maintaining a route is not a reimbursable expense.

NOTE: Merely placing one sign at the village, city or town limits and attempting to notify the public that the entire set of roads within the jurisdiction are considered routes, will not be sufficient to comply with the route-signing requirements. Each road designated as a route must be marked in accordance with the route-signing handbook Pub-CF-023 99Rev.

The Grant Application process is -

- ✓ Complete and submit form 8700-159, which includes a brief description of your project and a breakdown of the type of sign, quantity, and price. This must be accompanied by the following documents:
- ✓ An ordinance passed by the municipality at a formal meeting,
- ✓ A map of the municipality identifying the roads being opened, where services are and where signs are being proposed, and
- ✓ A resolution approving the municipality's participation in the program (a sample is on the back of 8700-159).

Applications must be received by April 15 of each year. Funding is based upon priorities.

NOTE: Before completing your ordinance or application, it is recommended that you talk to your Community Services Specialist and/or local warden about the project.

SUGGESTED ATV ROUTE/ORDINANCE FORMAT

All-Terrain Vehicle Route

Village of Dunn, Dane County



AN ORDINANCE DESIGNATING ALL-TERRAIN VEHICLE ROUTES AND REGULATING THE OPERATION OF ALL TERRAIN VEHICLES

Section I - Intent

The Village of Dunn, Dane County adopts the following all-terrain vehicle route for the operation of all-terrain vehicles upon the roadways listed in Section III.

Following due consideration of the recreational value to connect trail opportunities and weighted against possible dangers, public health, liability aspects, terrain involved, traffic density and history of automobile traffic, this route(s) has been created.

Section II - Statutory Authority

This route is created pursuant to village authority under section 1.1.01 as authorized by 23.33 (8) (b), Wis. Stats.

The applicable provisions of 23.33 regulating ATV operation pursuant to routes are adopted.

Section III - Routes

The following roads are designated as routes

- A. Clancy Road, beginning at Road 1 and ending at Town Line Road.
- B. Johnsonville Lane in its entirety.
- C. Said routes are further described and identified by the attached map.

Section IV - Conditions

As a condition for the use of this route, the following conditions shall apply to all operators (and passengers);

- A. All ATV operators shall observe posted roadway speed limits.
- B. All ATV operators shall ride single file.
- C. All ATV operators shall slow the vehicle to 10-mph or less when operating within 150 feet of a dwelling.
- D. Routes must be signed in accordance with NR 64.12, and NR 64.12(7)c.

ATV Route Guideline and Suggestions
(A Community Official's Handbook)

Section V - Enforcement

This ordinance shall be enforced by any law enforcement officer authorized to enforce the laws of the state of Wisconsin.

Section VI - Penalties

Wisconsin state All-Terrain Vehicle penalties as found in s. 23.33 (13) (a) Wis. Stats., are adopted by reference.

Section VII - Severability

The provision of this ordinance shall be deemed severable and it is expressly declared that the County/Town/City/Village would have passed the other provisions of this ordinance irrespective of whether or not one or more provisions may be declared invalid. If any provision of this ordinance or the application to any person or circumstances is held invalid, the remainder of the ordinance and the application of such provisions to other persons circumstances shall not be deemed affected.

Section VIII - Effective Date

This ordinance becomes effective upon passage and publication.

Passed this 10th Day of January 2010

Dunn Village Clerk

ATV Route Guideline and Suggestions
(A Community Official's Handbook)

All-Terrain Vehicle _____

_____ **of** _____

AN ORDINANCE DESIGNATING _____

Section I - Intent

The _____ of _____
adopts the following all-terrain vehicle ordinance/route for the operation of all-terrain vehicles upon the roadways listed in Section III.

Following due consideration of the recreational value to connect trail opportunities and weighted against possible dangers, public health, liability aspects, terrain involved, traffic density and history of automobile traffic, this ordinance has been created.

Section II - Statutory Authority

This route is created pursuant to _____
authority under _____ as authorized by 23.33 (8) (b), Wis.
Stats.

Optional - the provisions of 23.33 are adopted.

Section III - Routes

The following roads are designates as routes;

- A. _____
- B. _____
- C. Said routes are further described and identified by the attached map.

Section IV - Conditions

As a condition for the use of this route, the following conditions shall apply to all operators (and passengers where applicable);

- A. _____
- B. _____
- C. Routes must be signed in accordance with NR 64.12, and NR 64.12(7)c.

ATV Route Guideline and Suggestions
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Section V - Enforcement

This ordinance shall be enforced by any law enforcement officer of the

_____, _____
County, Wisconsin.

Section VI - Penalties

Wisconsin state All-Terrain Vehicle penalties as found in s. 23.33 (13) (a) Wis. Stats., are adopted by reference.

Section VII - Severability

The provision of this ordinance shall be deemed severable and it is expressly declared that the _____ would have passed the other provisions of this ordinance irrespective of whether or not one or more provisions may be declared invalid. If any provision of this ordinance or the application to any person or circumstances is held invalid, the remainder of the ordinance and the application of such provisions to other persons circumstances shall not be deemed affected.

Section VIII - Effective Date

This ordinance becomes effective upon passage and publication.

Passed this _____ Day of _____, 20____

_____, Clerk

Appendix B
ATV ROUTES

A Reference of Statutes and Codes

23.33(1)(c) "All-terrain vehicle **ROUTE**" means a highway or sidewalk designated for use by all-terrain vehicle operators by the governmental agency having jurisdiction as authorized under this section.

23.33 (4) Operation on or near highways.

(d) Operation on roadway. A person may operate an all-terrain vehicle on the roadway portion of any highway only in the following situations:

4. On roadways which are designated as all-terrain vehicle **ROUTES**. Operation of all-terrain vehicles on a roadway which is an all-terrain vehicle **ROUTE** is authorized only for the extreme right side of the roadway except that left turns may be made from any part of the roadway which is safe given prevailing conditions.

(e) Operation adjacent to roadway. A person may operate an all-terrain vehicle adjacent to a roadway on an all-terrain vehicle **ROUTE** or trail if the person operates the all-terrain vehicle in the following manner:

23.33 (8) ROUTES and trails.

(a) Department authority. The department shall encourage and supervise a system of all-terrain vehicle **ROUTES** and trails. The department may establish standards and procedures for certifying the designation of all-terrain vehicle **ROUTES** and trails.

(b) **ROUTES**. A town, village, city or county may designate highways as all-terrain vehicle **ROUTES**. No state trunk highway or connecting highway may be designated as an

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all-terrain vehicle **ROUTE** unless the department of transportation approves the designation.

- (d) **Restrictions.** The designating authority may specify effective periods for the use of all-terrain vehicle **ROUTES** and trails and may restrict or prohibit the operation of an all-terrain vehicle during certain periods of the year.
- (e) **Signs.** The department, in cooperation with the department of transportation, shall establish uniform all-terrain vehicle **ROUTE** and trail signs and standards.
- (f) **Interference with signs and standards prohibited.**
 - 1. No person may intentionally remove, damage, deface, move or obstruct any uniform all-terrain vehicle **ROUTE** or trail sign or standard or intentionally interfere with the effective operation of any uniform all-terrain vehicle **ROUTE** or trail sign or standards if the sign or standard is legally placed by the state, any municipality or any authorized individual.
 - 2. No person may possess any uniform all-terrain vehicle **ROUTE** or trail sign or standard of the type established by the department for the warning, instruction or information of the public, unless he or she obtained the uniform all-terrain vehicle **ROUTE** or trail sign or standard in a lawful manner. Possession of a uniform all-terrain vehicle **ROUTE** or trail sign or standard creates a rebuttable presumption of illegal possession.

23.33 (9) Administration; enforcement; aids.

- (b) **All-terrain vehicle projects.** Any of the following all-terrain vehicle projects are eligible for funding as a state all-terrain vehicle project from the appropriation account under s. 20.370 (1) (ms) or for aid as a nonstate all-

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terrain vehicle project from the appropriation accounts under s. 20.370 (5) (ct) and (cu):

3. Development of all-terrain vehicle **ROUTES** or all-terrain vehicle trails.
4. Development or maintenance of a snowmobile **ROUTE** or trail or an off-the-road motorcycle trail or facility if the **ROUTE**, trail or facility is open for use by all-terrain vehicles.
5. Maintenance of all-terrain vehicle **ROUTE** or all-terrain vehicle trails.

23.33 (11) Local ordinances.

- (a) Counties, towns, cities and villages may enact ordinances regulating all-terrain vehicles on all-terrain vehicle trails maintained by or on all-terrain vehicle **ROUTES** designated by the county, city, town or village.
- (am) Any county, town, city or village may enact an ordinance which is in strict conformity with this section and rules promulgated by the department under this section, if the ordinance encompasses all aspects encompassed by this section.
- (b) If a county, town, city or village adopts an ordinance regulating all-terrain vehicles, its clerk shall immediately send a copy of the ordinance to the department and to the office of any law enforcement agency of the municipality or county having jurisdiction over any highway designated as an all-terrain vehicle **ROUTE**.

23.33 (13) Penalties.

- (f). Restoration or replacement of signs and standards. In addition to any other penalty, the court may order the defendant to restore or replace any uniform all-terrain vehicle **ROUTE** or trail sign or standard that the

ATV Route Guideline and Suggestions
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defendant removed, damaged, defaced, moved or obstructed.

ANNOT. County forest roads open to vehicular traffic are highways that can be designated as **ROUTES** under sub. (8) (b). 77 Atty. Gen. 52.

RULES AND REGULATIONS

NR 64.12 ROUTES.

- (2) “All-terrain vehicle **ROUTE**” means a highway or sidewalk designated for use by all-terrain vehicle operators by the governmental agency having jurisdiction.

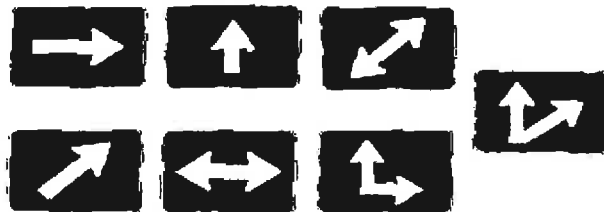
NR 64.12 ROUTES.

- (1) An all-terrain vehicle **ROUTE** may be established by a town, city, village or county by adopting an ordinance designating a highway as an all-terrain vehicle **ROUTE** and signing the highway in accord with s. 23.33 (8), Stats., and rules of the department.
- (2) A town, city, village or county may adopt an ordinance designating a state trunk highway or connecting highway as an all-terrain vehicle **ROUTE** if the department of transportation approves the designation.
- (3) A town, city, village or county may adopt an ordinance designating a sidewalk of a state trunk highway bridge as an all-terrain vehicle **ROUTE** with the approval of the department of transportation.
- (4) A town, city, village or county may designate a **ROUTE** as an all-terrain vehicle **ROUTE** during certain periods of the year and prohibit the operation of all-terrain vehicles on that **ROUTE** during other periods of the year.
- (5) All-terrain vehicle operation is not permitted on state trunk highways or connecting highways except as provided for under s. 23.33 (4), Stats., or sub. (2) or (3).
- (6) No person may operate an all-terrain vehicle on a restricted all-terrain vehicle **ROUTE** during any period of the year when the operation of all-terrain vehicles is prohibited.

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- (7) Signs for all-terrain vehicle **ROUTES** on highways and sidewalks designated for use by the governmental unit having jurisdiction as authorized under s. 23.33 (8), Stats., shall meet the following requirements:
- (a) The all-terrain vehicle **ROUTE** sign shall have a reflectorized white symbol, border and message on a reflectorized green background. The standard and minimum size of this sign shall be 24"X18". The sign, including the stylized all-terrain vehicle symbol and the word message "ATV **ROUTE**", shall conform to the standard design on file in the department of transportation.
 - (b) The directional arrow marker (M7 series) shall have a reflectorized white arrow and border on a reflectorized green background. The standard and minimum size of a directional arrow shall be 12"X9".
 - (c) An all-terrain vehicle **ROUTE** sign with directional arrow, where appropriate, shall be placed at the beginning of an all-terrain vehicle **ROUTE** and at such locations and intervals as necessary to enable all-terrain vehicle operators to follow the **ROUTE**.

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ALL TERRAIN VEHICLE **ROUTE** SIGN AND ARROWS
(M-7 SERIES)
GREEN REFLECTORIZED BACKGROUND WITH WHITE
REFLECTORIZED LETTERS, SYMBOLS, AND BORDER

- (d) All-terrain vehicle **ROUTE** signing shall be done by or under the direction of and is the responsibility of the unit of government which designates the all-terrain vehicle **ROUTE**.

NR 64.14 All-terrain vehicle trail aid.

- (1) **DISTRIBUTION.** The department shall distribute all-terrain vehicle project aids on the basis of a priority system according to the following priority ranked purposes;
 - (a) Maintenance of existing approved all-terrain vehicle areas and trails, including **ROUTES**;
 - (e) Acquisition of land in fee and development of new all-terrain vehicle areas and trails, including **ROUTES**.

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(2m) **MAINTENANCE OF ROUTES.** The department may provide state aid up to 100% of the cost of the purchase of all-terrain vehicle **ROUTE** signs and arrows, trail crossing warning signs, and signs briefly explaining the intoxicated all-terrain vehicle operator law. All-terrain vehicle **ROUTES**, whether a part of an approved all-terrain vehicle trail or not, are not eligible for per mile maintenance payments under sub. (2).

