

VILLAGE BOARD MEETING AGENDA
Monday, October 17, 2022 at 6:00 p.m.
Caledonia Village Hall - 5043 Chester Lane

1. **Meeting called to order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Communications and Announcements**

5. **Approval of Minutes**
 - Special Board – October 4, 2022 & October 5, 2022
 - Village Board – October 3, 2022

6. **Citizens Reports (citizen comments are in-person only)**

7. **Committee Reports**
 - A. Finance
 1. Approval of A/P checks

8. **Ordinances and Resolutions**
 - A. **Ordinance 2022-24** – An Ordinance To Create Section 10-1-9 (D) (26) And To Amend Section 10-1-9 (F) (11) Of The Code Of Ordinances Of The Village Of Caledonia, Racine County, Wisconsin, Relating To Speed Limits On 4 Mile Road (*Public Works: 10/10/2022 – motion carried, 2/0; Legislative & Licensing Committee: 10/10/2022 – motion carried, 3/0*)
 - B. **Ordinance 2022-25** – An Ordinance To Create Section 10-1-12(P) Of The Code Of Ordinances For The Village Of Caledonia, Racine County, Wisconsin Relating To A Prohibited Parking Zone On Button Bush Drive (*Public Works: 7/11/2022 – motion carried, 2/0; Legislative & Licensing Committee: 10/10/2022 – motion carried, 3/0*)
 - C. **Resolution 2022-108** – Resolution Authorizing The Village Of Caledonia To Enter Into A Contract With The Wisconsin Humane Society For Humane Animal Control Services For 2023 (*Village Board Only*)
 - D. **Resolution 2022-109** – A Resolution Of The Village Board Of The Village Of Caledonia Authorizing The Expenditure Of Impact Fees Not To Exceed \$40,000 For Engineering Services To Prepare A Master Grading And Drainage Plan For Crawford Park (*Parks & Recreation Advisory Committee: 10/10/2022 – motion carried, 5/0*)

9. **New Business**
 - A. Committee and Commission Structure
 - B. 2023 Health Plan
 - C. 2023 Proposed Budget - [Click Here For 2023 Proposed Budget](#)

10. **Report from Village Administrator**

11. **Adjournment**

**Special Village Board Meeting
October 4, 2022**

Board Present: Trustee Folk, Trustee Stillman, Trustee Weatherston, Trustee Martin, Trustee Wishau and President Dobbs. Trustee McManus arrived at 5:05 p.m.

Absent None.

Staff/Others: Village Administrator Kathy Kasper, Finance Director Wayne Krueger, HR Manager Michelle Tucker, Engineer Ryan Schmidt, Development Director Peter Wagner, Fire Chief Jeff Henningfeld, and Police Chief Christopher Botsch. Public Services Director Anthony Bunkelman arrived at 7:15 p.m.

1. Call the meeting to order

President Dobbs called the meeting to order at 5:00 p.m., at the Caledonia Village Hall.

Krueger overviewed the budget. Discussion was had between the Board and the respective department heads.

2. Review of 2022 proposed Village of Caledonia budget, major areas addressed

- Fire
- Police
- Police Support
- Municipal Court
- Highway
- Building
- Village Clerk
- Elections
- Administration
- Engineering
- Finance
- Facilities
- Professional
- Village Board
- Parks
- Cemetery
- Refuse
- Recycling
- TIDs
- Capital Projects
- Debt Service
- Water and Sanitary Sewer Utility
- Stormwater Utility

3. Adjournment.

Motion by Trustee Folk to adjourn. Seconded by Trustee Martin. Motion carried unanimously. Adjourned at 8:07 p.m.

Respectfully submitted,
Joslyn Hoeffert, Village Clerk

Board Present: Trustee Stillman, Trustee Weatherston, Trustee Martin, Trustee Wishau, Trustee McManus and President Dobbs. Trustee Folk arrived at 6:30 p.m.

Absent None.

Staff/Others: Village Administrator Kathy Kasper, Finance Director Wayne Krueger, HR Manager Michelle Tucker, Public Services Director Anthony Bunkelman, Engineer Ryan Schmidt, Development Director Peter Wagner, Fire Chief Jeff Henningfeld, and Police Chief Christopher Botsch

1. Call the meeting to order

President Dobbs called the meeting to order at 5:00 p.m., at the Caledonia Village Hall.

Krueger overviewed the budget. Discussion was had between the Board and the respective department heads.

2. Review of 2022 proposed Village of Caledonia budget, major areas addressed

- Fire
- Police
- Police Support
- Municipal Court
- Highway
- Building
- Village Clerk
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- Administration
- Engineering
- Finance
- Facilities
- Professional
- Village Board
- Parks
- Cemetery
- Refuse
- Recycling
- TIDs
- Capital Projects
- Debt Service
- Water and Sanitary Sewer Utility
- Stormwater Utility

3. Adjournment

Motion by Trustee Martin to adjourn. Seconded by Trustee McManus. Motion carried unanimously. Adjourned at 6:43 p.m.

Respectfully submitted,

Joslyn Hoeffert, Village Clerk

**Village Board Meeting
October 3, 2022**

1 - Order

President Dobbs called the Village Board meeting to order at 6:00 p.m. at the Caledonia Village Hall.

2 - Pledge of Allegiance

3 - Roll Call

Board: Trustee Stillman, Trustee Weatherston, Trustee Folk, Trustee Martin, Trustee McManus, and President Dobbs.

Absent: Trustee Wishau was excused.

Staff: Also present were HR Manager Michelle Tucker, Development Director Peter Wagner, Public Services Director Anthony Bunkelman, Engineer Ryan Schmidt, Finance Director Wayne Krueger, Fire Chief Jeff Henningfeld, Police Chief Christopher Botsch, Administrator Kathy Kasper, and Village Attorney Elaine Ekes.

4 – Communications and Announcements

5 – Approval of Minutes

Village Board – September 19, 2022

Motion by Trustee Weatherston to approve the Village Board minutes of the following meeting(s) as printed. Seconded by Trustee Folk. Motion carried unanimously.

6 – Citizens Reports

Tom Dovorany, 5329 Sunshine Lane, has lived in the area for years and spoke of being close to the park. He often cleans up debris and garbage at the park. He stated he felt responsible for those who used it and wanted it to be excellent. He had attended the Plan Commission meetings regarding the Crawford plan and hoped they cared about its impact on those who lived near the park. He was against the potential thoroughfare off Sunshine Lane through the park and was concerned with both Park and Public Safety traffic. Dovorany spoke of past plans that have failed because of neighborhood backlash.

7 – Committee Report

7A - (Approval of A/P checks) -

Village – \$ 527,265.22

Motion by Trustee McManus to approve the A/P checks as presented for \$ 527,265.22. Seconded by Trustee Martin. Motion carried unanimously.

8 – Ordinances and Resolutions

8A – Resolution 2022-104 – A Resolution Of The Village Board Of The Village Of Caledonia To Approve A Site, Building, & Operations Plan To Construct A Condominium Development With Multiple Housing Types Including Towers, Villas, And Townhouses, Located At Waters Edge Drive (Formerly 5915, 5919, & 5945 Erie Street), Village Of Caledonia, Racine County, WI; Rinka, Applicant, CCM-Caledonia LLC, Owner (Plan Commission: 8/26/2022 – motion carried, 5/0)

Motion by Trustee Weatherston to approve Resolution 2022-104 – A Resolution Of The Village Board Of The Village Of Caledonia To Approve A Site, Building, & Operations Plan To Construct A Condominium Development With Multiple Housing Types Including Towers, Villas, And Townhouses, Located At Waters Edge Drive (Formerly 5915, 5919, & 5945 Erie Street), Village Of Caledonia, Racine County, WI; Rinka, Applicant, CCM-Caledonia LLC, Owner (Plan Commission: 9/26/2022 – motion carried, 5/0). Seconded by Trustee Martin. Motion carried unanimously.

8B – Resolution 2022-105 – A Resolution Of The Village Board Of The Village Of Caledonia To Approve A Building, Site, And Operations Plan To Construct And Utilize A ±5,000 Square-Foot Commercial Building, Located At 195 27th Street In The Village Of Raymond Under The Cooperative Plan Dated November 12, 2009 Between The Village Of Caledonia And The Village Of Raymond Under Sec. 66.0307, Wis. Stats. (Plan Commission: 9/26/2022 – motion carried, 5/0)

Motion by Trustee Martin to approve Resolution 2022-105 – A Resolution Of The Village Board Of The Village Of Caledonia To Approve A Building, Site, And Operations Plan To Construct And Utilize A ±5,000 Square-Foot Commercial Building, Located At 195 27th Street In The Village Of Raymond Under The Cooperative Plan Dated November 12, 2009 Between The Village Of Caledonia And The Village Of Raymond Under Sec. 66.0307, Wis. Stats. (Plan Commission: 9/26/2022 – motion carried, 5/0). Seconded by Trustee Folk. Motion carried unanimously.

8C – Resolution 2022-106 – A Resolution Of The Village Board Of The Village Of Caledonia Approving The Crawford Park Master Plan (Parcel ID Nos. 104-04-23-20-123-000, 104-04-23-20-123-020, & 104-04-23-20-132-000) (Parks & Recreation Advisory Committee: 9/26/2022 – motion carried, 6/0; Plan Commission: 9/26/2022 – motion carried, 5/0)

Motion by Trustee Weatherston to approve Resolution 2022-106 – A Resolution Of The Village Board Of The Village Of Caledonia Approving The Crawford Park Master Plan (Parcel ID Nos. 104-04-23-20-123-000, 104-04-23-20-123-020, & 104-04-23-20-132-000) (Parks & Recreation Advisory Committee: 9/26/2022 – motion carried, 6/0; Plan Commission: 9/26/2022 – motion carried, 5/0). Seconded by Trustee Stillman. Motion carried unanimously.

8D – Ordinance 2022-23 – An Ordinance Of The Village Board Of The Village Of Caledonia To Amend Title 16 Of The Code Of Ordinances Of The Village Of Caledonia, Racine County, Wisconsin, Relating To Zoning (Plan Commission: 9/26/2022 – motion carried, 5/0)

Motion by Trustee Weatherston to approve Ordinance 2022-23 – An Ordinance Of The Village Board Of The Village Of Caledonia To Amend Title 16 Of The Code Of Ordinances Of The Village Of Caledonia, Racine County, Wisconsin, Relating To Zoning with the following revisions to Exhibit A: 1.) Delete Section 16-11-6 subsection (e), (f) & (g); 2.) Replace Section 16-11-5(b) with the proposed section 16-11-5(b) as presented and approved by the Plan Commission at their 9/26 meeting. (Plan Commission: 9/26/2022 – motion carried, 5/0). Seconded by Trustee Stillman. Motion carried unanimously.

8E – Ordinance 2022-14 - An Ordinance To Amend Section 9-1-1(E), Section 9-2-1(A)(4), And Section 9-4-1(E) Of Title 9 For Public Utilities To Change References From The Village Utility Director To The Village Public Services Director And To Change Reference To District Manager To Utility Supervisor In Section 9-4-4 In The Code Of Ordinances For The Village Of Caledonia (Legislative & Licensing Committee: 9/19/2022 – motion carried, 3/0)

Motion by Trustee Folk to approve Ordinance 2022-14 - An Ordinance To Amend Section 9-1-1(E), Section 9-2-1(A)(4), And Section 9-4-1(E) Of Title 9 For Public Utilities To Change References From The Village Utility Director To The Village Public Services Director And To Change Reference To District Manager To Utility Supervisor In Section 9-4-4 In The Code Of Ordinances For The Village Of Caledonia (Legislative & Licensing Committee: 9/19/2022 – motion carried, 3/0). Seconded by Trustee Stillman. Motion carried unanimously.

8F – Resolution 2022-107 – Resolution Authorizing The Village Of Caledonia To Enter Into A Contract With The City Of Racine In Regard To Bus Service In The Village Of Caledonia For 2023 (Village Board only)

Motion by Trustee Stillman to approve Resolution 2022-107 – Resolution Authorizing The Village Of Caledonia To Enter Into A Contract With The City Of Racine In Regard To Bus Service In The Village Of Caledonia For 2023 (Village Board only). Seconded by Trustee Weatherston. Motion carried unanimously.

9 – New Business

9A – Committee and Commission Structure – CDA

There was a discussion regarding the Community Development Authority (CDA) and its future directive. Moving forward, the CDA will meet every other month. The Legislative and Licensing Committee will further this discussion to help support the CDA's future structure.

10 – Report from Village Administrator

The Administrator updated the Village Board.

11 – Closed Session Items

11A – Motion to go into Closed Session pursuant to Wis. Stat. § 19.85(1)(d), to consider Police Department strategy for crime prevention and detection, including the implementation of programs, policies, tools and deployment strategies, including the utilization of employees, for crime prevention and detection AND Discussion/possible motion to convene into closed session pursuant to Wis. Stat. §19.85(1)(e) for deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session specifically to discuss negotiation strategies related to shared service models for Fire/EMS Services.

Motion by Trustee Weatherston to go into CLOSED SESSION. Seconded by Trustee Stillman.

Trustee Weatherston – aye

Trustee McManus – aye

Trustee Folk – aye

Motion carried unanimously.

Trustee Stillman – aye

trustee Martin – aye

President Dobbs – aye

11 – Motion to go into Open Session and to take possible action on those items discussed in closed session and to move to the remaining items on the agenda or other agendas as posted.

Motion by Trustee Stillman to go into OPEN SESSION. Seconded by Trustee Martin.
Motion carried unanimously.

12 – Adjournment

Motion by Trustee Martin to adjourn. Seconded by Trustee Stillman. Motion carried unanimously.