(6) **Development**

(d) The department shall distribute aids for all-terrain vehicle areas and trail development projects, including **ROUTES**, considering the following criteria:

1. All-terrain vehicle **ROUTES**, areas and trails in counties where **ROUTES**, areas, and trails are in short supply in comparison to demand.
2. All-terrain vehicle **ROUTES** and trails that provide connecting loops or origin-destination segments over dead end segments.
3. All-terrain vehicle **ROUTES** or trails that provide connections from one jurisdiction to another.
4. All-terrain vehicle **ROUTES** and trails that have potential for year round use.
5. All-terrain vehicle **ROUTES**, areas and trails to be developed on publicly owned land or land under easements or other agreements for 3 years or greater.

MISCELLANEOUS STATUTES and references

84.02(1) Designation. The system of highways known as the trunk highway system heretofore selected and laid out by the legislature and by the highway commission and by special legislative state trunk highway committees and approved by said highway commission and as revised, altered and changed by and under authority vested by law in the highway commission, is hereby validated and confirmed and designated the state trunk highway system but without prejudice to the exercise of the power given to change such system, and all acts by which parts of said system were heretofore adopted or declared to be trunk highways are confirmed and validated. Section 80.32 (2) does not apply to the state trunk highway system.

84.02(11) Connecting highways. The state trunk highway system shall not include the marked routes thereof over the streets or highways in municipalities which the department has designated as being connecting highways. Those municipal streets or highways so excluded as state trunk highways but marked as such and designated as connecting highways are further described and the aids determined therefor under s. 86.32.

84.29 National system of interstate highways.

86.32(1) The department may designate, or rescind the designation of, certain marked routes of the state trunk highway system over the streets or highways in any municipality for which the municipality will be responsible for maintenance and traffic control and the maintenance and operation of any swing or lift bridge. Such maintenance, operation and traffic control of the connecting highways and swing and lift bridges shall be subject to review and approval by the department. Those marked routes of the state trunk highway system designated as connecting streets prior to July 1, 1977, shall become the connecting highways in municipalities which are eligible for aids payments under this section. The character of travel service provided by a route, uniformity of maintenance, the effect on the maintaining agency, and the municipality's maintenance capability will be considerations by the secretary, in cooperation with the municipalities and counties in making changes in the connecting highways of the state trunk highway system in municipalities. The decision of the secretary to designate or rescind a designation may be appealed to the division of hearings and appeals, which may affirm, reverse or modify the secretary's decision.

340.01 (22) "Highway" means all public ways and thoroughfares and bridges on the same. It includes the entire width between the boundary lines of every way open to the use of the public as a matter of right for the purposes of vehicular travel. It includes those roads or driveways in the state, county or municipal parks and in state forests which have been opened to the use of the public for the purpose of vehicular travel and roads or driveways upon the grounds of public schools, as defined in s. 115.01 (1), and institutions under the jurisdiction of the county board of supervisors, but does not include private roads or driveways as defined in sub. (46).

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340.01 (60) "State trunk highway" means any highway designated pursuant to s. 84.02 or 84.29 as part of the state trunk highway system, exclusive of connecting highways.

To view the state truck highway system, see "Official State Trunk Highway System Maps," Wisconsin Dept of Transportation, Division of Transportation Infrastructure Development

State Trunk Highways

"The Department of Transportation's (DOT) state trunk highway program is responsible for the construction, improvement and maintenance of the state's 11,752 mile trunk highway system."

"The responsibility for roads and highways is divided between local governments and the state. The state generally has jurisdiction over arterial roads, which function as corridors for interstate and interregional travel. This network is called the state trunk highway system. Generally, counties are responsible for collector roads, which serve short distance, intraregional traffic or provide connections between arterial roads and local roads. Municipalities are responsible for local roads, such as residential streets and town roads, which provide property access and short distance, local mobility services. Jurisdiction does not always follow this functional classification. For instance, a county road can begin to function as an arterial highway if traffic patterns change. However, current DOT policy is to align jurisdictional responsibilities with functional classifications whenever possible."

"Although state highways comprise only 10.5% of total road mileage, they carry 59.7% of the total traffic volume. Of the 11,752 miles of state highway in the system, about 87% are rural, 8% are urban and 5% are considered connecting highways."

Connecting Highways

"Connecting highways are state trunk highways that lie within the corporate limits of larger municipalities."

"State Trunk highway and Connecting Highways" - Source - John Dyck Wisconsin Legislative Fiscal Bureau, Madison, WI, 2001

ATV Route Guideline and Suggestions
(A Community Official's Handbook)

Appendix C

VILLAGE BOARD MEETING**From:**

Mark J. Mommaerts, AICP, Assistant Village Manager

VILLAGE OF HARRISON**Meeting Date:**

August 16, 2022

Title:

5-Year Road Improvement Plan

Issue:

Which roads should the Village Board add to the 2023-2027 5-Year Road Improvement Plan?

Background and Additional Information:

As the Village considers the next 5-year road plan, staff is seeking feedback from the Board on which roads should be included on the 5-Year Road Plan. Roads listed in the previous plan were left in place for the most part and additional roads were added to fill in the gaps. There is a column for “Later” which lists projects that sought grant funding and other projects that could get moved forward. Unfortunately, none of the projects were selected for the latest grant cycle.

Since the last version was provided in July, the following changes were made based on discussion at previous meeting as well as trying to provide additional information/projects. The draft plan also tries to keep the projects amount around \$2,000,000. Increased or decreased funding will either move project up or delay projects. The major changes from the last draft plan:

- Manitowoc Road (CTH N to Harwood Rd) – from rural resurface to crack fill & chip seal
- Schmidt Road (State Park Rd to Harwood Rd) – from rural resurface to crack fill & chip seal and from 2023 to 2024
- Cottonwood Creek III Subdivision – from 2025 to 2023
- Midway Road (Noe Rd to N Coop Rd) – from 2023 to Later
- State Park Road (USH 10 to Schmidt Rd) – from 2023 to 2024 to allow for additional time to complete design work
- Old Highway Road – added to 2026
- Woodland Trail Subdivision – from 2026 to 2025
- N Coop Road – from 2025 to 2027
- Blazing Meadow Subdivision – added to 2026
- Firelane 12 – added to 2027
- State Park Road (County KK to Schmidt Rd) - added to Later
- Peaceful Valley Subdivision – added to Later
- Harrison Road (Harwood Rd to top of hill) – from rural resurface to crack fill & chip seal
- Eisenhower Drive – from 2025/2026 to Later
- Added potential inflationary costs under total costs (2022)

Budget Impacts:

Estimated, as listed in attached spreadsheet.

Recommended Action:

Discuss proposed 5-Year Road Plan, 2023-2027 and provide staff with any changes.

Attachments:

- 2023-2027 5-Year Road Improvement Plan (revised)

5-Year Road Plan
2023-2027

Item	Description	Year						Est. Cost (Local Share)
		2023	2024	2025	2026	2027	Later	
Creekside Estates**	Construct & Assess roads in accordance with development agreement. Village will be able to recoup costs.	\$ 1,122,379						\$ -
Cottonwood Creek III Subdivision (Willowglen Way, Alder Way, Basswood Ln, Cherrymeadow Rd, Mountain Ash Ln)	Rural Resurfacing & Ditching	\$ 1,374,800						\$ 1,374,800
Manitowoc Road (CTH N to Harwood Rd)	Crack fill & Chip Seal	\$ 219,000						\$ 219,000
Quella Drive	Pulverize & reshape	\$ 42,096						\$ 42,096
Schmidt Road (State Park Rd to Harwood Rd)	Crack fill & Chip Seal		\$ 159,300					\$ 159,300
State Park Road (USH 10 to Schmidt Road)	Rural Resurfacing - Widen to add bike lanes. Purchase additional ROW (80')		\$ 1,693,492					\$ 1,693,492
Woodland Trails Subdivision (Spring Valley Rd, Shagbark Hickory Ln, Sugar Maple Way, Maple Bluff Ln, Hemlock Ln, Wild Cherry Ct, Box Elder Way)	Urban Resurfacing. No Sidewalks are proposed.			\$ 972,000				\$ 972,000
Cedar Ridge Estates & Ashland Hollows 1st Add. (Christopher Ln, Elmview Dr, Oak Lawn Dr, Cedar Ridge Dr)	Rural Resurfacing & Ditching.			\$ 1,013,813				\$ 1,013,813
Old Highway Road (Firelane 8 to Hwy 114)	Rural Reconstruction				\$ 1,550,000			\$ 1,550,000
Blazing Meadow Subdivision (Cornflower Dr, Dahlia Dr, Hedgerow Dr north of Sweet William Dr, Zinnia Dr)	Urban Resurfacing. No Sidewalks are proposed.				\$ 459,084			\$ 459,084
N Coop Road (Manitowoc Rd to Midway Road) (TID FUNDS)	Rural Resurfacing - Widen to add bike lanes. Cost could be split 50/50 with TID #2.					\$ 388,322		\$ 388,322
	Rural Resurfacing - Widen to add bike lanes & 10' trail. Cost could be split 50/50 with TID #2.					\$ 967,197		\$ 483,599
Firelane 12	Rural Resurfacing					\$ 637,830		\$ 637,830
Peaceful Valley Subdivision (Daisy Ct, Peaceful Ln, Rosebud Ln, Tranquil Ln, Valley Ln)	Urban Resurfacing. No Sidewalks are proposed.						\$ 580,000	\$ 580,000
Harrison Road (Harwood Road to top of hill)	Crack fill & Chip Seal						\$ 169,200	\$ 169,200
Midway Road (Noe Rd to N Coop Road)	Rural Resurfacing - Widen to add bike lanes						\$ 740,000	\$ 740,000
State Park Road (County KK to Schmidt Rd)	Rural Resurfacing and widen to add bike lanes. Local share assumes 80% grant.						\$ 1,700,000	\$ 340,000
State Park Road (Schmidt Road to Hwy 114)	Rural Resurfacing and widen to add bike lanes. Local share assumes 80% grant.						\$ 3,186,983	\$ 637,397
Manitowoc Road (Lake Park Rd to CTH N)	Urbanize roadway, add storm sewer, add ped. trail, add sidewalk, add bike lane. Local share assumes 80% grant.						\$ 7,347,993	\$ 1,469,599
	Engineering, Stormwater, & Property Acquisition						\$ 573,480	\$ 573,480
Midway Road (N Coop Road to County N)	Urbanize roadway, add storm sewer, add ped. Trail, add bike lane. Local share assumes 80% grant.						\$ 2,589,782	\$ 517,956
	Engineering & Stormwater						\$ 225,898	\$ 225,898
Eisenhower Drive (Hwy 10/114 to Midway Road) (TID FUNDS)	New road construction. Cost could be split 50/50 with TID #2.						\$ 8,000,000	\$ 4,000,000
Totals (2022 costs)		\$ 2,758,275	\$ 1,852,792	\$ 1,985,813	\$ 2,009,084	\$ 1,993,349	\$ 25,113,336	\$ 18,246,865
Totals (inflationary costs)		\$ 2,896,189	\$ 1,991,751	\$ 2,184,394	\$ 2,260,220	\$ 2,292,351	\$ 28,880,336	

S:\DOCS NEW\Public Works\Budget & CIP\CIP (Road Plan) 2023-2027.xlsx\2023-2027

Date: August 11, 2022

** Village to assess 100% of cost back to the property owners of Creekside Estates

The criteria used to determine the streets in the 5-year road plan are as follows:

- PASER Rating. The lower the PASER Rating the worse condition the road pavement. Generally, the roads listed in the 5-year road plan have PASER Ratings in the 4-6 range.
- Traffic Counts. The amount of traffic on a road may warrant a higher priority over other roads of similar rating.
- Trends of PASER Rating. The history of PASER Ratings may indicate that a road is deteriorating faster or holding steady for pavement condition.
- Geography within Village. A balance of urban and rural roadway work is optimum. However, conditions of roads and other factors may cause for a perceived imbalance at times.
- Subdivision Roads. Roads within a subdivision, constructed at the same time, should be grouped together to avoid disruption to the subdivision over multiple years and increased mobilization costs.
- Unique Features. Some roads may have unique features (steep slope, bridge, etc.) that may increase the priority over other roads of similar ratings.
- Availability of Grant Funds. The availability of state/federal grant funds may increase the priority over other roads of similar ratings.

Developing a 5-year road plan is not an exact science. While criteria is used to choose which roads are listed in the plan, the criteria cannot be utilized without using human judgement to determine the best cost/benefit for the Village.

VILLAGE BOARD MEETING**From:**

Mark J. Mommaerts, AICP, Assistant Village Manager

VILLAGE OF HARRISON**Meeting Date:**

August 16, 2022

Title:

Presentation on the High Cliff Connection Study

Background:

The project lead and consultant, East Central Wisconsin Regional Planning Commission and HKGI respectively, will present the final draft of the High Cliff Connection Study. The final draft can be found on the project website:

<https://hkgi.mysocialpinpoint.com/high-cliff-connection>

Generally, the recommendation from the Study Plan is to explore the extension of the trail along State Highway 114.

Attachments:

- Harrison + Sherwood Area Recommendations (single page from plan)



HARRISON + SHERWOOD AREA RECOMMENDATIONS

Beginning at Lake Park Road and heading east, the recommended route for the High Cliff Connection is to utilize the existing Friendship Trail (on road bike lanes and a short segment with a separated trail) along Old Highway 10 to Fire Lane 12. This segment serves pedestrians and bicyclists well today with low volume adjacent traffic. However, improved markings, wayfinding, and seating along the segment would improve the trail experience for users.

Within the timeline of this planning study, consensus was not found to determine a preferred route connecting from the intersection of Fire Lane 12 / STH 114 to High Cliff State Park. As a result, two parallel recommendations are presented here as incremental steps towards finding a route for this gap in the connection:

STH 114 Further Exploration: Survey-level engineering study of the STH 114 corridor to determine a potential alignment of a separated trail (likely along the south side of the roadway) to Pigeon Road is recommended. The potential trail would then turn south to connect to the existing trail along the west side of Pigeon Road. With the current roadway alignment, a future separated trail (as shown in Figure 5.8) will require a trail easement or additional land acquisition to build, as there does not appear to be enough ROW width today. The trail alignment could be wrapped into future commercial or residential development.

Trail Corridor Search Area: At the onset of this planning study, there was significant community support for identification of a trail route in this area independent of STH 114. Property owners in the area voiced concern and opposition to a variety of route options. However, a few individual property owners in the area have contacted ECWRPC with interest in future conversations about future trail easements or acquisitions to potentially support a future connection to High Cliff. The long-term recommendation is to create a program to advocate, share information and to track property owners who are interested in voluntarily pledging easement or land sale. The intention of the program will be to piece together willing property owners to create a continuous trail through the search area to complete the corridor.

RECOMMENDATIONS:

- Explore extension of paved trail along STH 114 to Pigeon Road
- Improve wayfinding, trail experience along existing Friendship Trail
- Connect to existing trail on Pigeon Rd
- Develop a program or initiative to collect voluntary pledges for trail easement throughout search area to complete future trail gap
- Wayfinding throughout, potential trailhead locations along STH 114, improved trailhead facilities at High Cliff State Park entry

STH 114: FURTHER EXPLORATION

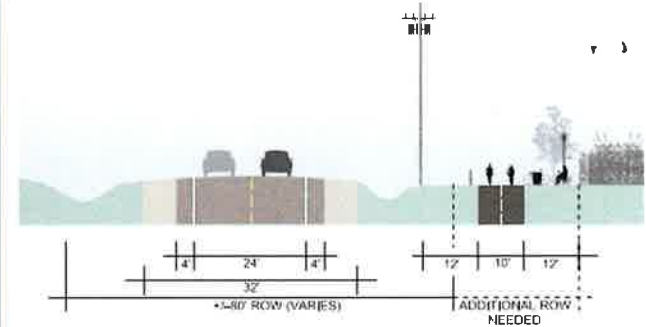


Figure 5.8 Exploration of future trail along STH 114

TRAIL CORRIDOR SEARCH AREA

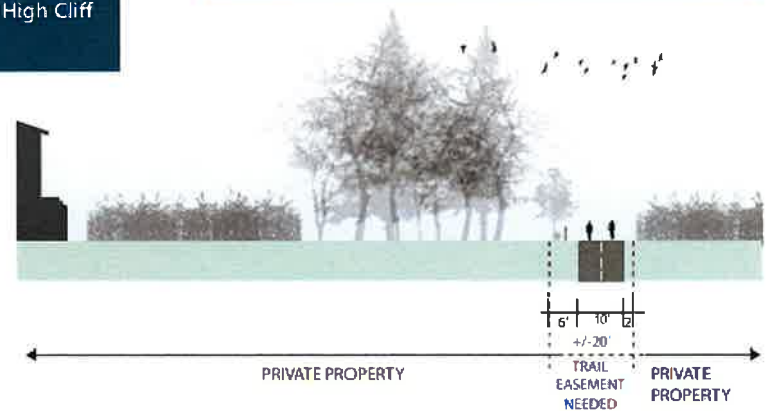


Figure 5.9 Exploration of future trail within Search Area

VILLAGE BOARD MEETING

VILLAGE OF HARRISON

From:

Mark J. Mommaerts, AICP, Assistant Village Manager

Meeting Date:

August 16, 2022

Title:

Certificate of Payment #2 for 2022 Street Paving Program

Issue:

Should the Village authorize payment #2 for the 2022 Street Paving Program?

Background and Additional Information:

The contractor has submitted an application for partial payment under the 2022 Street Resurfacing program for all work performed through July 23, 2022 in the amount of \$169,676.87. The Village engineer has reviewed the application and is recommending approval.

Budget Impacts:

\$169,676.87. This money has been budgeted under the capital outlay, transportation utility, and stormwater street projects portion funds.

Recommended Action:

Staff recommends the Village Board authorize payment of the contractor's application for Certificate of Payment #2 in the amount of \$169,676.87 for work performed through July 23, 2022.

Attachments:

- Contractor's application for Payment #2 & Engineer's correspondence

McMAHON

ENGINEERS ARCHITECTS

1445 McMAHON DRIVE P.O. BOX 1025
NEENAH, WI 54956 NEENAH, WI 54957-1025

McMAHON ASSOCIATES, INC.

TELEPHONE: 920.751.4200
FAX: 920.751.4284

CERTIFICATE FOR PAYMENT

VILLAGE OF HARRISON
W5298 HWY 114
Harrison, WI 54952

Contract No. H0006-09-22-00223
Project File No. H0006-09-22-00223
Certificate No. Two (2)
Issue Date: August 8, 2022
Project: Village of Harrison 2022 Asphalt Street Resurfacing Program

This Is To Certify That, In Accordance With The Contract Documents Dated: May 9, 2022

NORTHEAST ASPHALT, INC.
W6380 Design Drive
PO Box 1667
Greenville, WI 54942

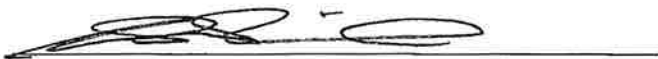
Is Entitled To Partial Payment For Work Performed Through: July 23, 2022

- Contractor's Application For Payment Attached.
- Itemized Cost Breakdown Attached.

Original Contract	<u>\$2,154,682.00</u>	Completed To Date	<u>\$535,467.70</u>
Net Change Orders	<u>\$238,443.80</u>	Retainage 5%	<u>\$26,773.38</u>
Current Contract Amount	<u>\$2,393,125.80</u>	Subtotal	<u>\$508,694.31</u>
		Previously Certified	<u>\$339,017.44</u>

Amount Due This Payment: \$169,676.87

Certified By:
McMAHON ASSOCIATES, INC.
Neenah, Wisconsin



Lee R. Reibold, P.E.
Associate / Municipal & Civil Engineer

Village of Harrison
 2022 Asphalt Street Resurfacing Program
 Schedule of Costs Based Upon As-Constructed Quantities
 McM No. H0006-9-22-00223

A. Sunrise Meadows Subdivision:						Payment Certificate #2		
Item	Description	Bid Qty	Unit	Unit Cost	Bid Total	Qty	Total Cost	
1	Clearing and grubbing	1	L.S.	\$8,500.00	\$ 8,500.00	\$	-	
2	Remove existing culvert	2	EACH	\$1,350.00	\$ 2,700.00	\$	-	
3	Remove existing Inlet	4	EACH	\$350.00	\$ 1,400.00	\$	-	
4	Remove existing storm sewer	275	L.F.	\$8.00	\$ 2,200.00	\$	-	
5	Remove existing concrete curb & gutter	2,300	L.F.	\$4.00	\$ 9,200.00	895	\$ 3,580.00	
6	24-inch x 36-inch CMP-Arch culvert	136	L.F.	\$137.02	\$ 18,634.72	\$	-	
7	24-inch x 36-inch CMP-Arch culvert flared end section	4	EACH	\$479.24	\$ 1,916.96	\$	-	
8	15-inch storm sewer	255	L.F.	\$60.00	\$ 15,300.00	\$	-	
9	15-inch flared end section	1	EACH	\$1,025.00	\$ 1,025.00	\$	-	
10	12-inch storm sewer	31	L.F.	\$63.00	\$ 1,953.00	\$	-	
11	6-Inch storm sewer	860	L.F.	\$38.00	\$ 32,680.00	\$	-	
12	6-Inch storm sewer cleanout	9	EACH	\$610.00	\$ 5,490.00	\$	-	
13	4-inch storm sewer lateral	100	L.F.	\$35.00	\$ 3,500.00	\$	-	
14	4-inch storm sewer cleanout	8	EACH	\$405.00	\$ 3,240.00	\$	-	
15	Catch Basin	6	EACH	\$2,735.00	\$ 16,410.00	\$	-	
16	Inlet Reconstruction	10	EACH	\$950.00	\$ 9,500.00	\$	-	
17	Sanitary manhole reconstruction	20	EACH	\$615.00	\$ 12,300.00	\$	-	
18	30-inch concrete mountable curb & gutter	2,300	L.F.	\$74.00	\$ 170,200.00	\$	-	
19	Pulverize existing asphalt pavement	17,580	S.Y.	\$2.30	\$ 40,434.00	\$	-	
20	Excavation Below Subgrade (EBS)	850	C.Y.	\$15.00	\$ 12,750.00	\$	-	
21	Base aggregate dense, 3-inch for EBS areas	1,700	TONS	\$15.50	\$ 26,350.00	\$	-	
22	Type I Geogrid for EBS areas	1,700	S.Y.	\$3.00	\$ 5,100.00	\$	-	
23	Fine grading and compaction of aggregate base	17,580	S.Y.	\$1.25	\$ 21,975.00	\$	-	
24	2 1/4-inch HMA Pavement 3 LT 58-28S	2,390	TONS	\$69.00	\$ 164,910.00	\$	-	
25	1 3/4-inch HMA Pavement 4 LT 58-28S	1,860	TONS	\$75.00	\$ 139,500.00	\$	-	
26	Sawing asphalt (WDOT Item No. 690.0150)	130	L.F.	\$1.50	\$ 195.00	\$	-	
27	Sawing concrete (WDOT Item No. 690.0250)	850	L.F.	\$3.50	\$ 2,975.00	\$	-	
28	6-Inch concrete driveway removal & replacement	200	S.Y.	\$84.41	\$ 16,882.00	\$	-	
29	Ditching	200	L.F.	\$7.11	\$ 1,422.00	\$	-	
30	Concrete ditch liner	3,000	S.F.	\$10.00	\$ 30,000.00	\$	-	
31	Ditch restoration	1,300	S.Y.	\$2.75	\$ 3,575.00	\$	-	
32	Lawn restoration	2,800	S.Y.	\$9.75	\$ 27,300.00	\$	-	
33	Contractor quality control testing	1	L.S.	\$2,825.00	\$ 2,825.00	\$	-	
					Total A = \$	812,342.68	\$	3,580.00

Village of Harrison
 2022 Asphalt Street Resurfacing Program
 Schedule of Costs Based Upon As-Constructed Quantities
 McM No. H0006-9-22-00223

B. Hoelzel Haven Subdivision

Item	Description	Bid Qty	Unit	Unit Cost	Total Bid Cost	Payment Certificate #2		
						Qty	Total Cost	
1	Remove and replace concrete curb and gutter	20	L.F.	\$98.00	\$ 1,960.00		\$ -	
2	Remove and salvage existing culvert	62	EACH	\$700.00	\$ 43,400.00	37	\$ 25,900.00	
3	12-inch storm sewer	153	L.F.	\$59.00	\$ 9,027.00		\$ -	
4	Catch basin	2	EACH	\$2,735.00	\$ 5,470.00		\$ -	
5	Yard drain	1	EACH	\$1,850.00	\$ 1,850.00		\$ -	
6	15-inch x 21-inch CMP-Arch culvert	147	L.F.	\$78.00	\$ 11,466.00		\$ -	
7	15-Inch x 21-inch CMP-Arch flared end section	11	EACH	\$328.60	\$ 3,614.60		\$ -	
8	18-inch CMP culvert	1,300	L.F.	\$69.50	\$ 90,350.00	592	\$ 41,144.00	
9	18-inch CMP flared end section	114	EACH	\$354.86	\$ 40,454.04	56	\$ 19,872.16	
10	24-inch CMP culvert	138	L.F.	\$78.50	\$ 10,833.00		\$ -	
11	24-inch CMP flared end section	6	EACH	\$439.03	\$ 2,634.18		\$ -	
12	Install salvaged culvert	16	EACH	\$1,200.00	\$ 19,200.00	20	\$ 24,000.00	
13	Ditching incl. placement of topsoil	7,900	L.F.	\$7.11	\$ 56,169.00		\$ -	
14	Sod for ditch flowline	1,760	S.Y.	\$8.00	\$ 14,080.00	794.9	\$ 6,359.20	
15	Hydroseed, fertilizer and hydromulch	9,750	S.Y.	\$5.25	\$ 51,187.50	3,106	\$ 16,306.50	
16	Seed Water	500	MGAL	\$1.00	\$ 500.00	10	\$ 10.00	
17	Culvert Pipe Ditch Check	62	EACH	\$50.00	\$ 3,100.00	52	\$ 2,600.00	
18	Pulverize existing asphalt pavement	14,200	S.Y.	\$2.30	\$ 32,660.00	14,200	\$ 32,660.00	
19	Excavation Below Subgrade (EBS)	2,000	C.Y.	\$15.00	\$ 30,000.00		\$ -	
20	Base aggregate dense, 3-Inch for EBS areas	4,000	TONS	\$15.50	\$ 62,000.00	110.2	\$ 1,708.10	
21	Type I Geogrid for EBS areas	3,500	S.Y.	\$3.00	\$ 10,500.00		\$ -	
22	Sanitary manhole reconstruction	15	EACH	\$615.00	\$ 9,225.00		\$ -	
23	Fine grading and compaction of aggregate base	16,200	S.Y.	\$1.25	\$ 20,250.00		\$ -	
24	2 1/4-inch HMA Pavement 3 LT 58-28S	1,950	TONS	\$69.00	\$ 134,550.00		\$ -	
25	1 3/4-inch HMA Pavement 4 LT 58-28S	1,490	TONS	\$75.00	\$ 111,750.00		\$ -	
26	Sawing asphalt (WDOT Item No. 690.0150)	1,450	L.F.	\$1.50	\$ 2,175.00	994.85	\$ 1,492.28	
27	Sawing concrete (WDOT Item No. 690.0250)	80	L.F.	\$3.50	\$ 280.00		\$ -	
28	Base aggregate dense, 1 1/4-inch for driveways	800	TONS	\$15.50	\$ 12,400.00		\$ -	
29	3-inch HMA Driveway Pavement	33,000	S.F.	\$3.00	\$ 99,000.00		\$ -	
30	Paved driveway slopes	100	EACH	\$140.00	\$ 14,000.00		\$ -	
31	Contractor quality control testing	1	L.S.	\$2,825.00	\$ 2,825.00		\$ -	
32	Traffic control	1	L.S.	\$5,950.00	\$ 5,950.00	0.5	\$ 2,975.00	
					Total B = \$	912,860.32	\$	175,027.24