Meeting adjourned at 9:35 p.m.

Respectfully submitted,
Joslyn Hoeffert, Village Clerk

Ordinance No. 2022-24

AN ORDINANCE TO CREATE SECTION 10-1-9 (d) (26) AND TO AMEND SECTION 10-1-9 (f) (11) OF THE CODE OF ORDINANCES OF THE VILLAGE OF CALEDONIA, RACINE COUNTY, WISCONSIN, RELATING TO SPEED LIMITS ON 4 MILE ROAD.

The Village Board of the Village of Caledonia, Racine County, Wisconsin, do ordain as follows:

1. That Section 10-1-9 (d) (26) of the Code of Ordinances for the Village of Caledonia be, and hereby is, created to read as follows:

“(26) Four Mile Road – from its intersection with County Trunk Highway “V” to its intersection with the East Frontage Road of Interstate Highway “94”.

2. That Section 10-1-9 (f) (11) of the Code of Ordinances for the Village of Caledonia be, and hereby is, amended to read as follows:

“(11) Four Mile Road – from its intersection with Short Road to its intersection with County Trunk Highway “V”

3. That this ordinance shall take effect after adoption and publication as provided by law.

Adopted by the Village Board of the Village of Caledonia, Racine County, Wisconsin, this ____ day of _____, 2022.

VILLAGE OF CALEDONIA


By: _____
James R. Dobbs, Village President

Attest: _____
Joslyn Hoeffert, Village Clerk

MEMORANDUM

Date: October 5, 2022

To: Public Works Committee

From: Ryan Schmidt, P.E.
Village Engineer 

Re: Speed Limit Reduction – 4 Mile Road (CTH V to East Frontage Road)

BACKGROUND INFORMATION

As part of the civil/site review for the Likewise “Pad C” development at 13301 4 Mile Road, the Engineering Department discovered some potential sight distance issues with the proposed eastern access. Engineering Staff made a field visit to determine the validity of the concern and then notified Pinnacle Engineering (Civil Engineer for the development) of the issue at hand. Pinnacle performed some preliminary analysis of the sight distance issue and determined it was worth exploring further.

As background, the newly constructed 4 mile road between the East Frontage Road and CTH V has large grade changes and vertical curves as part of the design. The proposed development had one access located at the top of the hill on the west side of their property and one located at the bottom of the hill on the east side of their property. Vehicles turning onto 4 Mile Road from the east approach would have trouble seeing and/or reacting to vehicles traveling at the posted speed of 45mph (or greater) over the top of the hill.

In order to ensure the safety and welfare of the traveling public, both along 4 Mile Road and from the development, the Village reached out to Pinnacle and requested a sight distance study be performed before any permitted access was allowed on the eastern approach. Pinnacle agreed that this would be an issue and hired T.A.D.I to perform the analysis. The technical report is attached with this memo.

The report summarizes that at a minimum, the posted speed limit would have to be reduced in order to allow the design vehicle (semi truck) to make a turn onto 4 Mile Road safely. Two options are recommended: reduce 4 Mile Road speed limit to 25 mph the entire stretch or to 35mph and require truck traffic to only make left hand turns out of the east approach. As it stands today, truck traffic is primarily traveling westbound along 4 mile from local commercial developments like CSW in order to access the East Frontage Road and get to Interstate 94. Staff would recommend the second alternative of reducing the speed limit to 35mph and restricting truck movements eastbound.

Geometric changes on site were considered with the developer but ultimately the speed limit reduction made the most sense. A speed limit reduction will promote a safer perceived speed for the residential properties along 4 Mile Road, will allow the desired multiple access points for the proposed development, and any future development that may occur on the north side of 4 Mile Road will be benefitted with safer sight distances for any future access point.

In order to make this change, SEC. 10-1-19 (d) and (f) shall be amended and signs are required to be purchased and installed. Signs are recommended to be installed with orange flags behind the newly posted speed limit signs to assist with the general public's view of the newly posted speed.

RECOMENDATION:

Move to recommend to the Legislative and Licensing Committee that Ordinance 10-1-19 (d) (26) is created and that Ordinance 10-1-19 (f) (11) is amended to modify the speed limit along 4 Mile Road between the East Frontage Road and CTH V to 35mph.

Move to recommend to the Village Board that Ordinance 10-1-19 (d) (26) is created and that Ordinance 10-1-19 (f) (11) is amended to modify the speed limit along 4 Mile Road between the East Frontage Road and CTH V to 35mph.

TECHNICAL MEMORANDUM

Date: September 12, 2022

To: Matthew Carey, P.E.
Pinnacle Engineering Group

From: Tammi Czewski, P.E., PTOE
Traffic Analysis & Design, Inc.

Subject: **Sight Distance Analysis**
Deback Farms Lot C: East Site Driveway to 4 Mile Road



Introduction

This technical memorandum was prepared to evaluate the east driveway intersection and stopping sight distance for a proposed light industrial building on Lot C of the Deback Farms development at 13301 Four Mile Road, Caledonia, Wisconsin. The east driveway is located in a “valley” on Four Mile Road with hills to the east and west that impact visibility for turns at the east site driveway. Mitigation measures considered in this report include restricting access for some vehicle types and reducing the speed limit on Four Mile Road to reduce the required sight distance.

The location of the proposed development and site driveways is shown on Exhibit 1. The majority of the development’s vehicle and truck trips are expected to access the site to/from the west on Four Mile Road. Four Mile Road connects to the I-94 East Frontage Road, which leads to the I-94 interchange at CTH K. The east driveway on Lot C is currently being graded for buildout and the speed limit on Four Mile Road (two-lane undivided roadway) is posted at

Sight Distance Analysis

The sight distance analysis was conducted according to the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets, 2001* and on procedures identified in Chapter 11 of the Wisconsin Department of Transportation’s (WisDOT) Facilities Development Manual (FDM). Per the FDM, a single-unit (SU) truck should be considered the design vehicle at this location unless combination (WB) trucks are significant. The development sight plan (Exhibit 2) shows

truck loading areas on the south side of the proposed building. Therefore, this study evaluates the sight distance requirements for passenger cars, SU trucks, and WB trucks.

TADI took field photos from the east site driveway to the west and east on Four Mile Road to a 3.5-foot target (“object”) positioned within the approaching travel lane. The intersection sight distance (ISD) photos were taken from a position 14.5 feet from the southern edge of Four Mile Road at eye heights of 3.5 feet (representing the eye height of a person in a passenger car) and 7.6 feet (representing the eye height of a person in an SU or WB truck). Eye height adjustments were made to account for the proposed grade of the future east driveway with respect to the current elevation at the photo position. Photos to the left of the east site driveway represent the ISD for a vehicle making a right-turn exit (Exhibit 3), and photos to the right of the east site driveway represent the ISD for a vehicle making a left-turn exit (Exhibit 4).

TADI also took field photos from the eastbound travel lane on Four Mile Road to a 2.0-foot target positioned at the east site driveway (Exhibit 5). The stopping sight distance (SSD) photos were taken at a 3.5-foot eye height.

For both the ISD and SSD photos, the targets or photo positions were moved until the maximum visibility was reached. The maximum visibility for each design vehicle was then recorded as shown in Table 1 below.

Table 1. Sight Distance Requirement Matrix & Maximum Visibility

Design Speed	Intersection Sight Distance						Stopping Sight Dist (EB)
	Right-Turn from East Driveway Design Vehicle			Left-Turn from East Driveway Design Vehicle			
	P	SU	WB	P	SU	WB	All
30 mph	290'	375'	465'	335'	420'	510'	200'
35 mph	335'	440'	540'	385'	490'	595'	250'
40 mph	385'	500'	620'	445'	560'	675'	305'
45 mph	430'	565'	695'	500'	630'	760'	360'
50 mph	480'	625'	775'	555'	700'	845'	425'
Max Visibility	400'	500'	500'	>975'	>1125'	>1125'	375'
Eye Height	3.5'	7.6'	7.6'	3.5'	7.6'	7.6'	3.5'
Object Height	3.5'	3.5'	3.5'	3.5'	3.5'	3.5'	2.0'

Notes: Indicates that the maximum visibility meets or exceeds the required sight distance for that design speed. Design speed is evaluated as five mph over the posted speed limit.

Table 1 also shows the ISD and SSD requirements for each design vehicle and design speed ranging from 30 mph to 50 mph. The design speeds are evaluated at five mph over the posted speed limit, so the 50-mph design speed represents the existing posted speed limit and sight distance requirements on Four Mile Road. As shown, the maximum visibilities for eastbound SSD and right-turn driveway exit ISD are less than what is required for the existing posted speed limit. Lowering the speed limit to 40 mph (design speed of 45 mph) allows the eastbound stopping sight distance requirements to be met. Lowering the speed limit to 35 mph (design speed of 40 mph) allows the right-turn exit ISD to be met for

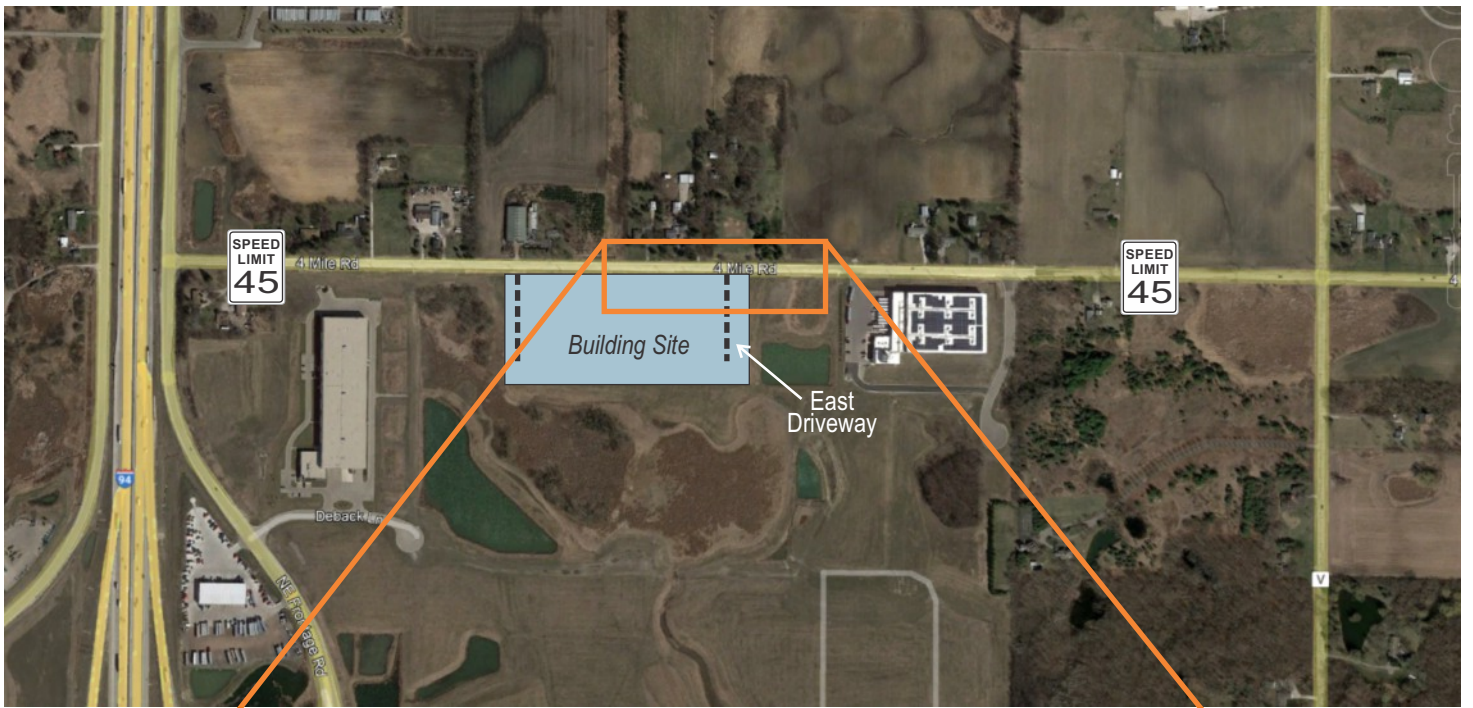
passenger cars and SU trucks. Lowering the speed limit to 25 mph (design speed of 30 mph) allows the right-turn exit ISD to also be met for WB trucks.