C. Lakeview Court

Item	Description	Quantity	Unit	Unit Cost	Total Cost	Payment Certificate #2		
						Qty	Total Cost	
1	Pulverize existing asphalt pavement	6,300	S.Y.	\$2.40	\$ 15,120.00		\$ -	
2	Excavation Below Subgrade (EBS)	300	C.Y.	\$15.00	\$ 4,500.00		\$ -	
3	Base aggregate dense, 3-inch for EBS areas	600	TONS	\$15.50	\$ 9,300.00		\$ -	
4	Type I Geogrid for EBS areas	600	S.Y.	\$3.00	\$ 1,800.00		\$ -	
5	Sanitary manhole reconstruction	2	EACH	\$615.00	\$ 1,230.00		\$ -	
6	Fine grading and compaction of aggregate base	7,400	S.Y.	\$1.80	\$ 13,320.00		\$ -	
7	2 1/4-inch HMA Pavement 3 LT 58-28S	850	TONS	\$70.85	\$ 60,222.50		\$ -	
8	1 3/4-inch HMA Pavement 4 LT 58-28S	660	TONS	\$78.00	\$ 51,480.00		\$ -	
9	Sawing asphalt (WDOT Item No. 690.0150)	500	L.F.	\$1.50	\$ 750.00		\$ -	
10	3-inch HMA Driveway Pavement	3,450	S.F.	\$3.10	\$ 10,695.00		\$ -	
11	Contractor quality control testing	1	L.S.	\$2,825.00	\$ 2,825.00		\$ -	
					Total C = \$	171,242.50	\$	-

Village of Harrison
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D. Firelane 8						Payment Certificate #2	
Item	Description	Quantity	Unit	Unit Cost	Total Cost	Qty	Total Cost
1	Pulverize existing asphalt pavement	4,400	S.Y.	\$2.40	\$ 10,560.00	\$	-
2	Excavation Below Subgrade (EBS)	250	C.Y.	\$15.00	\$ 3,750.00	\$	-
3	Base aggregate dense, 3-inch for EBS areas	500	TONS	\$15.50	\$ 7,750.00	\$	-
4	Type I Geogrid for EBS areas	500	S.Y.	\$3.00	\$ 1,500.00	\$	-
5	Sanitary manhole reconstruction	7	EACH	\$615.00	\$ 4,305.00	\$	-
6	Fine grading and compaction of aggregate base	5,320	S.Y.	\$1.85	\$ 9,842.00	\$	-
7	2 1/4-inch HMA Pavement 3 LT 58-28S	600	TONS	\$70.85	\$ 42,510.00	\$	-
8	1 3/4-inch HMA Pavement 4 LT 58-28S	465	TONS	\$78.00	\$ 36,270.00	\$	-
9	Sawing asphalt (WDOT Item No. 690.0150)	550	L.F.	\$1.50	\$ 825.00	\$	-
10	3-inch HMA Driveway Pavement	2,200	S.F.	\$3.10	\$ 6,820.00	\$	-
11	Contractor quality control testing	1	L.S.	\$2,825.00	\$ 2,825.00	\$	-
Total D = \$						126,957.00	\$ -

E. Ravine Court						Payment Certificate #2	
Item	Description	Quantity	Unit	Unit Cost	Total Cost	Qty	Total Cost
1	Pulverize existing asphalt pavement	3,400	S.Y.	\$2.40	\$ 8,160.00	\$	-
2	Excavation Below Subgrade (EBS)	100	C.Y.	\$15.00	\$ 1,500.00	\$	-
3	Base aggregate dense, 3-inch for EBS areas	200	TONS	\$15.50	\$ 3,100.00	\$	-
4	Type I Geogrid for EBS areas	200	S.Y.	\$3.00	\$ 600.00	\$	-
5	Sanitary manhole reconstruction	5	EACH	\$615.00	\$ 3,075.00	\$	-
6	Fine grading and compaction of aggregate base	3,900	S.Y.	\$1.80	\$ 7,020.00	\$	-
7	2 1/4-inch HMA Pavement 3 LT 58-28S	460	TONS	\$70.85	\$ 32,591.00	\$	-
8	1 3/4-inch HMA Pavement 4 LT 58-28S	360	TONS	\$78.00	\$ 28,080.00	\$	-
9	Sawing asphalt (WDOT Item No. 690.0150)	380	L.F.	\$1.50	\$ 570.00	\$	-
10	3-inch HMA Driveway Pavement	2,800	S.F.	\$3.10	\$ 8,680.00	\$	-
11	Contractor quality control testing	1	L.S.	\$2,825.00	\$ 2,825.00	\$	-
Total E = \$						96,201.00	\$ -
Total (A through E) = \$						2,119,603.50	\$ 178,607.24

Supplemental Bid #1 - Harrison Utility District Driveway Apron Paving						Payment Certificate #2	
Item	Description	Quantity	Unit	Unit Cost	Total Cost	Qty	Total Cost
1	Fine grading and compaction of aggregate base	1,400	S.F.	\$0.75	\$ 1,050.00	\$	-
2	2 1/4-inch HMA Pavement 3 LT 58-28S	25	TONS	\$114.50	\$ 2,862.50	\$	-
3	1 3/4-inch HMA Pavement 4 LT 58-28S	20	TONS	\$121.75	\$ 2,435.00	\$	-
Total Supplemental Bid #1 = \$						6,347.50	\$ -

Supplemental Bid #2 - Darboy Community Park West Basketball Court Paving						Payment Certificate #2	
Item	Description	Quantity	Unit	Unit Cost	Total Cost	Qty	Total Cost
1	Remove existing asphalt pavement	460	S.Y.	\$2.65	\$ 1,219.00	\$	-
2	Fine grading and compaction of aggregate base	460	S.Y.	\$2.90	\$ 1,334.00	\$	-
3	1 3/4-inch HMA Pavement 3 LT 58-28S	50	TONS	\$114.50	\$ 5,725.00	\$	-
4	1 3/4-inch HMA Pavement 4 LT 58-28S	50	TONS	\$121.75	\$ 6,087.50	\$	-
Total Supplemental Bid #2 = \$						14,365.50	\$ -

Village of Harrison
 2022 Asphalt Street Resurfacing Program
 Schedule of Costs Based Upon As-Constructed Quantities
 McM No. H0006-9-22-00223

Supplemental Bid #3 - Darboy Community Park East Basketball Court Paving

Item	Description	Quantity	Unit	Unit Cost	Total Cost	Payment Certificate #2	
						Qty	Total Cost
1	Remove existing asphalt pavement	460	S.Y.	\$2.65	\$ 1,219.00		\$ -
2	Fine grading and compaction of aggregate base	460	S.Y.	\$2.90	\$ 1,334.00		\$ -
3	1 3/4-inch HMA Pavement 3 LT 58-28S	50	TONS	\$114.50	\$ 5,725.00		\$ -
4	1 3/4-Inch HMA Pavement 4 LT 58-28S	50	TONS	\$121.75	\$ 6,087.50		\$ -
Total Supplemental Bid #3 =					\$ 14,365.50		\$ -

Change Order Items:

Item	Description	Quantity	Unit	Unit Cost	Total Cost	Payment Certificate #2	
						Qty	Total Cost
1.1	Replacement Sanitary MH Frames & Lids (Harrison Utilitles)		EACH	\$446.06	\$ -		\$ -
1.2	Remove Existing Culvert & Install New Culvert (Firelane 8)		L.S.	\$2,707.50	\$ -		\$ -
Total Change Order Items =					\$ -		\$ -
Total Contract =					\$ 2,154,682.00		\$ 178,607.24

Completed to Date =	\$ 535,467.70
Project Retainage = 5%	\$ 26,773.38
Subtotal =	\$ 508,694.31
Previously Certified =	\$ 339,017.44
Amount Due this Payment =	\$ 169,676.87



McMahon Associates, Inc.
1445 McMahon Drive P.O. Box 1025
Neenah, WI 54956 Neenah, WI 54957-1025
Telephone: (920)751-4200
FAX: (920)751-4284

APPLICATION FOR PAYMENT

(Owner)
Village of Harrison
W5298 State Rd. 114
Harrison, WI 54952

PROJECT: W/O Harrison 2022 Street Resurfacing Program
CONTRACTOR Northeast Asphalt, Inc.
Contract No. H0006-09-22-00223
Project No. 70934
Application No. 2
Application Date 07/26/22
Period From 07/01/22 To 07/23/22

Application Is Made For Payment In Connection With The Above Contract.

The following documents are attached:

- Schedule Of Values
- Schedule Of Unit Prices
- Inventory Of Stored Materials

The Present Status Of The Account For This Contract Is As Follows:

Original Contract	\$ 2,154,682.00	Completed To Date	\$ 595,142.71
Net Change Orders	\$ 4,937.80	Retainage <u>5</u> %	\$ 29,767.14
Current Contract Amount	\$ 2,159,619.80	Subtotal	\$ 565,985.57
		Previous Applications	\$ 339,017.44

Amount Due This Application: \$ 226,368.13 DS
✓

The undersigned Contractor hereby swears, under penalty of perjury, that (1 All previous progress payments received from the Owner, on account of work performed under the Contract referred to above, have been applied by the undersigned to discharge in full all obligations of the undersigned incurred in connection with work covered by prior Applications For Payment under said Contract, being Applications For Payment numbered 1 through 2 inclusive; and 2) All materials and equipment incorporated in said project or otherwise listed in or covered by this Application For Payment are free and clear of all liens, claims, security interests and encumbrances.

Dated July 28th 20 22

Northeast Asphalt, Inc
(contractor)

COUNTY OF Outagamie
STATE OF Wisconsin

By Brian Enders - Brian Enders
(name & title) Vice President

Before me on this 28 day of July 20 22 personally appeared Brian Enders
Vice President known to me, who being duly sworn, did depose and say that he/she is the Vice President
(title) of the Contractor above mentioned; that he/she

executed the above Application For Payment and statement on behalf of said Contractor; and that all of the statements contained therein are true, correct and complete.

My Commission Expires: 3-3-2023

MARY J JORGENSEN
Notary Public
State of Wisconsin

Mary Jorgensen
(Notary Public)