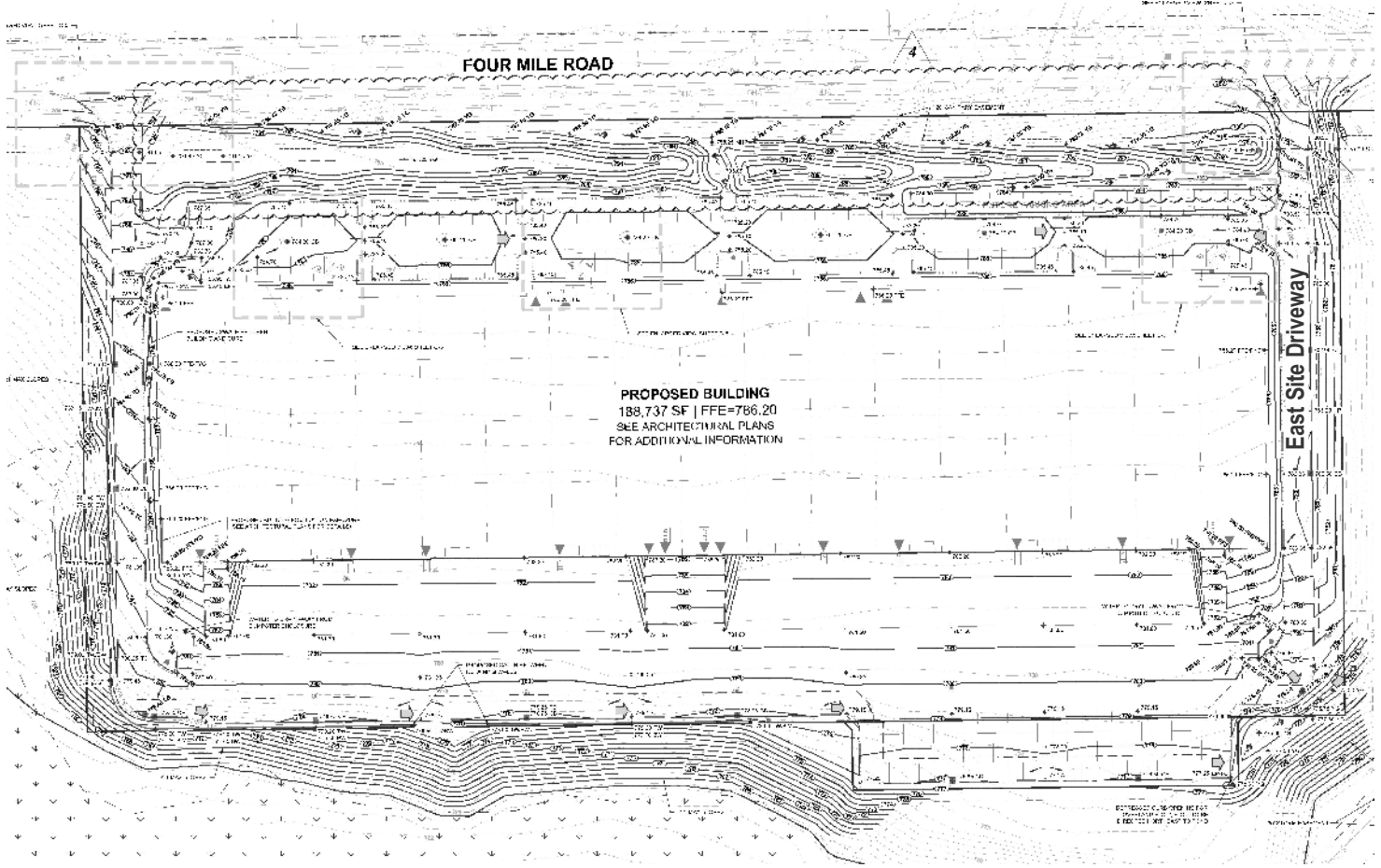
Recommendations

In order to fully mitigate visibility issues for all design vehicles at the east site driveway, it is recommended that the speed limit for eastbound traffic on 4 Mile Road be lowered to 25 mph from the East Frontage Road to east of the east site driveway (Recommendation A). The speed limit for westbound traffic can also be lowered for continuity, but is not necessary for meeting sight distance requirements.

Alternatively, reduce the speed limit on 4 Mile Road to 35 mph (Recommendation B), and post a sign restricting WB trucks from exiting east onto eastbound 4 Mile Road.

These recommendations are shown on Exhibit 6.







Passenger Car (3.5' Eye Height)
~400-foot Maximum Visibility to 3.5' Object
from East Site Driveway

Object

4 Mile Road

East Site Driveway



SU & WB Truck (7.6' Eye Height)
~500-foot Maximum Visibility to 3.5' Object
from East Site Driveway

Object

4 Mile Road

East Site Driveway



NOT TO SCALE



Passenger Car (3.5' Eye Height)
 >975-foot Maximum Visibility to 3.5' Object
 from East Site Driveway



SU & WB Truck (7.6' Eye Height)
 >1,125-foot Maximum Visibility to 3.5' Object
 from East Site Driveway





3.5' Eye Height
375-foot Maximum Visibility to 2.0' Object
at East Site Driveway

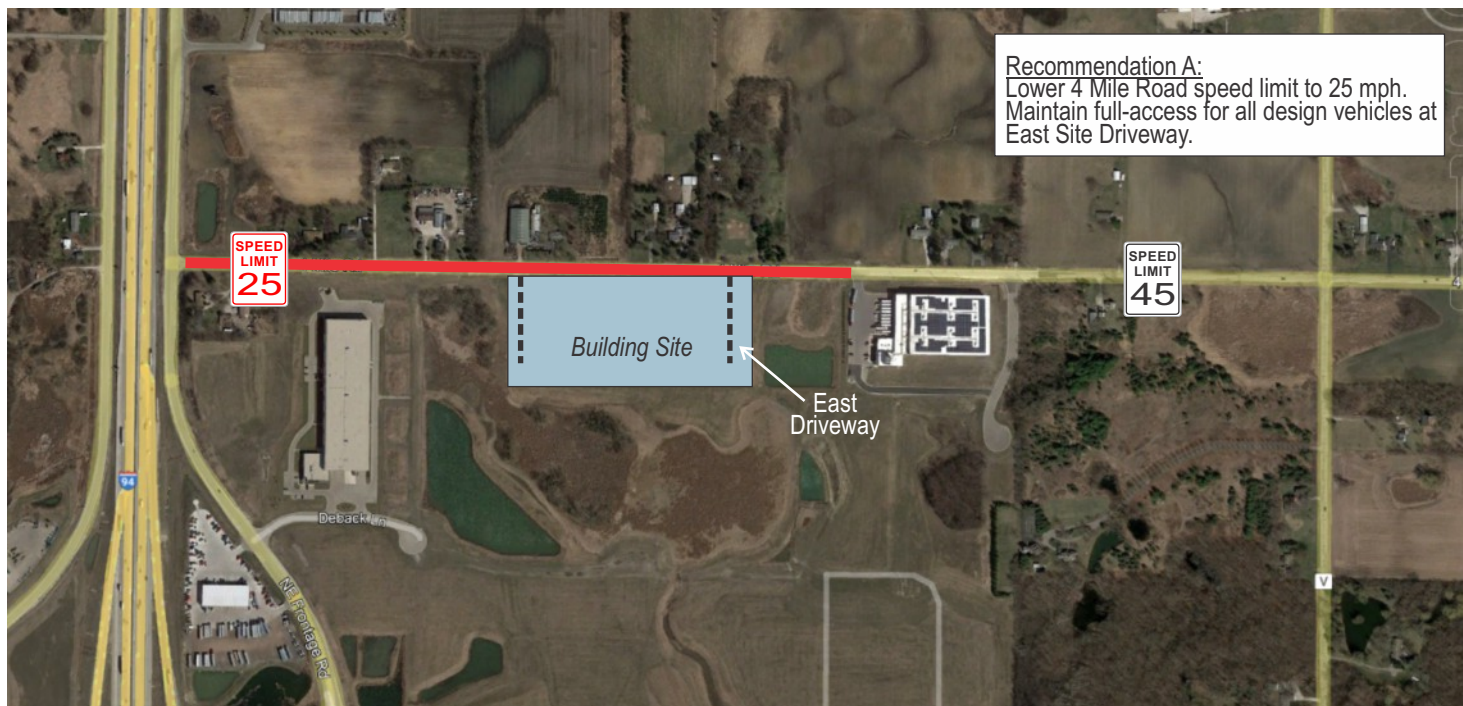
4 Mile Road

Object

East Site Driveway



NOT TO SCALE



Recommendation A:
 Lower 4 Mile Road speed limit to 25 mph.
 Maintain full-access for all design vehicles at
 East Site Driveway.

SPEED
LIMIT
25

SPEED
LIMIT
45

Building Site

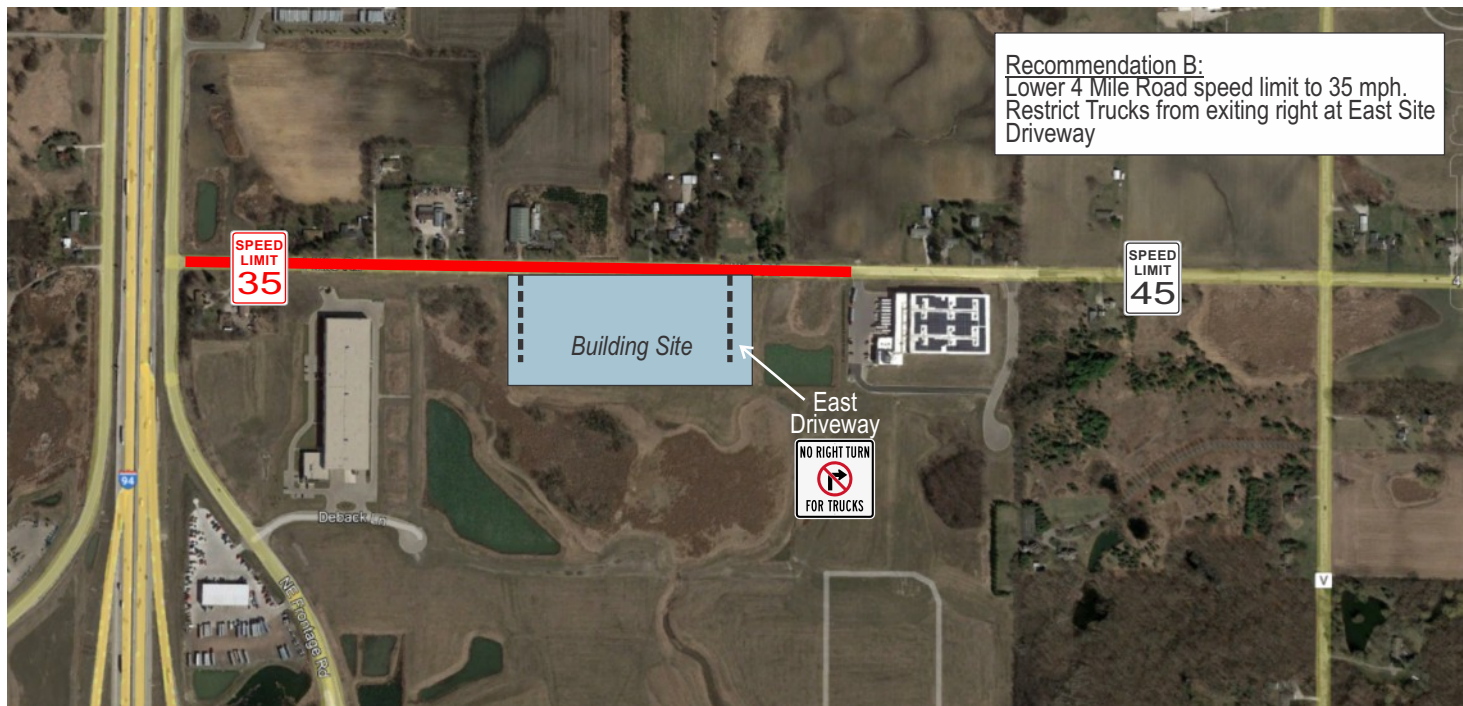
East
Driveway

Debacker

NE Pontage Rd

94

V



Recommendation B:
 Lower 4 Mile Road speed limit to 35 mph.
 Restrict Trucks from exiting right at East Site
 Driveway

SPEED
LIMIT
35

SPEED
LIMIT
45

Building Site

East
Driveway

NO RIGHT TURN
FOR TRUCKS

Debacker

NE Pontage Rd

94

V



NOT TO SCALE

INTERSECTION SIGHT DISTANCE CALCULATIONS

VARYING DESIGN SPEEDS ON 4 MILE ROAD

ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 8/25/2022
 Intersection: 4 Mile Road & East Driveway
 Community: Caledonia, Racine County, WI

Mainline Name: 4 Mile Road
 Sidestreet Name: East Site Driveway

Left-In Allowed?	Yes	P-vehicle Design Length:	19.0	feet (P = 19.0. Overwrite if other design veh)
Left-Out Allowed?	Yes	SU-vehicle Design Length:	39.5	feet (SU-40 = 39.5. Overwrite if other design veh)
Right-In Allowed?	Yes	WB-vehicle Design Length:	73.5	feet (WB-67 = 73.5. Overwrite if other design veh)
Right-Out Allowed?	Yes			
Through-Out Allowed?	No			
Design Speed from Left:	30	mph		
Design Speed from Right:	30	mph		
Median Width:	0	feet		
Minor Street Approach Grade:	0.0%	If a minor street vehicle approaches the major street at greater than 3%, enter grade.		
Number of Near Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.		
Number of Near Side Thru:	1.00	equivalent 12-ft lanes.		
Number of Far Side Thru:	1.00	equivalent 12-ft lanes.		
Number of Far Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.		
AASHTO or WisDOT:	AASHTO			

	P	SU	WB	
Design Vehicles:	x	x	X	(place an "X")

ISD CASE B1: Left Turn from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Case B1 ISD, feet:	330.0	418.0	506.0	440.0	528.0	572.0
Rounded Case B1 ISD, feet:	335	420	510	445	530	575

ISD CASE B2: Right Turn from Minor Street (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Case B2 ISD, feet:	286.0	374.0	462.0	352.0	440.0	528.0
Rounded Case B2 ISD, feet:	290	375	465	355	445	530

ISD CASE B3a: Crossing from Minor Street Traffic from Left (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Case B3a ISD, feet:	286.0	374.0	462.0	308.0	440.0	572.0
Rounded Case B3a ISD, feet:	290	375	465	310	445	575

ISD CASE B3b: Crossing from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	-6.50	-8.50	-10.50	-7.00	-10.00	-13.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case B3b ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case B3b ISD, feet:	0	0	0	0	0	0

ISD CASE F: Left from Major to Minor (driver looking to left of access towards oncoming traffic)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	N/A	N/A	N/A	N/A	N/A	N/A
Total Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Case F ISD, feet:	242.0	286.0	330.0	352.0	352.0	352.0
Rounded Case F ISD, feet:	245	290	335	355	355	355

ISD CONTROLLING DISTANCES:

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
To Left of Access:	290'	375'	465'	355'	445'	575'
To Right of Access:	335'	420'	510'	445'	530'	575'
Left-Turn from Mainline:	245'	290'	335'	355'	355'	355'

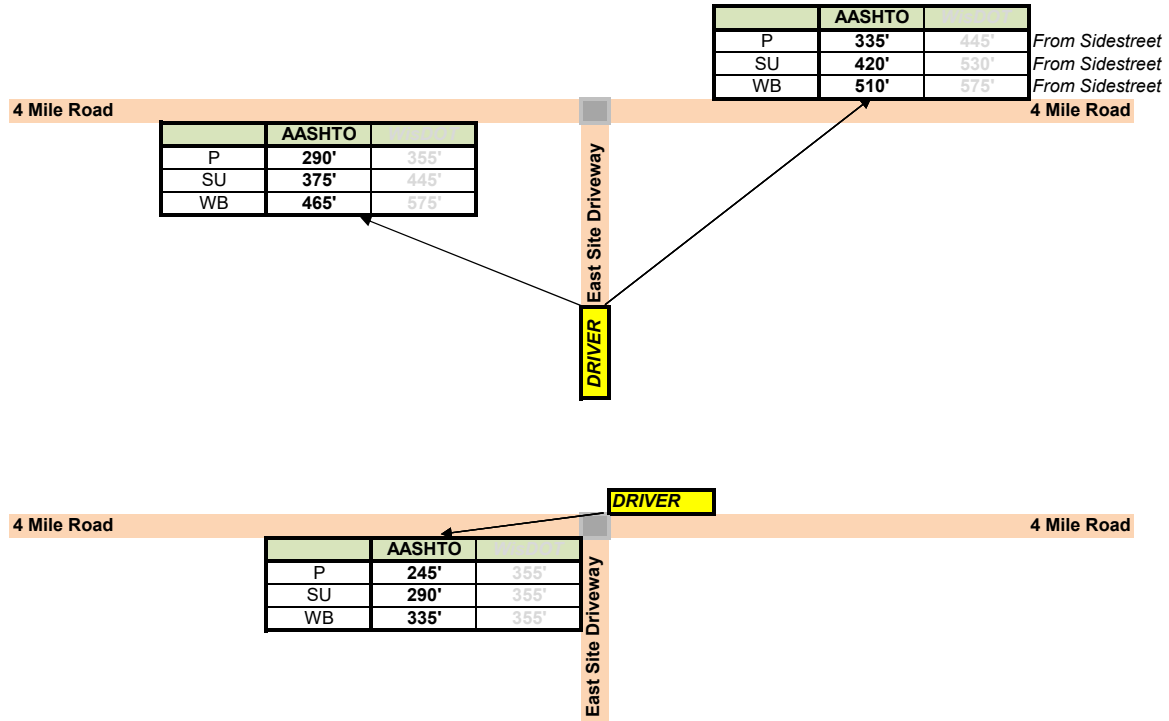
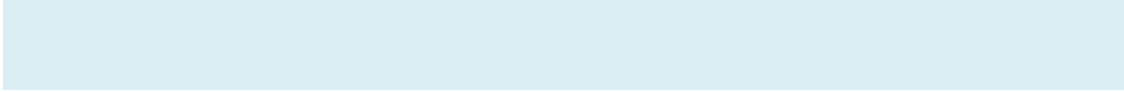
ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 8/25/2022
 Intersection: 4 Mile Road & East Driveway
 Community: Caledonia, Racine County, WI



Eye Height (start of Arrows): 3.5-ft for P, 7.6-ft for SU & WB
 Object Height (head of Arrows): 3.5-ft
 Eye Location: 14.5-ft from edge of traveled way

Special Instructions

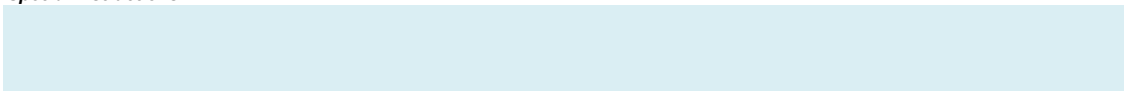


SSD CALCULATIONS

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>	
Design Speed:	30	30			
Deceleration (ft/s ²):	11.2	11.2	11.2	11.2	Default rate is 11.2 ft/s ² per AASHTO GDHS
Estimated Grade (%):	0.0%	0.0%	0.0%	0.0%	Positive is uphill, negative is downhill
Brake Reaction Time (s):	2.5	2.5	2.5	2.5	Default rate is 2.5s per AASHTO GDHS
Brake Reaction (ft):	110.0	110.0	0.0	0.0	
Braking Distance (ft):	86.3	86.3	0.0	0.0	
Calculated SSD (ft):	196.3	196.3	0.0	0.0	
Rounded SSD (ft):	200	200	0	0	

Eye Height (upstream of object to be seen): 3.5-ft
 Object Height (downstream of motorist): 2.0-ft

Special Instructions



ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 8/25/2022
 Intersection: 4 Mile Road & East Driveway
 Community: Caledonia, Racine County, WI

Mainline Name: 4 Mile Road
 Sidestreet Name: East Site Driveway

Left-In Allowed?	Yes	P-vehicle Design Length:	19.0	feet (P = 19.0. Overwrite if other design veh)
Left-Out Allowed?	Yes	SU-vehicle Design Length:	39.5	feet (SU-40 = 39.5. Overwrite if other design veh)
Right-In Allowed?	Yes	WB-vehicle Design Length:	73.5	feet (WB-67 = 73.5. Overwrite if other design veh)
Right-Out Allowed?	Yes			
Through-Out Allowed?	No			
Design Speed from Left:	35	mph		
Design Speed from Right:	35	mph		
Median Width:	0	feet		
Minor Street Approach Grade:	0.0%	If a minor street vehicle approaches the major street at greater than 3%, enter grade.		
Number of Near Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.		
Number of Near Side Thru:	1.00	equivalent 12-ft lanes.		
Number of Far Side Thru:	1.00	equivalent 12-ft lanes.		
Number of Far Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.		
AASHTO or WisDOT:	AASHTO			

	P	SU	WB	
Design Vehicles:	x	x	X	(place an "X")

ISD CASE B1: Left Turn from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Case B1 ISD, feet:	385.0	487.7	590.3	513.3	616.0	667.3
Rounded Case B1 ISD, feet:	385	490	595	515	620	670

ISD CASE B2: Right Turn from Minor Street (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Case B2 ISD, feet:	333.7	436.3	539.0	410.7	513.3	616.0
Rounded Case B2 ISD, feet:	335	440	540	415	515	620

ISD CASE B3a: Crossing from Minor Street Traffic from Left (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Case B3a ISD, feet:	333.7	436.3	539.0	359.3	513.3	667.3
Rounded Case B3a ISD, feet:	335	440	540	360	515	670

ISD CASE B3b: Crossing from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	-6.50	-8.50	-10.50	-7.00	-10.00	-13.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case B3b ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case B3b ISD, feet:	0	0	0	0	0	0

ISD CASE F: Left from Major to Minor (driver looking to left of access towards oncoming traffic)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	N/A	N/A	N/A	N/A	N/A	N/A
Total Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Case F ISD, feet:	282.3	333.7	385.0	410.7	410.7	410.7
Rounded Case F ISD, feet:	285	335	385	415	415	415

ISD CONTROLLING DISTANCES:

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
To Left of Access:	335'	440'	540'	415'	515'	670'
To Right of Access:	385'	490'	595'	515'	620'	670'
Left-Turn from Mainline:	285'	335'	385'	415'	415'	415'

ISD CALCULATIONS (TWSC)

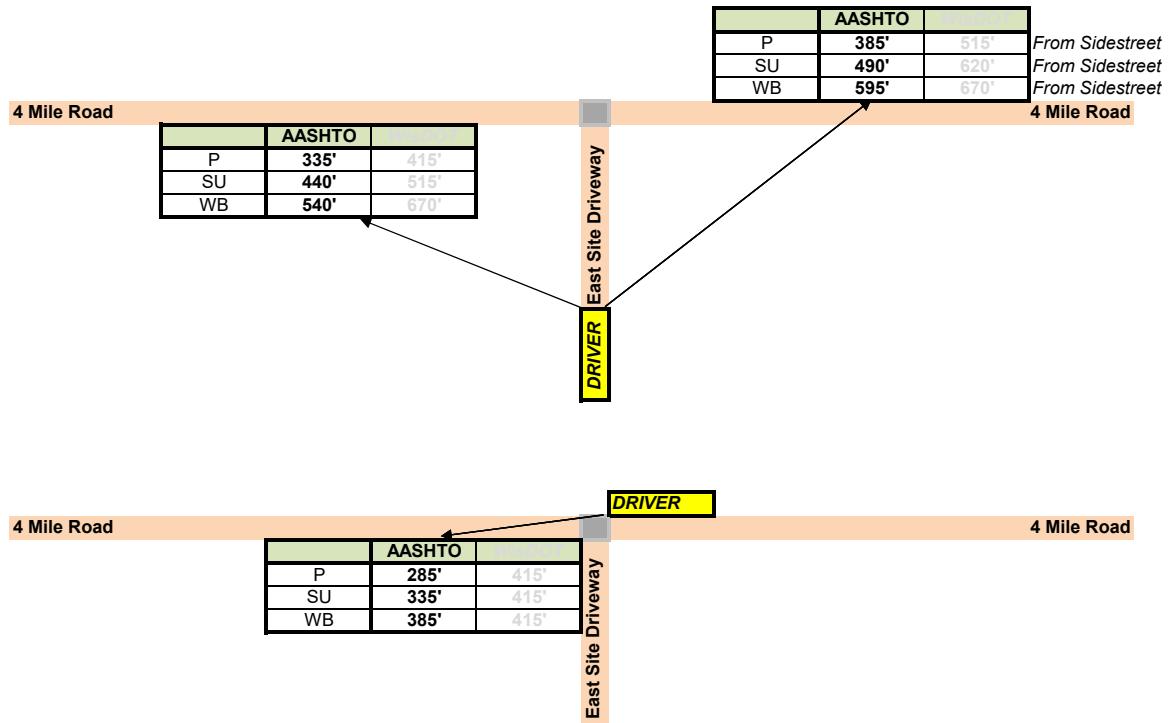
Performed by: TADI - TSC Date: 8/25/2022
 Intersection: 4 Mile Road & East Driveway
 Community: Caledonia, Racine County, WI



Eye Height (start of Arrows): 3.5-ft for P, 7.6-ft for SU & WB
 Object Height (head of Arrows): 3.5-ft
 Eye Location: 14.5-ft from edge of traveled way

Special Instructions

[Empty light blue box for special instructions]



SSD CALCULATIONS

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>	
Design Speed:	35	35			
Deceleration (ft/s ²):	11.2	11.2	11.2	11.2	Default rate is 11.2 ft/s ² per AASHTO GDHS
Estimated Grade (%):	0.0%	0.0%	0.0%	0.0%	Positive is uphill, negative is downhill
Brake Reaction Time (s):	2.5	2.5	2.5	2.5	Default rate is 2.5s per AASHTO GDHS
Brake Reaction (ft):	128.3	128.3	0.0	0.0	
Braking Distance (ft):	117.4	117.4	0.0	0.0	
Calculated SSD (ft):	245.7	245.7	0.0	0.0	
Rounded SSD (ft):	250	250	0	0	

Eye Height (upstream of object to be seen): 3.5-ft
 Object Height (downstream of motorist): 2.0-ft

Special Instructions

[Empty light blue box for special instructions]

ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 8/25/2022
 Intersection: 4 Mile Road & East Driveway
 Community: Caledonia, Racine County, WI

Mainline Name: 4 Mile Road
 Sidestreet Name: East Site Driveway

Left-In Allowed?	Yes	P-vehicle Design Length:	19.0	feet (P = 19.0. Overwrite if other design veh)
Left-Out Allowed?	Yes	SU-vehicle Design Length:	39.5	feet (SU-40 = 39.5. Overwrite if other design veh)
Right-In Allowed?	Yes	WB-vehicle Design Length:	73.5	feet (WB-67 = 73.5. Overwrite if other design veh)
Right-Out Allowed?	Yes			
Through-Out Allowed?	No			
Design Speed from Left:	40	mph		
Design Speed from Right:	40	mph		
Median Width:	0	feet		
Minor Street Approach Grade:	0.0%	If a minor street vehicle approaches the major street at greater than 3%, enter grade.		
Number of Near Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.		
Number of Near Side Thru:	1.00	equivalent 12-ft lanes.		
Number of Far Side Thru:	1.00	equivalent 12-ft lanes.		
Number of Far Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.		
AASHTO or WisDOT:	AASHTO			

Design Vehicles:	P	SU	WB	(place an "X")
	x	x	X	

ISD CASE B1: Left Turn from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Case B1 ISD, feet:	440.0	557.3	674.7	586.7	704.0	762.7
Rounded Case B1 ISD, feet:	445	560	675	590	705	765

ISD CASE B2: Right Turn from Minor Street (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Case B2 ISD, feet:	381.3	498.7	616.0	469.3	586.7	704.0
Rounded Case B2 ISD, feet:	385	500	620	470	590	705

ISD CASE B3a: Crossing from Minor Street Traffic from Left (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Case B3a ISD, feet:	381.3	498.7	616.0	410.7	586.7	762.7
Rounded Case B3a ISD, feet:	385	500	620	415	590	765