Progress Estimate - Unit Price Work

Contractor's Application

For (Contract): ASPHALT PAVING						Application Number: 2				
Application Period: 8/25/22 - 7/26/22						Application Date: 7/26/2022				
A			B		C	D	E	F		
Bid Item No.	Item Description	Contract Information			Estimated Quantity Installed	Value of Work Installed to Date	Materials Presently Stored (net in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (D + F)
		Item Quantity	Units	Unit Price						
A-1	CLEARING AND GRUBBING	1,000	LS	\$ 8,500.00	\$ 8,500.00	\$ -	\$ -		\$ 8,500.00	
A-2	REMOVE EXISTING CULVERT	2,000	EA	\$ 1,350.00	\$ 2,700.00	\$ -	\$ -		\$ 2,700.00	
A-3	REMOVE EXISTING INLET	4,000	EA	\$ 350.00	\$ 1,400.00	\$ -	\$ -		\$ 1,400.00	
A-4	REMOVE EXISTING STORM SEWER	275,000	LF	\$ 8.00	\$ 2,200.00	\$ -	\$ -		\$ 2,200.00	
A-5	REMOVE EXISTING CONCRETE CURB & GUTTER	2,300,000	LF	\$ 4.00	\$ 9,200.00	\$ -	\$ -		\$ 9,200.00	
A-6	24" X 36" CMP-ARCH CULVERT	136,000	LF	\$ 137.02	\$ 18,634.72	\$ -	\$ -		\$ 18,634.72	
A-7	24" X 36" CMP-ARCH CULVERT FLARED END SECTION	4,000	EA	\$ 479.24	\$ 1,916.96	\$ -	\$ -		\$ 1,916.96	
A-8	15" STORM SEWER	255,000	LF	\$ 60.00	\$ 15,300.00	\$ -	\$ -		\$ 15,300.00	
A-9	15" FLARED END SECTION	1,000	EA	\$ 1,025.00	\$ 1,025.00	\$ -	\$ -		\$ 1,025.00	
A-10	12" STORM SEWER	31,000	LF	\$ 63.00	\$ 1,953.00	\$ -	\$ -		\$ 1,953.00	
A-11	6" STORM SEWER	860,000	LF	\$ 38.00	\$ 32,680.00	\$ -	\$ -		\$ 32,680.00	
A-12	6" STORM SEWER CLEAN OUT	9,000	EA	\$ 610.00	\$ 5,490.00	\$ -	\$ -		\$ 5,490.00	
A-13	4" STORM SEWER LATERAL	100,000	LF	\$ 35.00	\$ 3,500.00	\$ -	\$ -		\$ 3,500.00	
A-14	4" STORM SEWER CLEAN OUT	8,000	EA	\$ 405.00	\$ 3,240.00	\$ -	\$ -		\$ 3,240.00	
A-15	CATCH BASIN	6,000	EA	\$ 2,735.00	\$ 16,410.00	\$ -	\$ -		\$ 16,410.00	
A-16	INLET RECONSTRUCTION	10,000	EA	\$ 950.00	\$ 9,500.00	\$ -	\$ -		\$ 9,500.00	
A-17	SANITARY MH RECONSTRUCTION	20,000	EA	\$ 615.00	\$ 12,300.00	\$ -	\$ -		\$ 12,300.00	
A-18	30" CONCRETE MOUNTABLE CURB & GUTTER	2,300,000	LF	\$ 74.00	\$ 170,200.00	893,000	\$ 66,200.00	\$ 66,200.00	38.91%	\$ 103,970.00
A-19	PULVER EXISTING ASPHALT PAVEMENT	17,580,000	SY	\$ 2.30	\$ 40,434.00	\$ -	\$ -		\$ 40,434.00	
A-20	EBS	850,000	CY	\$ 15.00	\$ 12,750.00	\$ -	\$ -		\$ 12,750.00	
A-21	BASE AGGREGATE DENSE 3"	1,700,000	TN	\$ 15.50	\$ 26,350.00	\$ -	\$ -		\$ 26,350.00	
A-22	TYPE I GEO GRID FOR EBS	1,700,000	SY	\$ 3.00	\$ 5,100.00	\$ -	\$ -		\$ 5,100.00	
A-23	FINE GRADE & COMPACTION	17,580,000	SY	\$ 1.25	\$ 21,975.00	\$ -	\$ -		\$ 21,975.00	
A-24	2.25" HMA 3LT	2,390,000	TN	\$ 69.00	\$ 164,910.00	\$ -	\$ -		\$ 164,910.00	
A-25	1.75" HMA 4 LT	1,860,000	TN	\$ 75.00	\$ 139,500.00	\$ -	\$ -		\$ 139,500.00	
A-26	SAWING ASPHALT	130,000	LF	\$ 1.50	\$ 195.00	\$ -	\$ -		\$ 195.00	
A-27	SAWING CONCRETE	850,000	LF	\$ 3.50	\$ 2,975.00	\$ -	\$ -		\$ 2,975.00	
A-28	6" CONCRETE DWY REMOVE & REPLACE	200,300	SY	\$ 84.41	\$ 16,882.00	\$ -	\$ -		\$ 16,882.00	
A-29	DITCHING	200,000	LF	\$ 7.11	\$ 1,422.00	\$ -	\$ -		\$ 1,422.00	
A-30	CONCRETE DITCH LINER	3,000,000	SF	\$ 10.00	\$ 30,000.00	\$ -	\$ -		\$ 30,000.00	
A-31	DITCH RESTORATION	1,300,000	SY	\$ 2.75	\$ 3,575.00	\$ -	\$ -		\$ 3,575.00	
A-32	LAWN RESTORATION	2,800,000	SY	\$ 9.75	\$ 27,300.00	\$ -	\$ -		\$ 27,300.00	
A-33	CONTRACTOR QUALITY CONTROL TESTING	1,000	LS	\$ 2,825.00	\$ 2,825.00	\$ -	\$ -		\$ 2,825.00	
B-1	REMOVE & REPLACE CONCRETE CURB & GUTTER	20,000	LF	\$ 98.00	\$ 1,960.00	\$ -	\$ -		\$ 1,960.00	
B-2	REMOVE AND SALVAGE EXISTING CULVERT	62,000	EA	\$ 700.00	\$ 43,400.00	37,000	\$ 25,900.00	\$ 25,900.00	59.68%	\$ 17,500.00
B-3	12" STORM SEWER	153,000	LF	\$ 59.00	\$ 9,027.00	\$ -	\$ -		\$ 9,027.00	

* No C; g INSTALLED; REMOVED?

Progress Estimate - Unit Price Work

Contractor's Application

For (Contract): ASPHALT PAVING		Application Number: 2								
Applica: on Period: 6/20/22 - 7/25/22		Application Date: 7/26/2022								
A		B			C	D	E	F		
Bid (Item No.)	Description	Contract Information			Estimated Quantity Installed	Value of Work Installed to Date	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + B)	% (F / B)	Balance to Finish (B - F)
		Item Quantity	Units	Unit Price						
B-4	CATCH BASIN	2.000	EA	\$ 2,735.00	\$ 5,470.00	\$ -	\$ -		\$ 5,470.00	
B-5	YARD DRAIN	1.000	EA	\$ 1,850.00	\$ 1,850.00	\$ -	\$ -		\$ 1,850.00	
B-6	15" X 21" CMP-ARCH CULVERT	147.000	LF	\$ 78.00	\$ 11,466.00	\$ -	\$ -		\$ 11,466.00	
B-7	15" X 21" CMP-ARCH FLARED END SECTION	11.000	EA	\$ 328.60	\$ 3,614.60	\$ -	\$ -		\$ 3,614.60	
B-8	18" CMP CULVERT	1,300.000	LF	\$ 69.50	\$ 90,350.00	592.00	\$ 41,144.00	45.34%	\$ 49,206.00	
B-9	18" CMP FLARED END SECTION	114.000	EA	\$ 354.86	\$ 40,454.04	56.00	\$ 19,872.16	49.12%	\$ 20,581.88	
B-10	24" CMP CULVERT	138.000	LF	\$ 78.50	\$ 10,833.00	\$ -	\$ -		\$ 10,833.00	
B-11	24" CMP FLARED END SECTION	6.000	EA	\$ 439.03	\$ 2,634.18	\$ -	\$ -		\$ 2,634.18	
B-12	INSTALL SALVAGED CULVERT	16.000	EA	\$ 1,200.00	\$ 19,200.00	20.00	\$ 24,000.00	125.00%	\$ (4,800.00)	
B-13	DITCHING INCLUDED PLACEMENT OF TOPSOIL	7,900.000	LF	\$ 7.11	\$ 56,169.00	\$ -	\$ -		\$ 56,169.00	
B-14	SOD FOR DITCH FLOWLINE	1,760.000	SY	\$ 8.00	\$ 14,080.00	794.90	\$ 6,359.20	45.16%	\$ 7,720.80	
B-15	HYDROSEED, FERTILIZER AND HYDROMULCH	9,750.000	SY	\$ 5.25	\$ 51,187.50	3,106.00	\$ 16,306.50	31.88%	\$ 34,881.00	
B-16	SEED WATER	500.000	GA	\$ 1.00	\$ 500.00	10.00	\$ 10.00	2.00%	\$ 490.00	
B-17	CULVERT PIPE DITCH CHECK	62.000	EA	\$ 50.00	\$ 3,100.00	52.00	\$ 2,600.00	83.87%	\$ 500.00	
B-18	PULVERIZE EXISTING ASPHALT	14,200.000	SY	\$ 2.30	\$ 32,660.00	14,200.00	\$ 32,660.00	100.00%	\$ 0.00	
B-19	EB5	2,000.000	CY	\$ 15.00	\$ 30,000.00	\$ -	\$ -		\$ 30,000.00	
B-20	BASE AGGREGATE DENSE 3"	4,000.000	TN	\$ 15.50	\$ 62,000.00	110.20	\$ 1,708.10	2.76%	\$ 60,291.90	
B-21	TYPE I GEO GRID FOR EBS	3,500.000	SY	\$ 3.00	\$ 10,500.00	\$ -	\$ -		\$ 10,500.00	
B-22	SANITARY MH RECONSTRUCTION	15.000	EA	\$ 615.00	\$ 9,225.00	\$ -	\$ -		\$ 9,225.00	
B-23	FINE GRADE & COMPACTION	16,200.000	SY	\$ 1.25	\$ 20,250.00	\$ -	\$ -		\$ 20,250.00	
B-24	2.25" HMA 3LT	1,950.000	TN	\$ 69.00	\$ 134,550.00	\$ -	\$ -		\$ 134,550.00	
B-25	1.75" HMA 4 LT	1,490.000	TN	\$ 75.00	\$ 111,750.00	\$ -	\$ -		\$ 111,750.00	
B-26	SAWING ASPHALT	1,450.000	LF	\$ 1.50	\$ 2,175.00	994.85	\$ 1,492.28	68.61%	\$ 682.72	
B-27	SAWING CONCRETE	80.000	LF	\$ 3.50	\$ 280.00	\$ -	\$ -		\$ 280.00	
B-28	BASE AGGREGATE DENSE 1.25" FOR DWY APRONS	800.000	TN	\$ 15.50	\$ 12,400.00	\$ -	\$ -		\$ 12,400.00	
B-29	3" HMA DRIVEWAY PAVEMENT	33,000.000	SF	\$ 3.00	\$ 99,000.00	\$ -	\$ -		\$ 99,000.00	
B-30	DRIVEWAY APRON SLOPE PAVING	100.000	EA	\$ 140.00	\$ 14,000.00	\$ -	\$ -		\$ 14,000.00	
B-31	CONTRACTOR QUALITY CONTROL TESTING	1.000	LS	\$ 2,825.00	\$ 2,825.00	\$ -	\$ -		\$ 2,825.00	
B-32	TRAFFIC CONTROL	1.000	LS	\$ 5,950.00	\$ 5,950.00	0.50	\$ 2,975.00	50.00%	\$ 2,975.00	
C-1	PULVERIZE EXISTING ASPHALT	6,300.000	SY	\$ 2.40	\$ 15,120.00	6,300.00	\$ 15,120.00	100.00%	\$ -	
C-2	EBS	300.000	CY	\$ 15.00	\$ 4,500.00	92.70	\$ 1,390.50	30.90%	\$ 3,109.50	
C-3	BASE AGGREGATE DENSE 3"	600.000	TN	\$ 15.50	\$ 9,300.00	148.95	\$ 2,308.73	24.83%	\$ 6,991.27	
C-4	TYPE I GEO GRID FOR EBS	600.000	SY	\$ 3.00	\$ 1,800.00	278.22	\$ 834.66	46.37%	\$ 965.34	
C-5	SANITARY MH RECONSTRUCTION	2.000	EA	\$ 615.00	\$ 1,230.00	2.00	\$ 1,230.00	100.00%	\$ -	
C-6	FINE GRADE & COMPACTION	7,400.000	SY	\$ 1.80	\$ 13,320.00	6,705.00	\$ 12,069.00	90.61%	\$ 1,251.00	
C-7	2.25" HMA 3LT	850.000	TN	\$ 70.85	\$ 60,222.50	757.62	\$ 53,677.38	89.13%	\$ 6,545.12	
C-8	1.75" HMA 4 LT	560.000	TN	\$ 78.00	\$ 51,480.00	587.40	\$ 45,817.20	89.00%	\$ 5,662.80	