ISD CASE B3b: Crossing from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	-6.50	-8.50	-10.50	-7.00	-10.00	-13.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case B3b ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case B3b ISD, feet:	0	0	0	0	0	0

ISD CASE F: Left from Major to Minor (driver looking to left of access towards oncoming traffic)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	N/A	N/A	N/A	N/A	N/A	N/A
Total Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Case F ISD, feet:	322.7	381.3	440.0	469.3	469.3	469.3
Rounded Case F ISD, feet:	325	385	445	470	470	470

ISD CONTROLLING DISTANCES:

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
To Left of Access:	385'	500'	620'	470'	590'	765'
To Right of Access:	445'	560'	675'	590'	705'	765'
Left-Turn from Mainline:	325'	385'	445'	470'	470'	470'

ISD CALCULATIONS (TWSC)

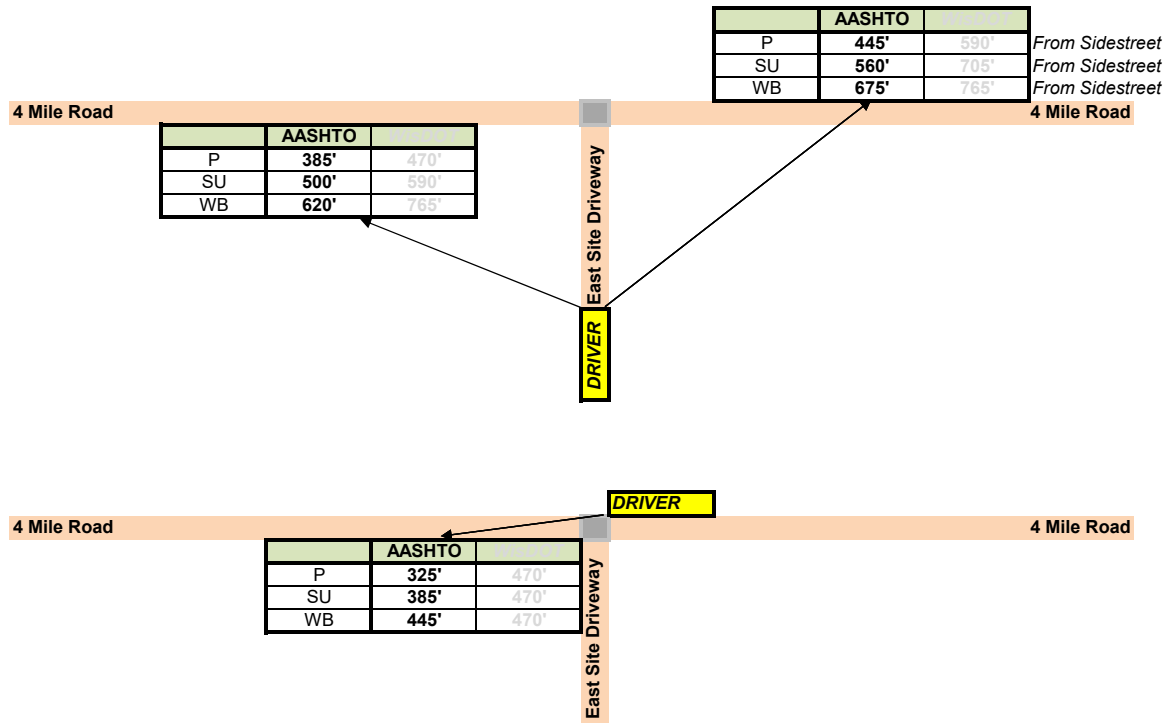
Performed by: TADI - TSC Date: 8/25/2022
 Intersection: 4 Mile Road & East Driveway
 Community: Caledonia, Racine County, WI



Eye Height (start of Arrows): 3.5-ft for P, 7.6-ft for SU & WB
 Object Height (head of Arrows): 3.5-ft
 Eye Location: 14.5-ft from edge of traveled way

Special Instructions

[Empty light blue box for special instructions]



SSD CALCULATIONS

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>	
Design Speed:	40	40			
Deceleration (ft/s ²):	11.2	11.2	11.2	11.2	Default rate is 11.2 ft/s ² per AASHTO GDHS
Estimated Grade (%):	0.0%	0.0%	0.0%	0.0%	Positive is uphill, negative is downhill
Brake Reaction Time (s):	2.5	2.5	2.5	2.5	Default rate is 2.5s per AASHTO GDHS
Brake Reaction (ft):	146.7	146.7	0.0	0.0	
Braking Distance (ft):	153.3	153.3	0.0	0.0	
Calculated SSD (ft):	300.0	300.0	0.0	0.0	
Rounded SSD (ft):	305	305	0	0	

Eye Height (upstream of object to be seen): 3.5-ft
 Object Height (downstream of motorist): 2.0-ft

Special Instructions

[Empty light blue box for special instructions]

ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 8/25/2022
 Intersection: 4 Mile Road & East Driveway
 Community: Caledonia, Racine County, WI

Mainline Name: 4 Mile Road
 Sidestreet Name: East Site Driveway

Left-In Allowed?	Yes	P-vehicle Design Length:	19.0	feet (P = 19.0. Overwrite if other design veh)
Left-Out Allowed?	Yes	SU-vehicle Design Length:	39.5	feet (SU-40 = 39.5. Overwrite if other design veh)
Right-In Allowed?	Yes	WB-vehicle Design Length:	73.5	feet (WB-67 = 73.5. Overwrite if other design veh)
Right-Out Allowed?	Yes			
Through-Out Allowed?	No			
Design Speed from Left:	45	mph		
Design Speed from Right:	45	mph		
Median Width:	0	feet		
Minor Street Approach Grade:	0.0%	If a minor street vehicle approaches the major street at greater than 3%, enter grade.		
Number of Near Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.		
Number of Near Side Thru:	1.00	equivalent 12-ft lanes.		
Number of Far Side Thru:	1.00	equivalent 12-ft lanes.		
Number of Far Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.		
AASHTO or WisDOT:	AASHTO			

	P	SU	WB	
Design Vehicles:	x	x	X	(place an "X")

ISD CASE B1: Left Turn from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Case B1 ISD, feet:	495.0	627.0	759.0	660.0	792.0	858.0
Rounded Case B1 ISD, feet:	500	630	760	665	795	860

ISD CASE B2: Right Turn from Minor Street (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Case B2 ISD, feet:	429.0	561.0	693.0	528.0	660.0	792.0
Rounded Case B2 ISD, feet:	430	565	695	530	665	795

ISD CASE B3a: Crossing from Minor Street Traffic from Left (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Case B3a ISD, feet:	429.0	561.0	693.0	462.0	660.0	858.0
Rounded Case B3a ISD, feet:	430	565	695	465	665	860

ISD CASE B3b: Crossing from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	-6.50	-8.50	-10.50	-7.00	-10.00	-13.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case B3b ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case B3b ISD, feet:	0	0	0	0	0	0

ISD CASE F: Left from Major to Minor (driver looking to left of access towards oncoming traffic)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	N/A	N/A	N/A	N/A	N/A	N/A
Total Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Case F ISD, feet:	363.0	429.0	495.0	528.0	528.0	528.0
Rounded Case F ISD, feet:	365	430	500	530	530	530

ISD CONTROLLING DISTANCES:

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
To Left of Access:	430'	565'	695'	530'	665'	860'
To Right of Access:	500'	630'	760'	665'	795'	860'
Left-Turn from Mainline:	365'	430'	500'	530'	530'	530'

ISD CALCULATIONS (TWSC)

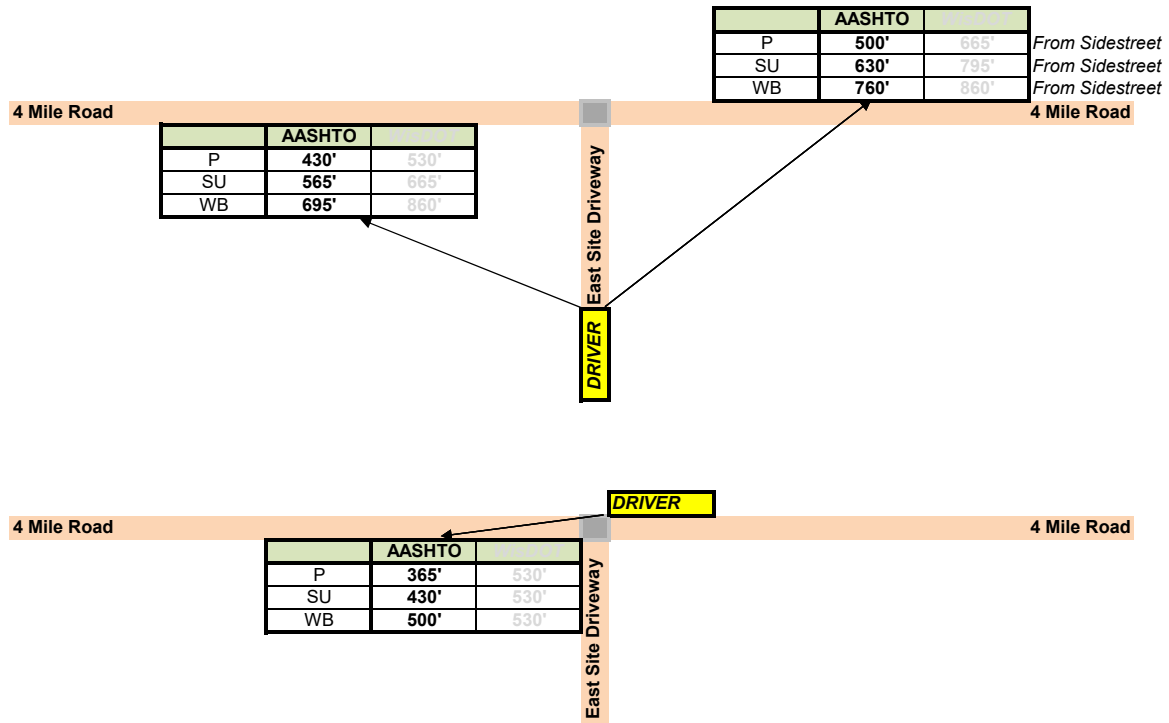
Performed by: TADI - TSC Date: 8/25/2022
 Intersection: 4 Mile Road & East Driveway
 Community: Caledonia, Racine County, WI



Eye Height (start of Arrows): 3.5-ft for P, 7.6-ft for SU & WB
 Object Height (head of Arrows): 3.5-ft
 Eye Location: 14.5-ft from edge of traveled way

Special Instructions

[Empty light blue box for special instructions]



SSD CALCULATIONS

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>	
Design Speed:	45	45			
Deceleration (ft/s ²):	11.2	11.2	11.2	11.2	Default rate is 11.2 ft/s ² per AASHTO GDHS
Estimated Grade (%):	0.0%	0.0%	0.0%	0.0%	Positive is uphill, negative is downhill
Brake Reaction Time (s):	2.5	2.5	2.5	2.5	Default rate is 2.5s per AASHTO GDHS
Brake Reaction (ft):	165.0	165.0	0.0	0.0	
Braking Distance (ft):	194.1	194.1	0.0	0.0	
Calculated SSD (ft):	359.1	359.1	0.0	0.0	
Rounded SSD (ft):	360	360	0	0	

Eye Height (upstream of object to be seen): 3.5-ft
 Object Height (downstream of motorist): 2.0-ft

Special Instructions

[Empty light blue box for special instructions]

ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 8/25/2022
 Intersection: 4 Mile Road & East Driveway
 Community: Caledonia, Racine County, WI

Mainline Name: 4 Mile Road
 Sidestreet Name: East Site Driveway

Left-In Allowed?	Yes	P-vehicle Design Length:	19.0	feet (P = 19.0. Overwrite if other design veh)
Left-Out Allowed?	Yes	SU-vehicle Design Length:	39.5	feet (SU-40 = 39.5. Overwrite if other design veh)
Right-In Allowed?	Yes	WB-vehicle Design Length:	73.5	feet (WB-67 = 73.5. Overwrite if other design veh)
Right-Out Allowed?	Yes			
Through-Out Allowed?	No			
Design Speed from Left:	50	mph		
Design Speed from Right:	50	mph		
Median Width:	0	feet		
Minor Street Approach Grade:	0.0%	If a minor street vehicle approaches the major street at greater than 3%, enter grade.		
Number of Near Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.		
Number of Near Side Thru:	1.00	equivalent 12-ft lanes.		
Number of Far Side Thru:	1.00	equivalent 12-ft lanes.		
Number of Far Side Right & Bike:	0.00	equivalent 12-ft lanes. Include tapers, auxiliary lanes, parking lanes, and bicycle accommodations.		
AASHTO or WisDOT:	AASHTO			

	P	SU	WB	
Design Vehicles:	x	x	X	(place an "X")

ISD CASE B1: Left Turn from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	7.50	9.50	11.50	10.00	12.00	13.00
Case B1 ISD, feet:	550.0	696.7	843.3	733.3	880.0	953.3
Rounded Case B1 ISD, feet:	555	700	845	735	885	955

ISD CASE B2: Right Turn from Minor Street (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	8.00	10.00	12.00
Case B2 ISD, feet:	476.7	623.3	770.0	586.7	733.3	880.0
Rounded Case B2 ISD, feet:	480	625	775	590	735	885

ISD CASE B3a: Crossing from Minor Street Traffic from Left (driver looking left)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Case B3a ISD, feet:	476.7	623.3	770.0	513.3	733.3	953.3
Rounded Case B3a ISD, feet:	480	625	775	515	735	955

ISD CASE B3b: Crossing from Minor Street or Median (driver looking right)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	6.50	8.50	10.50	7.00	10.00	13.00
Additional Time Gap 1, sec:	-6.50	-8.50	-10.50	-7.00	-10.00	-13.00
Additional Time Gap 2, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Total Time Gap, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Case B3b ISD, feet:	0.0	0.0	0.0	0.0	0.0	0.0
Rounded Case B3b ISD, feet:	0	0	0	0	0	0

ISD CASE F: Left from Major to Minor (driver looking to left of access towards oncoming traffic)

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
Base Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Additional Time Gap 1, sec:	0.00	0.00	0.00	0.00	0.00	0.00
Additional Time Gap 2, sec:	N/A	N/A	N/A	N/A	N/A	N/A
Total Time Gap, sec:	5.50	6.50	7.50	8.00	8.00	8.00
Case F ISD, feet:	403.3	476.7	550.0	586.7	586.7	586.7
Rounded Case F ISD, feet:	405	480	555	590	590	590

ISD CONTROLLING DISTANCES:

	AASHTO MINIMUM ISD			WISDOT UPPER MINIMUM ISD		
	P	SU	WB	P	SU	WB
To Left of Access:	480'	625'	775'	590'	735'	955'
To Right of Access:	555'	700'	845'	735'	885'	955'
Left-Turn from Mainline:	405'	480'	555'	590'	590'	590'

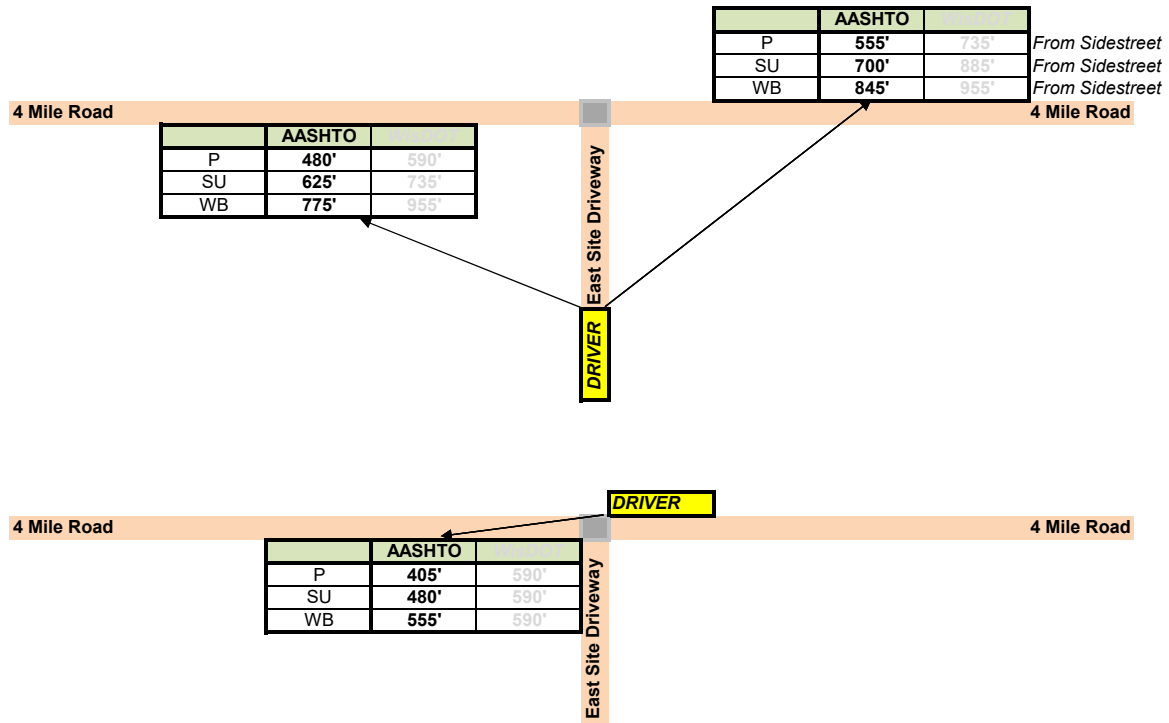
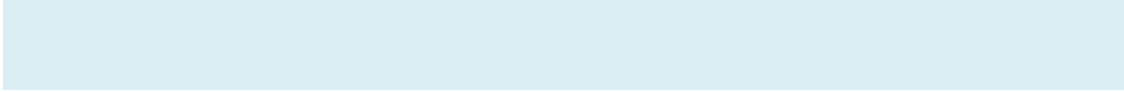
ISD CALCULATIONS (TWSC)

Performed by: TADI - TSC Date: 8/25/2022
 Intersection: 4 Mile Road & East Driveway
 Community: Caledonia, Racine County, WI



Eye Height (start of Arrows): 3.5-ft for P, 7.6-ft for SU & WB
 Object Height (head of Arrows): 3.5-ft
 Eye Location: 14.5-ft from edge of traveled way

Special Instructions

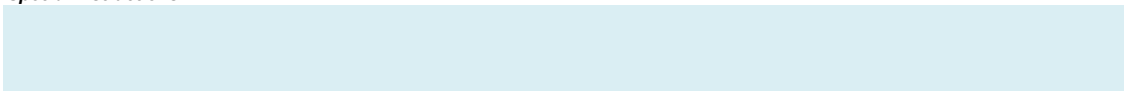


SSD CALCULATIONS

	EB	WB	NB	SB	
Design Speed:	50	50			
Deceleration (ft/s ²):	11.2	11.2	11.2	11.2	Default rate is 11.2 ft/s ² per AASHTO GDHS
Estimated Grade (%):	0.0%	0.0%	0.0%	0.0%	Positive is uphill, negative is downhill
Brake Reaction Time (s):	2.5	2.5	2.5	2.5	Default rate is 2.5s per AASHTO GDHS
Brake Reaction (ft):	183.3	183.3	0.0	0.0	
Braking Distance (ft):	239.6	239.6	0.0	0.0	
Calculated SSD (ft):	422.9	422.9	0.0	0.0	
Rounded SSD (ft):	425	425	0	0	

Eye Height (upstream of object to be seen): 3.5-ft
 Object Height (downstream of motorist): 2.0-ft

Special Instructions



Ordinance No. 2022-25

AN ORDINANCE TO CREATE SECTION 10-1-12(p) OF THE CODE OF ORDINANCES FOR THE VILLAGE OF CALEDONIA, RACINE COUNTY, WISCONSIN RELATING TO A PROHIBITED PARKING ZONE ON BUTTON BUSH DRIVE.

The Village Board of the Village of Caledonia, Racine County, Wisconsin do ordain as follows:

1. That Section 10-1-12(p) of the Code of Ordinances for the Village of Caledonia be, and hereby is, created to read as follows:

“(p) **Button Bush Drive** The entire outside lane of Button Bush Drive from the intersection with Morris Street (north) to the intersection of Morris Street (south) from November 15th through April 1st of each year.”

2. That this ordinance shall take effect upon adoption and publication as provided by law.

Adopted by the Village Board of the Village of Caledonia, Racine County, Wisconsin, this ____ day of _____ 2022.

VILLAGE OF CALEDONIA


By: _____
James R. Dobbs, President

Attest: _____
Joslyn Hoeffert, Clerk

MEMORANDUM

DATE: Thursday, July 7, 2022

TO: Public Works Committee

FROM: Anthony A. Bunkelman P.E.
Public Services Director 

RE: No Parking requested for Button Bush Drive

BACKGROUND INFORMATION

The construction of Button Bush Drive in Prairie Pathways Phase IV is currently underway. In a recent discussion with the Highway Department, the maintainability of the road was reviewed as far as Winter operations (Snow Plowing) and the signage layout was also reviewed. In looking at the width of the road and pavement (22' of pavement and 27' back of curb to back of curb), it will be difficult in the Winter months to plow snow in the Public Road if there are cars parked on both sides of the road.

With the 19 proposed single-family homes and the short front yard setbacks, it is anticipated that there will be parking of vehicles on Button Bush Drive. This will lead to issues with plowing snow on Button Bush Drive. When vehicles park on both sides of the street, coupled with the width of the snowplows and that it is a narrow road, the road cannot be plowed without property damage to either the Village snow plows or the parked vehicles. This creates an unsafe situation where Public Roads cannot be cleared of snow.

To be proactive, it is being requested that the outside lanes (North side on North road, South side on South road and West side of West road) of Button Bush Drive be posted with No Parking from November 15th through April 1st of each year.

RECOMMENDATION

Move to recommend to the Legislative and Licensing Committee that Ordinance 10-1-12 is amended to add the outside lanes of Button Bush Drive to the Parking Prohibited Zones from November 15th through April 1st of each year.

Move to recommend to the Village Board that Ordinance 10-1-12 is amended to add the outside lanes of Button Bush Drive to the Parking Prohibited Zones from November 15th through April 1st of each year and the Highway Department is directed to install the necessary signs to post No Parking.

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REVIEWED: AEK

DESIGNED: MAB

DRAFTED: MRC

- ### CONSTRUCTION SITE SEQUENCING
1. INSTALL PERIMETER SILT FENCE, INLET PROTECTION AND TEMPORARY CONSTRUCTION ENTRANCE.
 2. STRIP AND STOCKPILE TOPSOIL, INSTALL SILT FENCE AROUND PERIMETER OF STOCKPILE.
 3. CONDUCT ROUGH GRADING EFFORTS AND INSTALL CHECK DAMS AND SEDIMENT TRAPS/BASINS AS NEEDED.
 4. INSTALL UTILITY PIPING AND STRUCTURES, IMMEDIATELY INSTALL INLET PROTECTION.
 5. COMPLETE FINAL GRADING, INSTALLATION OF GRAVEL BASE COURSES, PLACEMENT OF CURBS, PAVEMENTS, WALKS, ETC.
 6. PLACE TOPSOIL AND IMMEDIATELY STABILIZE DISTURBED AREAS WITH EROSION CONTROLS.
 7. EROSION CONTROL MEASURES SHALL BE REMOVED ONLY AFTER SITE CONSTRUCTION IS COMPLETE WITH ALL SOIL SURFACES HAVING AN ESTABLISHED VEGETATIVE COVER.
- CONTRACTOR MAY MODIFY SEQUENCING AFTER ITEM 1 AS NEEDED TO COMPLETE CONSTRUCTION IF EROSION CONTROLS ARE MAINTAINED IN ACCORDANCE WITH THE CONSTRUCTION SITE EROSION CONTROL REQUIREMENTS.

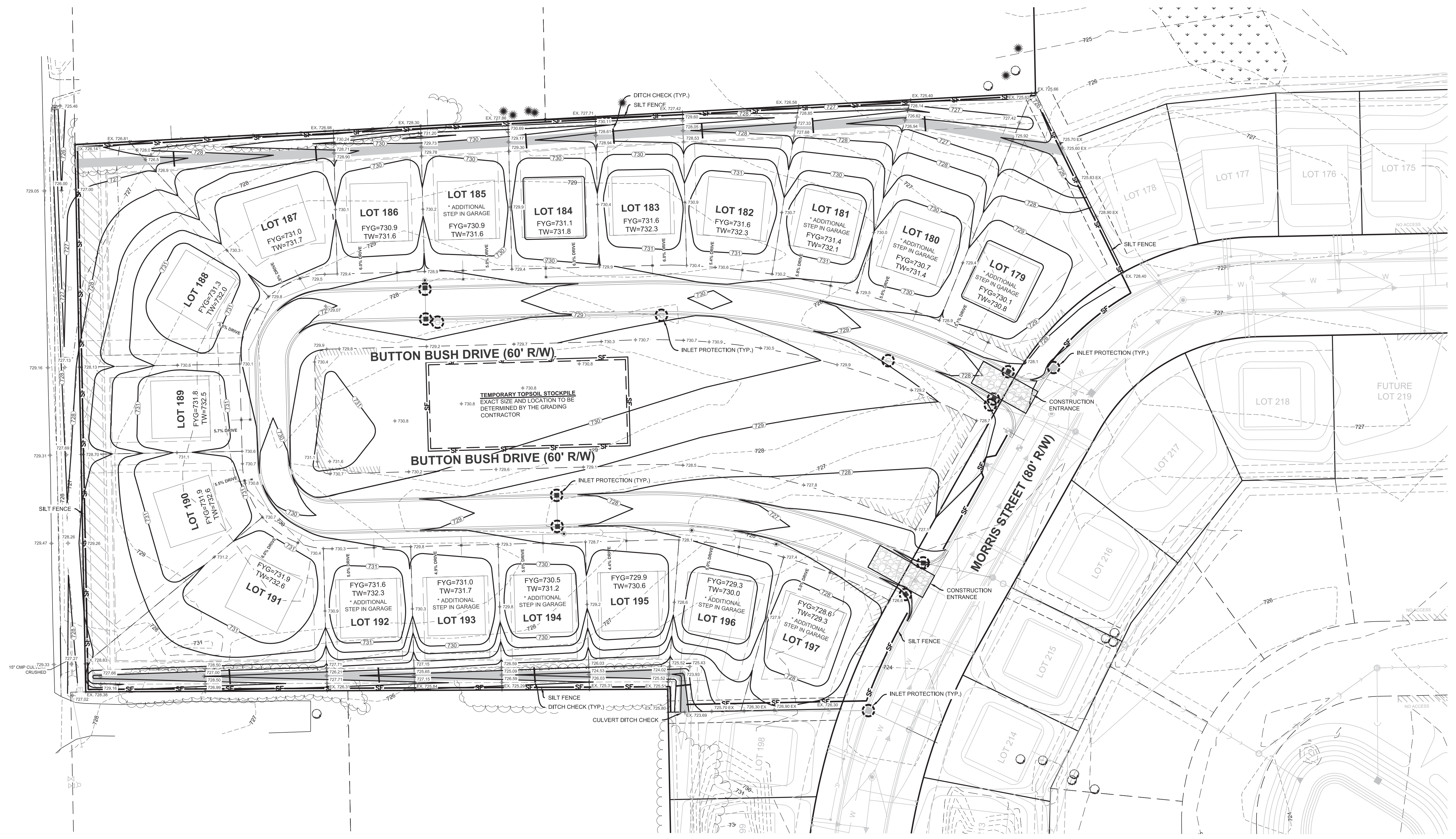
LOTS TO BE LEFT 1.5' TO 2' LOW AND PADS SHALL HAVE POSITIVE DRAINAGE AND SHALL NOT HAVE PONDING WATER