Progress Estimate - Unit Price Work

Contractor's Application

Por (Contract): ASPHALT PAVING						Application Number: 2					
Application Period: 6/20/22 - 7/20/22						Application Date: 7/26/2022					
A				B	C	D	E	F	G		
Bid Item No.	Item Description	Contract Information			Total Value of Item (\$)	Estimated Quantity Installed	Value of Work Installed to Date	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
		Item Quantity	Units	Unit Price							
C-9	SAWING ASPHALT	500.000	LF	\$ 1.50	\$ 750.00	411.00	\$ 616.50		\$ 616.50	82.20%	\$ 133.50
G-10	3" HMA DRIVEWAY PAVEMENT	3,450.000	SF	\$ 3.10	\$ 10,695.00	3,984.00	\$ 12,350.40		\$ 12,350.40	115.48%	\$ (1,655.40)
C-11	CONTRACTOR QUALITY CONTROL TESTING	1.000	LS	\$ 2,825.00	\$ 2,825.00	1.00	\$ 2,825.00		\$ 2,825.00	100.00%	\$ -
D-1	PULVERIZE EXISTING ASPHALT	4,400.000	SY	\$ 2.40	\$ 10,560.00	4,400.00	\$ 10,560.00		\$ 10,560.00	100.00%	\$ -
D-2	EBS	250.000	CY	\$ 15.00	\$ 3,750.00		\$ -		\$ -		\$ 3,750.00
D-3	BASE AGGREGATE DENSE 3"	500.000	TN	\$ 15.50	\$ 7,750.00		\$ -		\$ -		\$ 7,750.00
D-4	TYPE I GEO GRID FOR EBS	500.000	SY	\$ 3.00	\$ 1,500.00		\$ -		\$ -		\$ 1,500.00
D-5	SANITARY MH RECONSTRUCTION	7.000	EA	\$ 615.00	\$ 4,305.00	7.00	\$ 4,303.00		\$ 4,305.00	100.00%	\$ -
D-6	FINE GRADE & COMPACTION	5,320.000	SY	\$ 1.85	\$ 9,842.00	5,200.00	\$ 3,620.00		\$ 9,620.00	97.74%	\$ 222.00
D-7	2.25" HMA 3LT	600.000	TN	\$ 70.85	\$ 42,510.00	508.93	\$ 36,097.69		\$ 36,097.69	84.82%	\$ 6,412.31
D-8	1.75" HMA 4 LT	465.000	TN	\$ 78.00	\$ 36,270.00	434.64	\$ 33,901.92		\$ 33,901.92	93.47%	\$ 2,368.08
D-9	SAWING ASPHALT	550.000	LF	\$ 1.50	\$ 825.00	509.00	\$ 763.50		\$ 763.50	92.55%	\$ 61.50
D-10	3" HMA DRIVEWAY PAVEMENT	2,200.000	SF	\$ 3.10	\$ 6,820.00	3,264.00	\$ 10,118.40		\$ 10,118.40	148.36%	\$ (3,298.40)
D-11	CONTRACTOR QUALITY CONTROL TESTING	1.000	LS	\$ 2,825.00	\$ 2,825.00	1.00	\$ 2,825.00		\$ 2,825.00	100.00%	\$ -
E-1	PULVERIZE EXISTING ASPHALT	3,400.000	SY	\$ 2.40	\$ 8,160.00	3,400.00	\$ 8,160.00		\$ 8,160.00	100.00%	\$ -
E-2	EBS	100.000	CY	\$ 15.00	\$ 1,500.00		\$ -		\$ -		\$ 1,500.00
E-3	BASE AGGREGATE DENSE 3"	200.000	TN	\$ 15.50	\$ 3,100.00		\$ -		\$ -		\$ 3,100.00
E-4	TYPE I GEO GRID FOR EBS	200.000	SY	\$ 3.00	\$ 600.00		\$ -		\$ -		\$ 600.00
E-5	SANITARY MH RECONSTRUCTION	5.000	EA	\$ 615.00	\$ 3,075.00	3.00	\$ 1,845.00		\$ 1,845.00	60.00%	\$ 1,230.00
E-6	FINE GRADE & COMPACTION	3,500.000	SY	\$ 1.80	\$ 6,300.00	3,900.00	\$ 7,020.00		\$ 7,020.00	100.00%	\$ -
E-7	2.25" HMA 3LT	460.000	TN	\$ 70.85	\$ 32,591.00	429.34	\$ 30,418.74		\$ 30,418.74	93.13%	\$ 2,172.26
E-8	1.75" HMA 4 LT	360.000	TN	\$ 78.00	\$ 28,080.00	334.80	\$ 26,111.40		\$ 26,111.40	93.00%	\$ 1,968.60
E-9	SAWING ASPHALT	380.000	LF	\$ 1.50	\$ 570.00	372.00	\$ 558.00		\$ 558.00	97.89%	\$ 12.00
E-10	3" HMA DRIVEWAY PAVEMENT	2,800.000	SF	\$ 3.10	\$ 8,680.00	3,324.00	\$ 10,304.40		\$ 10,304.40	118.71%	\$ (1,624.40)
E-11	CONTRACTOR QUALITY CONTROL TESTING	1.000	LS	\$ 2,825.00	\$ 2,825.00	1.00	\$ 2,825.00		\$ 2,825.00	100.00%	\$ -
1-1	FINE GRADE & COMPACTION	1,400.000	SF	\$ 0.75	\$ 1,050.00	1,400.00	\$ 1,050.00		\$ 1,050.00	100.00%	\$ -
1-2	2.25" HMA 3LT	25.000	TN	\$ 114.50	\$ 2,862.50		\$ -		\$ -		\$ 2,862.50
1-3	1.75" HMA 4 LT	20.000	TN	\$ 121.75	\$ 2,435.00	35.00	\$ 4,361.25		\$ 4,361.25	175.00%	\$ (1,926.25)
2-1	REMOVE EXISTING ASPHALT PAVEMENT	460.000	SY	\$ 2.65	\$ 1,219.00		\$ -		\$ -		\$ 1,219.00
2-2	FINE GRADE & COMPACTION	460.000	SY	\$ 2.90	\$ 1,334.00		\$ -		\$ -		\$ 1,334.00
2-3	1.75" HMA 3 LT	50.000	TN	\$ 114.50	\$ 5,725.00		\$ -		\$ -		\$ 5,725.00
2-4	1.75" HMA 4 LT	50.000	TN	\$ 121.75	\$ 6,087.50		\$ -		\$ -		\$ 6,087.50
3-1	REMOVE EXISTING ASPHALT PAVEMENT	460.000	SY	\$ 2.65	\$ 1,219.00		\$ -		\$ -		\$ 1,219.00
3-2	FINE GRADE & COMPACTION	460.000	SY	\$ 2.90	\$ 1,334.00		\$ -		\$ -		\$ 1,334.00
3-3	1.75" HMA 3 LT	50.000	TN	\$ 114.50	\$ 5,725.00		\$ -		\$ -		\$ 5,725.00
3-4	1.75" HMA 4 LT	50.000	TN	\$ 121.75	\$ 6,087.50		\$ -		\$ -		\$ 6,087.50
1000	CM1 - MANHOLES & UDS	1.000	LS	\$ -	\$ 2,230.50	1.00	\$ 2,230.50		\$ 2,230.50	100.00%	\$ -

Progress Estimate - Unit Price Work

Contractor's Application

For (Contract): ASPHALT PAVING					Application Number: 2						
Application Period: 6/20/22 - 7/26/22					Application Date: 7/26/2022						
A				B	C	D	E	F			
Item		Contract Information			Total Value of Item (\$)	Estimated Quantity Installed	Value of Work Installed to Date	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
Bid Item No.	Description	Item Quantity	Units	Unit Price							
1001	CM2- FIRELANE 8 HILLTOP INVOICE	1.000	LS	\$ -	\$ 2,707.50	1.00	\$ 2,707.50		\$ 2,707.50	100.00%	\$ -
TOTAL					\$ 2,159,619.80		\$ 595,142.71		\$595,142.71		\$1,564,477.09



August 8, 2022

Village of Harrison
W5298 Highway 114
Harrison, WI 54952

Re: Village of Harrison
2022 Asphalt Street Resurfacing Program
Certificate for Payment #2
McM. No. H0006-09-22-00223

Enclosed herewith is Certificate for Payment #2 for the above referenced project. This Certificate is issued to Northeast Asphalt, Inc. in the amount of \$169,676.87 for partial payment for work performed through July 23, 2022.

Please process the enclosed, and forward payment to Northeast Asphalt, Inc. Should you have any questions, please contact our office at your convenience.

Respectfully,

McMahon Associates, Inc.

A handwritten signature in black ink, appearing to read "Lee R. Reibold".

Lee R. Reibold, P.E.
Associate / Municipal & Civil Engineer

LRR:car

cc: Northeast Asphalt, Inc.

Enclosure: Certificate for Payment #2

VILLAGE BOARD MEETING

VILLAGE OF HARRISON

From:

Mark J. Mommaerts, AICP, Assistant Village Manager

Meeting Date:

August 16, 2022

Title:

Certificate of Payment #1 for Midway Road Trail Program

Issue:

Should the Village authorize payment #1 for the Midway Road Trail Program?

Background and Additional Information:

The contractor has submitted an application for partial payment under the Midway Road Trail program for all work performed through July 19, 2022 in the amount of \$264,628.39. The Village engineer has reviewed the application and is recommending approval.

Budget Impacts:

\$264,628.39. This money has been budgeted under the capital outlay, transportation utility, and stormwater street projects portion funds.

Recommended Action:

Staff recommends the Village Board authorize payment of the contractor's application for Certificate of Payment #1 in the amount of \$264,628.39 for work performed through July 19, 2022.

Attachments:

- Contractor's application for Payment #1 & Engineer's correspondence

McMAHON

ENGINEERS ARCHITECTS

1445 McMAHON DRIVE P.O. BOX 1025
NEENAH, WI 54956 NEENAH, WI 54957-1025

McMAHON ASSOCIATES, INC.

TELEPHONE: 920.751.4200
FAX: 920.751.4284

CERTIFICATE FOR PAYMENT

VILLAGE OF HARRISON
W5298 HWY 114
Harrison, WI 54952

Contract No. H0006-09-22-00258
Project File No. H0006-09-22-00258
Certificate No. One (1)
Issue Date: August 8, 2022
Project: Village of Harrison Midway Road
Recreation Trail Construction

This Is To Certify That, In Accordance With The Contract Documents Dated: May 18, 2022

MICHELS ROAD & STONE, INC.
817 Main Street
Brownsville, WI 53006

Is Entitled To Partial Payment For Work Performed Through: July 19, 2022

- Contractor's Application For Payment Attached.
- Itemized Cost Breakdown Attached.

Original Contract	<u>\$565,100.50</u>	Completed To Date	<u>\$278,556.20</u>
Net Change Orders	<u>\$214,925.15</u>	Retainage 5%	<u>\$13,927.81</u>
Current Contract Amount	<u>\$780,025.65</u>	Subtotal	<u>\$264,628.39</u>
		Previously Certified	<u>\$0.00</u>

Amount Due This Payment: \$264,628.39

Certified By:
McMAHON ASSOCIATES, INC.
Neenah, Wisconsin


Lee R. Reibold, P.E.
Associate / Municipal & Civil Engineer

VILLAGE OF HARRISON
MIDWAY ROAD RECREATION TRAIL CONSTRUCTION
PRELIMINARY SCHEDULE OF COSTS BASED UPON AS-CONSTRUCTED QUANTITIES
McM No. H0006-09-22-00258

Base Bid:						Payment Certificate #1	
Item	Description	Bid Qty	Unit	Unit Cost	Total Bid Cost	Qty	Total Cost
1	Clearing and grubbing	1	L.S.	\$1,000.00	\$ 1,000.00	1	\$ 1,000.00
2	Remove existing CMP culvert	1	EACH	\$200.00	\$ 200.00		\$ -
3	Remove existing 18-Inch RCP flared end sections	2	EACH	\$300.00	\$ 600.00	2	\$ 600.00
4	Remove existing 24-Inch RCP culvert	60	L.F.	\$20.00	\$ 1,200.00		\$ -
5	24-inch RCP storm sewer	56	L.F.	\$103.00	\$ 5,768.00	342	\$ 35,226.00
6	24-inch RCP flared end section	1	EACH	\$1,075.00	\$ 1,075.00		\$ -
7	18-Inch RCP storm sewer	262	L.F.	\$80.00	\$ 20,960.00	274	\$ 21,920.00
8	18-Inch storm sewer	386	L.F.	\$99.00	\$ 38,214.00	382	\$ 37,818.00
9	15-Inch RCP storm sewer	37	L.F.	\$74.00	\$ 2,738.00	37	\$ 2,738.00
10	15-inch RCP flared end section	1	EACH	\$860.00	\$ 860.00	1	\$ 860.00
11	12-Inch storm sewer	161	L.F.	\$75.00	\$ 12,075.00	239	\$ 17,925.00
12	4-Inch geotextile wrapped underdrain	350	L.F.	\$15.00	\$ 5,250.00	300	\$ 4,500.00
13	6-Inch storm sewer	188	L.F.	\$60.00	\$ 11,280.00	187	\$ 11,220.00
14	6-inch cleanout	1	EACH	\$850.00	\$ 850.00	1	\$ 850.00
15	4-inch SCH 40 PVC storm sewer lateral	55	L.F.	\$55.00	\$ 3,025.00	91	\$ 5,005.00
16	4-inch cleanout	2	EACH	\$750.00	\$ 1,500.00	3	\$ 2,250.00
17	Connection to existing sump pump lateral	2	EACH	\$500.00	\$ 1,000.00	3	\$ 1,500.00
18	Reconstruct existing 72-Inch diameter storm sewer manhole	3.1	V.F.	\$1,250.00	\$ 3,875.00	7.45	\$ 9,312.50
19	60-inch diameter storm sewer manhole	7.2	V.F.	\$1,050.00	\$ 7,560.00	7.2	\$ 7,560.00
20	48-inch diameter storm sewer manhole	14.7	V.F.	\$850.00	\$ 12,495.00	14.67	\$ 12,469.50
21	Catch basin	7	EACH	\$2,100.00	\$ 14,700.00	6	\$ 12,600.00
22	36-inch diameter yard drain	2	EACH	\$1,500.00	\$ 3,000.00	2	\$ 3,000.00
23	Common earthwork	1,650	C.Y.	\$10.00	\$ 16,500.00	1570	\$ 15,700.00
24	Pulverize existing asphalt pavement	2,550	S.Y.	\$1.00	\$ 2,550.00		\$ -
25	Base aggregate dense, 3-inch for roadway	1,300	TONS	\$14.80	\$ 19,240.00	1216.45	\$ 18,003.46
26	Base aggregate dense, 1 1/4-inch for roadway	800	TONS	\$14.80	\$ 11,840.00	638.08	\$ 9,443.58
27	30-Inch concrete curb and gutter	1,650	L.F.	\$20.75	\$ 34,237.50		\$ -
28	30-Inch mountable concrete curb and gutter	400	L.F.	\$20.75	\$ 8,300.00		\$ -
29	Fine grading of aggregate base course	4,000	S.Y.	\$2.40	\$ 9,600.00		\$ -
30	2 1/4-inch HMA Pavement 3 LT 58-28S	570	TONS	\$76.80	\$ 43,776.00		\$ -
31	1 3/4-inch HMA Pavement 4 LT 58-28S	450	TONS	\$83.90	\$ 37,755.00		\$ -
32	Base aggregate dense, 1 1/4-inch for trail	2,000	TONS	\$14.80	\$ 29,600.00	1846.97	\$ 27,335.16
33	3-inch HMA Pavement 4 LT 58-28S for trail	450	TONS	\$94.60	\$ 42,570.00		\$ -
34	6-Inch concrete sidewalk	560	S.F.	\$9.00	\$ 5,040.00		\$ -
35	Detectable warning field, natural patina	80	S.F.	\$85.00	\$ 6,800.00		\$ -
36	Sawing asphalt	1,700	L.F.	\$0.01	\$ 17.00		\$ -
37	Lawn restoration	5,000	S.Y.	\$7.00	\$ 35,000.00		\$ -
38	Hydroseed and mulch	5,000	S.Y.	\$3.63	\$ 18,150.00		\$ -
39	Seed Water (WisDOT Item 630.0500)	250	MGAL	\$1.00	\$ 250.00		\$ -
40	Inlet protection	12	EACH	\$150.00	\$ 1,800.00		\$ -
41	Temporary ditch check	3	EACH	\$200.00	\$ 600.00		\$ -
42	Marking Line 4 Epoxy 4 Inch, WDOT Item 646.1020	960	L.F.	\$3.00	\$ 2,880.00		\$ -
43	Marking Crosswalk Epoxy Transverse Line, 6 Inch, WDOT Item 646.7420	140	L.F.	\$10.00	\$ 1,400.00		\$ -
44	Marking Stop Line Epoxy 18 Inch, WDOT Item 646.6120	30	L.F.	\$12.00	\$ 360.00		\$ -
45	Contractor quality control testing	1	L.S.	\$2,180.00	\$ 2,180.00		\$ -
46	Traffic control	1	L.S.	\$31,740.00	\$ 31,740.00	0.5	\$ 15,870.00
Total Base Bid = \$ 511,410.50							\$ 274,706.20