REAR & SIDE YARD SWALES TO BE BUILT TO FINISHED GRADE

ALL LOTS 4" TOPSOIL & HYDROSEED

LEGEND

	STORM SEWER MANHOLE		NORMAL WATER LEVEL (NWL)
	STORM CATCH BASIN (ROUND CASTING)		DIRECTION OF SURFACE FLOW
	STORM CATCH BASIN (RECTANGULAR CASTING)		SILT FENCE
	PRECAST FLARED END SECTION		INLET PROTECTION
	PROPOSED CONTOUR		CONSTRUCTION ENTRANCE
	PROPOSED SPOT ELEVATION		CULVERT PIPE DITCH CHECK
	WETLANDS		DITCH CHECK
			EROSION CONTROL BLANKET



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(262) 754-8888
CHICAGO | MILWAUKEE | NATIONWIDE

PRAIRIE PATHWAYS BUTTON BUSH DRIVE CALEDONIA, WI

EROSION CONTROL PLAN

REVISIONS	
1. PER VILLAGE COMMENTS	10/18/21
2. PER VILLAGE COMMENTS	01/26/22
3. PER VILLAGE COMMENTS	02/16/22
4. FOR CONSTRUCTION	04/11/22

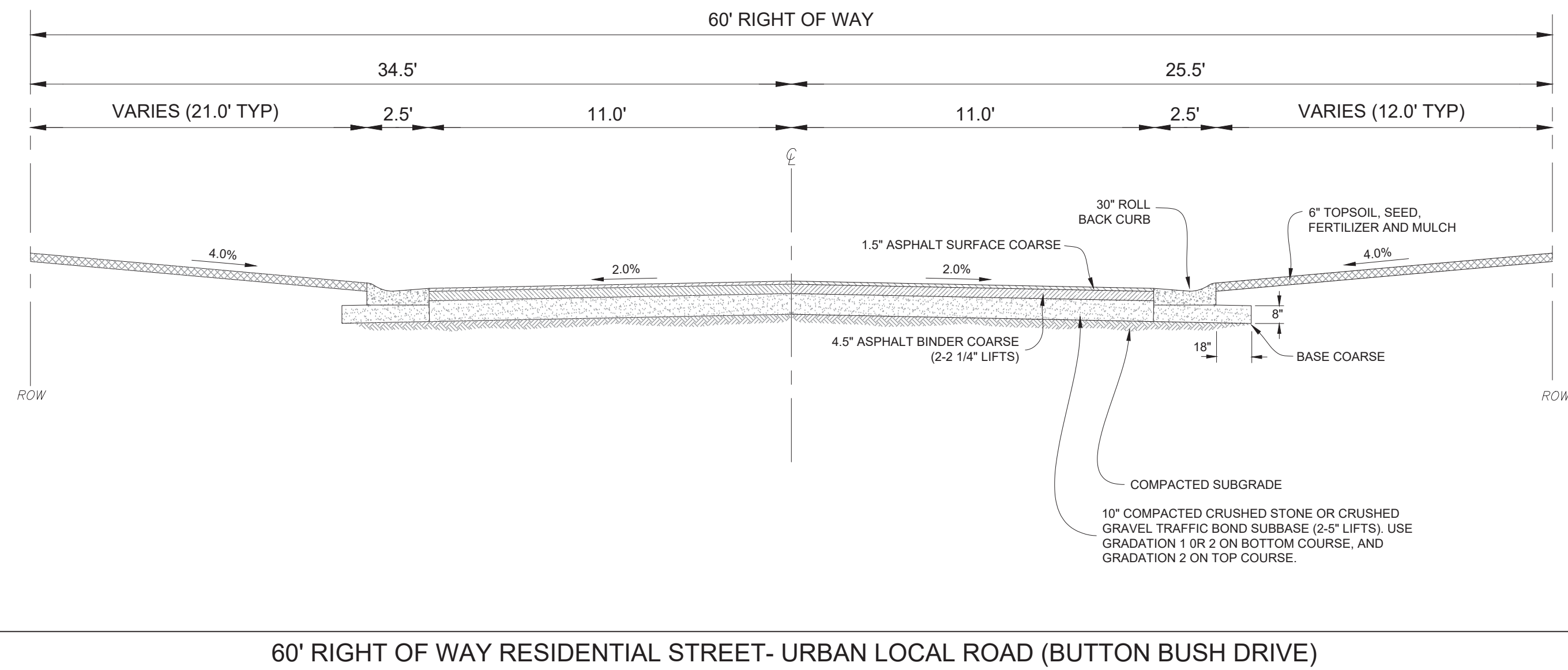
REG. JOB NO. 951.10
REG. PM. AEK
START DATE 10/16/20
SCALE 1" = 40'

SHEET 4 OF 13

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EROSION CONTROL SPECIFICATIONS & REQUIREMENTS

- ALL CONSTRUCTION SHALL ADHERE TO THE REQUIREMENTS SET FORTH IN EPA'S NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORMWATER GENERAL PERMIT (WPDES PERMIT NO. WI-S087631-4) FOR CONSTRUCTION SITE LAND DISTURBANCE ACTIVITIES. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL TECHNICAL STANDARDS AND PROVISIONS IN EFFECT AT THE TIME OF CONSTRUCTION. THESE PROCEDURES AND STANDARDS SHALL BE REFERRED TO AS BEST MANAGEMENT PRACTICES (BMPs). IT IS THE RESPONSIBILITY OF ALL CONTRACTORS ASSOCIATED WITH THE PROJECT TO OBTAIN A COPY OF AND UNDERSTAND THE BMPs PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.
- QUALIFIED PERSONNEL: (PROVIDED BY THE GENERAL/PRIME CONTRACTOR) SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED AND EROSION AND SEDIMENT CONTROLS WITHIN 24 HOURS OF ALL 0.5-INCH OR MORE PRECIPITATION EVENTS WITH A MINIMUM INSPECTION INTERVAL OF ONCE EVERY SEVEN (7) CALENDAR DAYS IN THE ABSENCE OF A QUALIFYING RAIN OR SNOWFALL EVENT. REPORTING SHALL BE IN ACCORDANCE WITH THE GENERAL PERMIT CONTRACTOR SHALL IMMEDIATELY ARRANGE TO HAVE ANY DEFICIENT ITEMS REVEALED DURING INSPECTIONS REPAIRED/REPLACED.
- POST WDNr CERTIFICATE OF PERMIT COVERAGE ON SITE AND MAINTAIN UNTIL CONSTRUCTION ACTIVITIES HAVE CEASED. THE SITE IS STABILIZED AND A NOTICE OF TERMINATION IS FILED WITH WDNr.
- KEEP COPY OF THE CURRENT EROSION CONTROL PLAN ON SITE THROUGHOUT THE DURATION OF THE PROJECT.
- MODIFICATIONS TO THE APPROVED SWAPP IN ORDER TO MEET UNFORESEEN FIELD CONDITIONS ARE ALLOWED IF MODIFICATIONS CONFORM TO BMPs. ALL MODIFICATIONS MUST BE APPROVED BY OWNER/ENGINEER/GOVERNING AGENCY PRIOR TO DEVIATION OF THE APPROVED PLAN.
- OWNER/CONTRACTOR/DESIGN ENGINEER IS RESPONSIBLE FOR ROUTINE SITE INSPECTIONS AT LEAST ONCE EVERY 7 DAYS AND WITHIN 24 HOURS AFTER A RAINFALL EVENT OF 0.5 INCHES OR GREATER. KEEP INSPECTION REPORTS ON-SITE AND MAKE THEM AVAILABLE UPON REQUEST.
- INSPECT AND MAINTAIN ALL INSTALLED EROSION CONTROL PRACTICES UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
- WHEN POSSIBLE: PRESERVE EXISTING VEGETATION (ESPECIALLY ADJACENT TO SURFACE WATERS). MINIMIZE LAND-DISTURBING CONSTRUCTION ACTIVITY ON SLOPES OF 20% OR MORE. MINIMIZE SOIL COMPACTION AND PRESERVE TOPSOIL.
- REFER TO THE WDNr STORMWATER CONSTRUCTION TECHNICAL STANDARDS.
- INSTALL PERIMETER EROSION CONTROLS AND ROCK TRACKING PAD CONSTRUCTION ENTRANCES PRIOR TO ANY LAND-DISTURBING ACTIVITIES, INCLUDING CLEARING AND GRUBBING. USE WDNr TECHNICAL STANDARD STONE TRACKING PAD AND TIRE WASHING #1057 FOR ROCK CONSTRUCTION ENTRANCES.
- INSTALL INLET PROTECTION PRIOR TO LAND-DISTURBING ACTIVITIES IN THE CONTRIBUTING DRAINAGE AREA AND/OR IMMEDIATELY UPON INLET INSTALLATION. COMPLY WITH WDNr TECHNICAL STANDARD STORM DRAIN INLET PROTECTION FOR CONSTRUCTION SITES #1060.
- WHERE POSSIBLE, STAGE CONSTRUCTION GRADING ACTIVITIES TO MINIMIZE THE CUMULATIVE EXPOSED AREA. CONDUCT TEMPORARY GRADING FOR EROSION CONTROL PER WDNr TECHNICAL STANDARD TEMPORARY GRADING PRACTICES FOR EROSION CONTROL #1067.
- NOTIFY OWNER & ENGINEER IF DEWATERING IS SCHEDULED TO OCCUR IN AREAS OF SOIL AND/OR GROUNDWATER CONTAMINATION OR IF DEWATERING WILL OCCUR FROM A HIGH CAPACITY WELL (70 GPM OR MORE). DEWATERING ONLY AFTER THE APPROPRIATE WDNr DEWATERING DISCHARGE PERMIT HAS BEEN OBTAINED.
- PUMPS MAY BE USED AS BYPASS DEVICES IN NO CASE SHALL PUMPED WATER BE DIVERTED OUTSIDE THE PROJECT LIMITS. PUMP DISCHARGE SHALL BE DIRECTED INTO APPROVED FILTER BAG OR APPROVED SETTLING DEVICE.
- PROVIDE ANTI-SCOUR PROTECTION AND MAINTAIN NON-EROSIVE FLOW DURING DEWATERING. LIMIT PUMPING TO EITHER (A) THE SEDIMENT BASIN/TRAP DESIGN DISCHARGE RATE, OR (B) THE BASIN DESIGN RELEASE RATE WITH THE CORRECTLY FITTED HOSE AND GEOTEXTILE FILTER BAG. PERFORM DEWATERING OF ACCUMULATED SURFACE RUNOFF IN ACCORDANCE WITH WDNr TECHNICAL STANDARD DEWATERING #1061.
- COMPLETE AND STABILIZE SEDIMENT BASINS/TRAPS OR WET PONDS PRIOR TO MASS LAND DISTURBANCE TO CONTROL RUNOFF DURING CONSTRUCTION. REMOVE SEDIMENT AS NEEDED TO MAINTAIN 3 FEET OF DEPTH TO THE OUTLET, AND PROPERLY DISPOSE OF SEDIMENT REMOVED DURING MAINTENANCE (REFER TO NR 528). CONSTRUCT AND MAINTAIN THE SEDIMENT BASIN PER WDNr TECHNICAL STANDARD SEDIMENT BASIN #1064 AND SEDIMENT TRAP #1063.
- CONSTRUCT AND PROTECT THE BIOINFILTRATION BASIN AND VEGETATION FROM RUNOFF AND SEDIMENT DURING CONSTRUCTION. REFERENCE THE WDNr TECHNICAL STANDARD BIORETENTION FOR INFILTRATION #1004. BIOINFILTRATION MAY BE USED AS A SEDIMENT BASIN DURING CONSTRUCTION. DO NOT EXCAVATE FINAL 1' OR INSTALL STONE/ENGINEERED MEDIA UNTIL UPSTREAM AREA IS STABILIZED. WHEN THIS IS ACCOMPLISHED, REMOVE THE FINAL 1' PLUS ANY SOIL WHICH APPEARS TO BE IMPACTED BY SEDIMENT AND COMPLETE CONSTRUCTION OF BIOINFILTRATION AREA.
- INSTALL AND MAINTAIN SILT FENCING PER WDNr TECHNICAL STANDARD SILT FENCE #1056. REMOVE SEDIMENT FROM BEHIND SILT FENCES AND SEDIMENT BARRIERS BEFORE SEDIMENT REACHES A DEPTH THAT IS EQUAL TO ONE-HALF OF THE FENCE AND/OR BARRIER HEIGHT.
- REPAIR BREAKS AND GAPS IN SILT FENCES AND BARRIERS IMMEDIATELY. REPLACE DECOMPOSING STRAW BALES (TYPICAL BALE LIFE IS 3 MONTHS). LOCATE, INSTALL AND MAINTAIN STRAW BALES PER WDNr TECHNICAL STANDARD DITCH CHECKS #1062.
- INSTALL AND MAINTAIN FILTER SOCK IN ACCORDANCE WITH WDNr TECHNICAL STANDARD INTERIM MANUFACTURED PERIMETER CONTROL AND SLOPE INTERRUPTION PRODUCTS #1071.
- IMMEDIATELY STABILIZE STOCKPILES AND SURROUND STOCKPILES AS NEEDED WITH SILT FENCE OR OTHER PERIMETER CONTROL IF STOCKPILES WILL REMAIN INACTIVE FOR 7 DAYS OR LONGER.
- IMMEDIATELY STABILIZE ALL DISTURBED AREAS THAT WILL REMAIN INACTIVE FOR 14 DAYS OR LONGER. BETWEEN SEPTEMBER 15 AND OCTOBER 15, STABILIZE WITH MULCH, TACKIFIER AND A PERENNIAL SEED MIXED WITH WINTER WHEAT, ANNUAL OATS OR ANNUAL RYE. AS APPROPRIATE FOR REGION AND SOIL TYPE. OCTOBER 15 THROUGH COLD WEATHER: STABILIZE WITH A POLYMER AND DORMANT SEED MIX, AS APPROPRIATE FOR REGION AND SOIL TYPE.
- STABILIZE AREAS OF FINAL GRADING WITHIN 7 DAYS OF REACHING FINAL GRADE.
- SWEEP/CLEAN UP ALL SEDIMENT/TRASH THAT MOVES OFF-SITE DUE TO CONSTRUCTION ACTIVITY OR STORM EVENTS BEFORE THE END OF THE SAME WORKDAY OR AS DIRECTED BY THE MUNICIPALITY. SEPARATE SWEEP MATERIALS (SOILS AND TRASH) AND DISPOSE OF APPROPRIATELY.
- OWNER IS RESPONSIBLE FOR CONTROLLING DUST PER WDNr TECHNICAL STANDARD DUST CONTROL ON CONSTRUCTION SITES #1068.
- PROPERLY DISPOSE OF ALL WASTE AND UNUSED BUILDING MATERIALS (INCLUDING GARBAGE, DEBRIS, CLEANING WASTE OR OTHER CONSTRUCTION MATERIALS) AND DO NOT ALLOW THESE MATERIALS TO BE CARRIED BY RUNOFF INTO THE RECEIVING CHANNEL.
- COORDINATE WITH THE OWNER, ENGINEER AND DNR REPRESENTATIVE TO UPDATE THE LAND DISTURBANCE PERMIT TO INDICATE THE ANTICIPATED OR LIKELY DISPOSAL LOCATIONS FOR ANY EXCAVATED SOILS OR CONSTRUCTION DEBRIS THAT WILL BE HAILED OFF-SITE FOR DISPOSAL. THE DEPOSITED OR STOCKPILED MATERIAL NEEDS TO INCLUDE PERIMETER SEDIMENT CONTROL MEASURES (SUCH AS SILT FENCE, HAY BALES, FILTER SOCKS OR COMPACTED EARTHEN BERMS)
- FOR NON-CHANNELIZED FLOW ON DISTURBED OR CONSTRUCTED SLOPES, PROVIDE CLASS AND TYPE MATTING FOR THE SPECIFICATIONS UNLESS SPECIFIED OTHERWISE ON THE PLANS. SELECT EROSION MATTING FROM APPROPRIATE MATRIX IN WDOT'S WISDOT PRODUCT ACCEPTABILITY LIST (PAL). INSTALL AND MAINTAIN PER WDNr TECHNICAL STANDARD NON-CHANNEL EROSION MAT #1052.
- FOR CHANNELIZED FLOW ON DISTURBED OR CONSTRUCTED SLOPES, PROVIDE CLASS AND TYPE MATTING FOR THE SPECIFICATIONS UNLESS SPECIFIED OTHERWISE ON THE PLANS. SELECT EROSION MATTING FROM APPROPRIATE MATRIX IN WDOT'S WISDOT PRODUCT ACCEPTABILITY LIST (PAL). INSTALL AND MAINTAIN PER WDNr TECHNICAL STANDARD CHANNEL EROSION MAT #1053.
- MAKE PROVISIONS FOR WATERING DURING THE FIRST 8 WEEKS FOLLOWING SEEDING OR PLANTING OF DISTURBED AREAS WHENEVER MORE THAN 7 CONSECUTIVE DAYS OF DRY WEATHER OCCUR.
- INSTALL ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES (SUCH AS TEMPORARY SEDIMENT BASINS, DITCH CHECKS, EROSION CONTROL MATTING, SILT FENCING, FILTER SOCKS, WATTLES, SWALES, ETC) OR AS DIRECTED BY OWNER, MUNICIPALITY, OR DNR REPRESENTATIVE.
- OWNER IS RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE WDNr REMEDIATION AND WASTE MANAGEMENT REQUIREMENTS FOR HANDLING AND DISPOSING OF CONTAMINATED MATERIALS. SITE-SPECIFIC INFORMATION FOR AREAS WITH KNOWN OR SUSPECTED SOIL AND/OR GROUNDWATER CONTAMINATION CAN BE FOUND ON WDNr'S BUREAU OF REMEDIATION AND REDEVELOPMENT TRACKING SYSTEM PUBLIC DATABASE.
- MAINTAIN SOIL EROSION CONTROL DEVICE THROUGH THE DURATION OF THIS PROJECT. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. DISTURBANCE ASSOCIATED WITH EROSION CONTROL REMOVAL SHALL BE IMMEDIATELY STABILIZED.
- NOTIFY THE OWNER IMMEDIATELY IF THERE IS A DISCHARGE OF SEDIMENT AND/OR OTHER CONTAMINANTS.