Supplemental Bid #1 (Pulverize & Pave south half of base bid)

Supplemental Bid #1						Payment Certificate #1	
Item	Description	Bid Qty	Unit	Unit Cost	Total Bid Cost	Qty	Total Cost
1	Pulverize existing asphalt pavement	2,550	S.Y.	\$1.00	\$ 2,550.00		\$ -
2	2 1/4-inch HMA Pavement 3 LT 58-28S	360	TONS	\$76.80	\$ 27,648.00		\$ -
3	1 3/4-inch HMA Pavement 4 LT 58-28S	280	TONS	\$83.90	\$ 23,492.00		\$ -
Total Supplemental Bid #1 = \$ 53,690.00							\$ -

Total Contract Cost (Base Bid + Supplemental Bid #1) = \$ 565,100.50 \$ 274,706.20

Change Order Items:

Change Order Items						Payment Certificate #1	
Item	Description	Bid Qty	Unit	Unit Cost	Total Bid Cost	Qty	Total Cost
1.1	ADD Reset, Retie and Pour Concrete Collar @ (2) exist. RCP culverts (24+75)	1	L.S.	\$3,850.00	\$ 3,850.00	1	\$ 3,850.00
1.2	ADD Urbanizing Midway from Sta 5+15 to 12+15				\$ 185,330.40		\$ -
1.3	ADD Borrow from Sta 5+15 - 12+15	1,537	C.Y.	\$16.75	\$ 25,744.75		\$ -
Total Change Order Items = \$ 214,925.15							\$ 3,850.00
Total Contract = \$ 780,025.65							\$ 278,556.20

Completed to Date =	\$ 278,556.20
Project Retainage = 5%	\$ 13,927.81
Subtotal =	\$ 264,628.39
Previously Certified =	\$ -
Amount Due this Payment =	\$ 264,628.39

McMAHON

ENGINEERS ARCHITECTS

McMahon Associates, Inc.
 1445 McMahon Drive P.O. Box 1025
 Neenah, WI 54956 Neenah, WI 54957-1025
 Telephone: (920)751-4200
 FAX: (920)751-4284

APPLICATION FOR PAYMENT

(Owner)

PROJECT: MIDWAY ROAD
 CONTRACTOR: MICHEL'S
 Contract No.: MCM # H000609-22-0025
 Project No.: _____
 Application No.: 1
 Application Date: 7/19/2022
 Period From: 5/25/2022 To 7/8/2022

Application Is Made For Payment In Connection With The Above Contract.
 The following documents are attached:

- Schedule Of Values
- Schedule Of Unit Prices
- Inventory Of Stored Materials

The Present Status Of The Account For This Contract Is As Follows:

Original Contract	\$ <u>565,100.50</u>	Completed To Date	\$ <u>278,556.20</u>
Net Change Orders	\$ <u>214,925.15</u>	Retainage <u>5</u> %	\$ <u>13,927.81</u>
Current Contract Amount	\$ <u>780,025.65</u>	Subtotal	\$ <u>264,628.39</u>
		Previous Applications	\$ <u>0.00</u>

Amount Due This Application: \$ 264,628.39

The undersigned Contractor hereby swears, under penalty of perjury, that (1 All previous progress payments received from the Owner, on account of work performed under the Contract referred to above, have been applied by the undersigned to discharge in full all obligations of the undersigned incurred in connection with work covered by prior Applications For Payment under said Contract, being Applications For Payment numbered 1 through _____ inclusive; and 2) All materials and equipment incorporated in said project or otherwise listed in or covered by this Application For Payment are free and clear of all liens, claims, security interests and encumbrances.

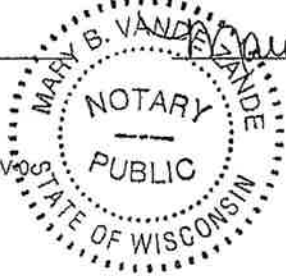
Dated 7/19 2022 Michels Road + Stone Inc
(contractor)

By Otto J. Ramthun Jr Otto Ramthun Jr
Sr Vice President (name & title)

COUNTY OF Dodge
 STATE OF WISCONSIN
 Before me on this 19th day of July 2022 personally appeared Otto J. Ramthun Jr
 known to me, who being duly sworn, did depose and say that he/she is the Sr. Vice President
(title) of the Contractor above mentioned; that he/she

executed the above Application For Payment and statement on behalf of said Contractor; and that all of the statements contained therein are true, correct and complete.

My Commission Expires: 12/14/22 Mary B. Vandenberg
(Notary Public)



MICHEL'S[®]

ROAD & STONE, INC.

Michels Road & Stone, Inc., P.O. BOX 128, BROWNSVILLE, WI 53006
 PHONE: (920) 924-3132 FAX: (920) 583-2322

CONTRACT

AMOUNT

\$565,100.50

ESTIMATE NUMBER

#1

Project

Project H0006-09-22-00258

Midway Road

Calumet County

ESTIMATE TO

07/08/22

LINE NUMBER	ITEM NUMBER	DESCRIPTION	PLAN QTY.	QTY. THIS PERIOD	QTY. TO DATE	UNITS	UNIT PRICE	Amount This Period	AMOUNT	% Complete
1	1	Clearing and Grubbing	1.00	1.00	1.00	LS	\$1,000.00	\$1,000.00	\$1,000.00	100.00%
2	2	Remove Existing CMP Culvert	1.00	0.00	0.00	EACH	\$200.00	\$0.00	\$0.00	0.00%
3	3	Remove Existing 18 Inch RCP Flared End Sections	2.00	2.00	2.00	EACH	\$300.00	\$600.00	\$600.00	100.00%
4	4	Remove Existing 24 Inch RCP Culvert	60.00	0.00	0.00	LF	\$20.00	\$0.00	\$0.00	0.00%
5	5	24 Inch RCP Storm Sewer	56.00	342.00	342.00	EACH	\$103.00	\$35,226.00	\$35,226.00	610.71%
6	6	24 Inch RCP Flared End Section	1.00	0.00	0.00	EACH	\$1,075.00	\$0.00	\$0.00	0.00%
7	7	18 Inch RCP Storm Sewer	262.00	274.00	274.00	LF	\$80.00	\$21,920.00	\$21,920.00	104.58%
8	8	18 Inch Storm Sewer	386.00	382.00	382.00	LF	\$99.00	\$37,818.00	\$37,818.00	98.96%
9	9	15 Inch RCP Storm Sewer	37.00	37.00	37.00	LF	\$74.00	\$2,738.00	\$2,738.00	100.00%
10	10	15 Inch RCP Flared End Section	1.00	1.00	1.00	EACH	\$860.00	\$860.00	\$860.00	100.00%
11	11	12 Inch Storm Sewer	161.00	239.00	239.00	LF	\$75.00	\$17,925.00	\$17,925.00	148.45%
12	12	4 Inch Geotextile Wrapped Underdrain	350.00	300.00	300.00	LF	\$15.00	\$4,500.00	\$4,500.00	85.71%
13	13	6 Inch Storm Sewer	188.00	187.00	187.00	LF	\$60.00	\$11,220.00	\$11,220.00	99.47%
14	14	6 Inch Cleanout	1.00	1.00	1.00	EACH	\$850.00	\$850.00	\$850.00	100.00%
15	15	4 Inch Schedule 40 PVC Storm Sewer Lateral	55.00	91.00	91.00	LF	\$55.00	\$5,005.00	\$5,005.00	165.45%
16	16	4 Inch Cleanout	2.00	3.00	3.00	EACH	\$750.00	\$2,250.00	\$2,250.00	150.00%
17	17	Connection to Existing Sump Pump Lateral	2.00	3.00	3.00	EACH	\$500.00	\$1,500.00	\$1,500.00	150.00%
18	18	Reconstruct Existing 72 Inch Diameter Storm Sewer Manhole	3.10	7.45	7.45	VF	\$1,250.00	\$9,312.50	\$9,312.50	240.32%
19	19	60 Inch Diameter Storm Sewer Manhole	7.20	7.20	7.20	VF	\$1,050.00	\$7,560.00	\$7,560.00	100.00%
20	20	48 Inch Diameter Storm Sewer Manhole	14.70	14.67	14.67	VF	\$850.00	\$12,469.50	\$12,469.50	99.80%
21	21	Catch Basin	7.00	6.00	6.00	EACH	\$2,100.00	\$12,600.00	\$12,600.00	85.71%
22	22	36 Inch Diameter Yard Drain	2.00	2.00	2.00	EACH	\$1,500.00	\$3,000.00	\$3,000.00	100.00%
23	23	Common Earthwork	1650.00	1570.00	1570.00	CY	\$10.00	\$15,700.00	\$15,700.00	95.15%
24	24	Remove Existing Asphalt Pavement (Midway Road)	2550.00	0.00	0.00	SY	\$1.00	\$0.00	\$0.00	0.00%
25	25	Base Aggregate Dense, 3 Inch for Roadway	1300.00	1216.45	1216.45	TON	\$14.80	\$18,003.46	\$18,003.46	93.57%
26	26	Base Aggregate Dense, 1 1/4 Inch for Roadway	800.00	638.08	638.08	TON	\$14.80	\$9,443.58	\$9,443.58	79.76%
27	27	30 Inch Concrete Curb and Gutter	1650.00	0.00	0.00	LF	\$20.75	\$0.00	\$0.00	0.00%
28	28	30 Inch Mountable Concrete Curb and Gutter	400.00	0.00	0.00	LF	\$20.75	\$0.00	\$0.00	0.00%
29	29	Fine Grading of Aggregate Base	4000.00	0.00	0.00	SY	\$2.40	\$0.00	\$0.00	0.00%
30	30	2 1/4 Inch HMA Pavement 3 LT 58-28S	570.00	0.00	0.00	TON	\$76.80	\$0.00	\$0.00	0.00%
31	31	1 1/4 Inch HMA Pavement 4 LT 58-28S	450.00	0.00	0.00	TON	\$83.90	\$0.00	\$0.00	0.00%
32	32	Base Aggregate Dense, 1 1/4 Inch for Trail	2000.00	1846.97	1846.97	TON	\$14.80	\$27,335.16	\$27,335.16	92.35%
33	33	3 Inch HMA Pavement 4 LT 58-28S for Trail	450.00	0.00	0.00	TON	\$94.60	\$0.00	\$0.00	0.00%
34	34	6 Inch Concrete Sidewalk	560.00	0.00	0.00	SF	\$9.00	\$0.00	\$0.00	0.00%
35	35	Curb Ramp Detectable Warning Field, Radial Natural Patina	80.00	0.00	0.00	SF	\$95.00	\$0.00	\$0.00	0.00%
36	36	Sawing Asphalt	1700.00	0.00	0.00	LF	\$0.01	\$0.00	\$0.00	0.00%
37	37	Lawn Restoration	5000.00	0.00	0.00	SY	\$7.00	\$0.00	\$0.00	0.00%
38	38	Hydroseed and Hydromulch	5000.00	0.00	0.00	SY	\$3.63	\$0.00	\$0.00	0.00%
39	39	Seed Water, WisDOT Item 630.0500	250.00	0.00	0.00	MGAL	\$1.00	\$0.00	\$0.00	0.00%
40	40	Inlet Protection	12.00	0.00	0.00	EACH	\$150.00	\$0.00	\$0.00	0.00%

LINE NUMBER	ITEM NUMBER	DESCRIPTION	PLAN QTY.	QTY. THIS PERIOD	QTY. TO DATE	UNITS	UNIT PRICE	Amount This Period	AMOUNT	% Complete
41	41	Temporary Ditch Check	3.00	0.00	0.00	EACH	\$200.00	\$0.00	\$0.00	0.00%
42	42	Marking Line 4 Epoxy 4 Inch, WisDOT Item 646.1020	960.00	0.00	0.00	LF	\$3.00	\$0.00	\$0.00	0.00%
43	43	Marking Crosswalk Epoxy Transverse Line, 6 Inch, WisDOT Item 6	140.00	0.00	0.00	LF	\$10.00	\$0.00	\$0.00	0.00%
44	44	Marking Stop Line Epoxy 18 Inch, WisDOT Item 646.6120	30.00	0.00	0.00	LF	\$12.00	\$0.00	\$0.00	0.00%
45	45	Contractor Quality Control Testing	1.00	0.00	0.00	LS	\$2,180.00	\$0.00	\$0.00	0.00%
46	46	Traffic Control	1.00	0.50	0.50	LS	\$31,740.00	\$15,870.00	\$15,870.00	50.00%
1-1	1-1	Pulverize Existing Asphalt Pavement	2550.00	0.00	0.00	SY	\$1.00	\$0.00	\$0.00	0.00%
1-2	1-2	2¼ Inch HMA Pavement 3 LT 58-28S	360.00	0.00	0.00	TON	\$76.80	\$0.00	\$0.00	0.00%
1-3	1-3	1¾ Inch HMA pavement 4 LT 58-28S	280.00	0.00	0.00	TON	\$83.90	\$0.00	\$0.00	0.00%
Ch 1	Ch1	Reset, Re-lie, Pour Concrete Collar	1.00	1.00	1.00	LS	\$3,850.00	\$3,850.00	\$3,850.00	100.00%
Ch 2	Ch 2	Borrow	1537.00	0.00	0.00	CY	\$16.75	\$0.00	\$0.00	0.00%

PREVIOUS PAY REQUEST

TOTAL REQUESTED

Contract Value \$565,100.50
Change Order #1 \$ 214,925.15
New Contract Value \$ 780,025.65
% Complete 35.71%

TOTAL
RETAINAGE

\$278,556.20
5%
\$13,927.81



August 8, 2022

Village of Harrison
W5298 Highway 114
Harrison, WI 54952

Re: Village of Harrison
Midway Road Recreation Trail Construction
Certificate for Payment #1
McM. No. H0006-09-22-00258

Enclosed herewith is Certificate for Payment #1 for the above referenced project. This Certificate is issued to Michels Road & Stone, Inc. in the amount of \$264,628.39 for partial payment for work performed through July 19, 2022.

Please process the enclosed, and forward payment to Michels Road & Stone, Inc. Should you have any questions, please contact our office at your convenience.

Respectfully,

McMahon Associates, Inc.

A handwritten signature in black ink, appearing to read "Lee R. Reibold".

Lee R. Reibold, P.E.
Associate / Municipal & Civil Engineer

LRR:mck

cc: Michels Road & Stone, Inc.

Enclosure: Certificate for Payment #1

VILLAGE BOARD MEETING

VILLAGE OF HARRISON**From:**

Mark J. Mommaerts, AICP, Assistant Village Manager

Meeting Date:

August 16, 2022

Title:

Certificate of Payment #1 for Crack Seal Program

Issue:

Should the Village authorize payment #1 for the Crack Seal Program?

Background and Additional Information:

The contractor has submitted an application for payment under the Crack Seal program for all work performed through August 9, 2022 (full completion) in the amount of \$195,347.88. The Village engineer has reviewed the application and is recommending approval. A 2.5% retainage has been withheld per contract until all final work/documents can be completed/verified. The contractor did go over contract amount by \$356.80. The total contract amount was \$200,000.

Budget Impacts:

\$195,347.88. This money has been budgeted.

Recommended Action:

Staff recommends the Village Board authorize payment of the contractor's application for Certificate of Payment #1 in the amount of \$195,347.88 for work performed through August 9, 2022.

Attachments:

- Contractor's application for Payment #1 & Engineer's correspondence



August 10, 2022

Village of Harrison
W5298 Highway 114
Harrison, WI 54952

Re: Village of Harrison
2022 Crack Seal Program
Certificate for Payment #1
McM. No. H0006-09-22-00266

Enclosed herewith is Certificate for Payment #1 for the above referenced project. This Certificate is issued to Thunder Road LLC in the amount of \$195,347.88 for partial payment for work performed through August 9, 2022.

Please process the enclosed, and forward payment to Thunder Road LLC. Should you have any questions, please contact our office at your convenience.

Respectfully,

McMahon Associates, Inc.

A handwritten signature in black ink, appearing to read "Lee R. Reibold".

Lee R. Reibold, P.E.
Associate / Municipal & Civil Engineer

LRR:mck

cc: Thunder Road LLC

Enclosure: Certificate for Payment #1

W:\PROJECTS\H0006\092200266\CONSTR\CONTRACT\CERT PAYMENT\#1

McMAHON

ENGINEERS ARCHITECTS

1445 McMAHON DRIVE P.O. BOX 1025
NEENAH, WI 54956 NEENAH, WI 54957-1025
TELEPHONE: 920.751.4200
FAX: 920.751.4284

McMAHON ASSOCIATES, INC.

CERTIFICATE FOR PAYMENT

VILLAGE OF HARRISON
W5298 HWY 114
Harrison, WI 54952

Contract No. H0006-09-22-00266
Project File No. H0006-09-22-00266
Certificate No. One (1)
Issue Date: August 10, 2022
Project: Village of Harrison 2022 Crack Seal Program

This is To Certify That, In Accordance With The Contract Documents Dated: April 12, 2022

THUNDER ROAD LLC
W297 S3549 Boettcher Road
Waukesha, WI 53189

Is Entitled To Partial Payment For Work Performed Through: July 26, 2022

- Contractor's Application For Payment Attached.
- Itemized Cost Breakdown Attached.

Original Contract	<u>\$200,000.00</u>	Completed To Date	<u>\$200,356.80</u>
Net Change Orders	<u>\$0.00</u>	Retainage 2.5%	<u>\$5,008.92</u>
Current Contract Amount	<u>\$200,000.00</u>	Subtotal	<u>\$195,347.88</u>
		Previously Certified	<u>\$0.00</u>

Amount Due This Payment: \$195,347.88

Certified By:
McMAHON ASSOCIATES, INC.
Neenah, Wisconsin


Lee R. Reibold, P.E.
Associate / Municipal & Civil Engineer

McMAHON

ENGINEERS ARCHITECTS

McMahon Associates, Inc.
 1445 McMahon Drive P.O. Box 1025
 Neenah, WI 54956 Neenah, WI 54957-1025
 Telephone: (920)751-4200
 FAX: (920)751-4284

APPLICATION FOR PAYMENT

(Owner)
 Village of Harrison
 W5298 Highway 114
 Harrison, WI 54952

PROJECT: 2022 Crack Seal Program
 CONTRACTOR: Thunder Road LLC
 Contract No.: H0006-09-22-00266
 Project No.: _____
 Application No.: 1
 Application Date: July 26, 2022
 Period From: 7/18/22 To: 7/26/22

Application is Made For Payment in Connection With The Above Contract.

The following documents are attached:

- Schedule Of Values
- Schedule Of Unit Prices
- Inventory Of Stored Materials

The Present Status Of The Account For This Contract Is As Follows:

Original Contract	\$ <u>200,000</u>	Completed To Date	\$ <u>111,720</u>
Net Change Orders	\$ <u>0</u>	Retainage <u>5</u> %	\$ <u>-5,586</u>
Current Contract Amount	\$ <u>200,000</u>	Subtotal	\$ <u>106,134</u>
		Previous Applications	\$ <u>0</u>

Amount Due This Application: \$ 106,134

The undersigned Contractor hereby swears, under penalty of perjury, that: (1) All previous progress payments received from the Owner, on account of work performed under the Contract referred to above, have been applied by the undersigned to discharge in full all obligations of the undersigned incurred in connection with work covered by prior Applications For Payment under said Contract, being Applications For Payment numbered 1 through 1 inclusive; and (2) All materials and equipment incorporated in said project or otherwise listed in or covered by this Application For Payment are free and clear of all liens, claims, security interests and encumbrances.

Dated July 26 20 22 Thunder Road LLC
(contractor)

COUNTY OF Waukesha
 STATE OF Wisconsin
 Before me on this 26th day of JULY 2022, Michelle Growel, member manager
(name & title)

personally appeared Michelle Growel
 known to me, who being duly sworn, did depose and say that he/she is the managing member
(title) of the Contractor above mentioned; that he/she

executed the above Application for Payment and statement on behalf of said Contractor; and that all of the statements contained therein are true, correct and complete.

My Commission Expires: Aug. 31st, 2024
Pamela Jean Thuel
(Notary Public)

Thunder Road LLC
 W297 S3549 Boettcher Rd
 Waukesha, WI 53189
 Phone: (262) 771-0374
 Fax: (866) 462-4293

INVOICE

INVOICE NO
 2662

SOLD TO Village of Harrison
 Attn: Mark Mommaerts
 W5298 Highway 114
 Harrison, WI 54952

SHIP TO V of Harrison Crack Seal
 V of Harrison, Calumet County
 2022 Crack Seal Program, Lee
 Reibold, PM; H0006-09-22-00266

ACCOUNT NO	PO NUMBER	SHIP VIA	DATE SHIPPED	TERMS	INVOICE DATE	PAGE
HARRISON	H0006-09-22-266			On Ropt	7/26/2022	1

Balances unpaid more than 30 days are subject to 1.5% Service Charge per month.

ITEM NO	QUANTITY	DESCRIPTION	UNIT PRICE	EXTENDED
	66,500	PROGRESS BILLING for work completed through July 26, 2022 per awarded bid. Quantity of pounds placed so far is: 66,500 LBS at \$1.68/LB for a July total of \$111,720. Payment application enclosed.	1.68	111,720.00

TOTAL AMOUNT 111,720.00

VILLAGE OF HARRISON CF #31036

ROAD #	MAP #	NAME OF ROAD	DONE	DATE DONE
1	2	Amy Ave	X	7/18/2022
2	2	Holly St	X	7/18/2022
3	2	Ryan St	X	7/18/2022
4	2	Colin St	X	7/18/2022
5	2	Hopfensperger Rd	X	7/18/2022
6	2	Clover Ridge Trail	X	7/19/2022
7	2	Red Clover Trail	X	7/19/2022
8	2	Trailwood Lane	X	7/20/2022
9	2	Hidden Trail Lane	X	7/19/2022
10	2	Tannery Ln	X	7/19/2022
11	2	Cumberland Dr	X	7/20/2022
12	3	Amy Ave	X	7/20/2022
13	3	Amy Ave	X	7/20/2022
14	3	Prosperity Dr	not done	7/21/2022
15	3	Highline Rd	part done	7/21/2022
16	3	Bies Rd	not done	7/21/2022
17	3	Creekview Rd	not done	7/21/2022
18	3	Dallas Dr	not done	7/21/2022
19	3	Tyler Lane	not done	7/21/2022
20	2	Gina Dr	X	7/21/2022
21	2	Michelle Way	X	7/21/2022
22	2	Macky Dr	X	7/21/2022
23	2	Anna Ct	X	7/21/2022
24	2	Mark Ct	X	7/21/2022
25	2	Vans Rd	X	7/22/2022
26	2	Rustic Ln	X	7/22/2022
27	2	Hickory Dr	X	7/22/2022
28	2	Sumac Lane	X	7/22/2022
29	2	Otte Ct	X	7/25/2022
30	2	Garnet Dr	X	7/22/2022
31	2	Golden Ct	X	7/22/2022
32	2	Hearthstone Dr	X	7/25/2022
33	2	Jeff Court	X	7/26/2022
34	2	Cathy Court	X	7/26/2022
35	2	Andrew Drive	X	7/26/2022
36	2	Jessica Lane	X	7/26/2022
37	2	Palge Way	X	7/26/2022
38	2	Camron Dr	X	8/1/2022
39	2	Greystone Ct	X	8/1/2022
40	2	Greystone Dr	X	8/1/2022
41	2	Snapdragon Lane	started	8/1/2022
42	2	Blazing Star Dr	partial	8/1/2022
43	2	Moonflower Dr	partial	8/1/2022
44	2	Strawflower Dr	X	8/1/2022
45	2	Rosebud Lane	X	8/2/2022
46	2	Bellflower Ct	X	8/2/2022
47	2	Noe Rd	not done	8/4/2022
48	1	McKayla Dr	not done	8/4/2022
49	1	Landon Dr	not done	8/4/2022
50	1	Dylan Dr	not done	8/4/2022
51	1	Austin Dr	not done	8/4/2022
52	1	Brenda Dr	not done	8/4/2022
53	1	Brittany Dr	X	8/4/2022
54	1	Ethan Dr	X	8/4/2022
55	1	Berryfield Lane	X	8/4/2022
56	1	S. Johann Dr	PARTIAL	8/5/2022
57	1	Elderberry Lane	X	8/5/2022
58	1	Lydia Lane	X	8/5/2022
59	1	Lydia Lane	X	8/5/2022
60	1	Jordan St	X	8/5/2022
61	1	Kernan Ave	X	8/5/2022
62	1	Kernan Ave	X	8/5/2022
63	1	Hazelnut Lane	X	8/5/2022
64	4	Black Oak St	X	8/9/2022
65	4	Sawtooth Ct	X	8/9/2022
66	4	Cherrybark Cir	X	8/9/2022

DAY	DATE	LBS
1	7/18/2022	5950
2	7/19/2022	10850
3	7/20/2022	16800
4	7/21/2022	4700
5	7/22/2022	7300
6	7/25/2022	7600
7	7/26/2022	13600
8	8/1/2022	1400
9	8/1/2022	17500
10	8/3/2022	RAIN
11	8/4/2022	16500
12	8/5/2022	9500
13	8/8/2022	RAIN
14	8/9/2022	2800
TOTAL LBS		119260
NTE		119048
LBS LEFT		-212

VILLAGE BOARD MEETING

VILLAGE OF HARRISON

From:
Vicki Tessen, Clerk

Meeting Date:
August 16, 2022

Title:
Special Event Permit for Kimberly Heights Block Party

Issue:
Should the Board approve a Special Event Permit application by Kimberly Heights residents for a block party?

Background and Additional Information:
The residents of W5644 Jones Way are requesting a special event permit for a block party on September 17, 2022 from noon until 10:00 PM.

They want to close off the street to general traffic by either using their own barricades or renting the Village barricades. They will allow for emergency vehicle access. They are aware that they must comply with Village alcohol and noise ordinances.

If approved, staff will forward the application and memo to Calumet County Sheriff's Department for their reference.

Budget Impacts:
None

Staff Recommendation:
Staff recommends approving the Special Event Permit application submitted by Bobbi Lanser for a block party on Jones Way September 17, 2022 from noon until 10:00 PM.

Action Options:

- Approve the application.
- Deny the application.

Attachments:

- Application

Section 1- Event Information

Name of Event: Kimberly Heights Sub Division Block Party

Event Date and Time: 9/17/22 NOON to 10pm

Event Description: Block Party

Estimated Attendance: 200 - 150

Will there be amplified music? yes

Will there be street closures? yes

Section 2- Contact Information

Contact Name: Bobbi Lanser

Address: W5644 Jones Way

Phone: [REDACTED]

Organization Name: NONE

Is the organization a 501 (c)(3)?

Section 3- Legal Notice

I understand the filing of this application does not ensure the issuance of this permit. I also understand that all Event organizers and participants must comply with all applicable city ordinances, traffic rules, park rules, state health laws, fire codes and liquor licensing regulations. Fees for park facilities and fireworks permits are in addition to the fees submitted for this application. I further understand that an incomplete application may be cause for denial of the event.

Signature Bobbi Lanser

Date 8-1-2022