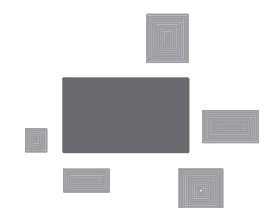


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FOR CONSTRUCTION

CONSTRUCTION DETAILS & SPECIFICATIONS


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PRAIRIE PATHWAYS
BUTTON BUSH DRIVE
CALEDONIA, WI

CONSTRUCTION DETAILS & SPECIFICATIONS

REVISIONS		
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4	FOR CONSTRUCTION	04/11/22

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RESOLUTION NO. 2022-108

RESOLUTION AUTHORIZING THE VILLAGE OF CALEDONIA TO ENTER INTO A CONTRACT WITH THE WISCONSIN HUMANE SOCIETY FOR HUMANE ANIMAL CONTROL SERVICES FOR 2023

WHEREAS, the Village of Caledonia has contracted with the Wisconsin Humane Society (WHS) since 2013 and WHS has provided appropriate Humane Animal Control Services in the Village; and

WHEREAS, the Village of Caledonia would like to continue contracting with WHS in 2023.

NOW, THEREFORE, BE IT RESOLVED by the Caledonia Village Board that a contract between the Village of Caledonia and the Wisconsin Humane Society for Humane Animal Control Services for 2023 as set forth in Exhibit A which is attached hereto and incorporated herein, at a cost of \$15,600.00, is authorized and approved and the Village President and Village Clerk are authorized to execute said contract.

Adopted by the Village Board of the Village of Caledonia, Racine County, Wisconsin, this _____ day of October, 2022.

VILLAGE OF CALEDONIA

By: _____
James R. Dobbs, Village President

Attest: _____
Joslyn Hoeffert, Village Clerk

Joslyn Hoeffert

From: Alison Kleibor <akleibor@wihumane.org>
Sent: Wednesday, October 5, 2022 1:37 PM
To: Joslyn Hoeffert
Cc: Wayne Krueger; Matt Witte; Andrea Miszewski
Subject: RE: 2023 Wis Human Society Contract
Attachments: Animal Sheltering Days Racine Campus.pdf

Hi Joslyn,

Thank you for reaching out. The fees for service for the upcoming year are based on actual usage of care days last year.

I've attached the comparison between this year and last year that is provided with your monthly sheltering statistics provided by Andrea Miszewski. On the document you'll see that we sheltered 63 more animals from the Village than the prior year, resulting in an increase of 242 care days. Overall, this means that The Village's usage of our services accounted for 6.5% of our municipal work which is what the fees are based on. Note that owner surrender animals are not accounted for in our municipal services and thus not tracked in the statistics here.

I've looped in Matt Witte, COO, and Andrea Miszewski, Shelter Operations Director for Racine & Ozaukee Campuses, to this email in case you have further questions!

Thanks for all you do!



Alison Fotsch Kleibor, CAWA (she/her)
President & CEO
Wisconsin Humane Society
414-431-6100 | akleibor@wihumane.org
www.wihumane.org | [Follow WHS!](#)

From: Joslyn Hoeffert <jHoeffert@caledonia-wi.gov>
Sent: Wednesday, October 5, 2022 12:37 PM
To: Alison Kleibor <akleibor@wihumane.org>
Cc: Wayne Krueger <wkrueger@caledonia-wi.gov>
Subject: FW: 2023 Wis Human Society Contract

Good afternoon Alison,

I initially sent this to Anne, but I received an email that she has retired and to contact you as her successor.

I received the 2023 agreement in the mail today, and I see the increase is nearly double. I plan to bring this to our Board, and if they question the increase, I'd like to be able to provide some background information. Would you be able to advise?

Thank you,

Joslyn Hoeffert
Village Clerk

August 2021 - July 2022	LYTD Animal	LYTD Care Days	% of Shelter	YTD Animal	YTD Care Days	% of Shelter	% Points Change
Burlington, City of	40	162	2.5%	44	186	2.3%	-0.13%
Burlington, Town of	23	102	1.6%	66	308	3.9%	2.32%
Caledonia, Village of	90	278	4.2%	143	520	6.5%	2.30%
Dover, Town of	12	51	0.8%	19	73	0.9%	0.14%
Elmwood Park,	3	15	0.2%	0	0	0.0%	-0.23%
Mt. Pleasant, Village	154	473	7.2%	193	679	8.5%	1.32%
North Bay, Village of	0	0	0.0%	3	15	0.2%	0.19%
Norway, Town of	22	99	1.5%	23	83	1.0%	-0.47%
Racine, City of	1,223	4,870	74.3%	1,418	5,423	68.2%	-6.08%
Rochester, Village of	26	101	1.5%	11	41	0.5%	-1.02%
Sturtevant, Village of	35	117	1.8%	62	293	3.7%	1.90%
Waterford, Town of	30	128	2.0%	45	185	2.3%	0.37%
Waterford, Village of	3	10	0.2%	5	35	0.4%	0.29%
Wind Point, Village of	9	31	0.5%	2	8	0.1%	-0.37%
Yorkville, Village of	31	120	1.8%	22	104	1.3%	-0.52%
	1,701	6,557	100.0%	2,056	7,953	100.0%	0.00%

Stray and Impound Animal Shelter Services Agreement

THIS SERVICES AGREEMENT (the "Agreement"), is made and entered into, by and between the Village of Caledonia (the "MUNICIPALITY") and the Wisconsin Humane Society ("WHS").

**SCHEDULE A
PAYMENT**

1.0 Costs.

MUNICIPALITY agrees to pay for services covered by this agreement the sum of \$15,600.00 annually, payable in equal monthly payments of \$1,300.00.

Any services requested by MUNICIPALITY, but not covered under this contract, may be provided by WHS in its discretion, and any such services will be billed to MUNICIPALITY on an as incurred basis.

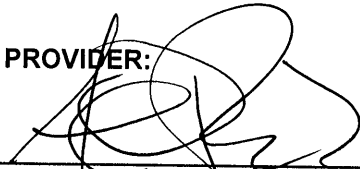
2.0 Method of Payment.

2.1 WHS shall submit an invoice to MUNICIPALITY by the 10th day of each month for the services provided in the preceding month. MUNICIPALITY shall pay the statement within ten (10) days of receipt thereof. Invoiced amounts not paid within 10 days shall bear interest thereafter at the rate of 3% annually.

3.0 Fee for Service Beyond 2023.

The parties will work in good faith to establish the fee for services in this Agreement for calendar years beyond the present year by September 1 of each year for the following year. Payment for services in subsequent years will be calculated based on a formula that recognizes the number of animals served and the number of shelter days used multiplied by the unit cost per animal per day. For 2024 and beyond this service timeframe will be for a 12 month period beginning on July 31st of the preceding year.

Date Signed: 9/21/22

FOR PROVIDER:


Anne Reed, WHS Executive Director

FOR MUNICIPALITY:

Village of Caledonia

By: _____

ATTEST:

By: _____

RESOLUTION NO. 2022-109

**A RESOLUTION OF THE VILLAGE BOARD OF THE VILLAGE OF CALEDONIA
AUTHORIZING THE EXPENDITURE OF IMPACT FEES NOT TO EXCEED \$40,000
FOR ENGINEERING SERVICES TO PREPARE A MASTER GRADING AND
DRAINAGE PLAN FOR CRAWFORD PARK**

The Village Board for the Village of Caledonia resolves as follows:

WHEREAS, on October 3, 2022, the Village Board adopted the Crawford Park Master Plan to create a design that enhances the facilities and uses in Crawford Park; and

WHEREAS, on October 10, 2022, the Parks and Recreation Advisory Committee recommended approval to prepare a request for proposals for a master grading and drainage plan for Crawford Park utilizing no more than \$40,000 from Park Impact Fees.

NOW, THEREFORE, BE IT RESOLVED THAT the Village Director of Public Services, or his designee, is authorized to prepare a request for proposals for engineering services to design and create a master grading and drainage plan for Crawford Park utilizing no more than \$40,000 in Park Impact Fees.

BE IT FURTHER RESOLVED THAT, the request for proposals for the services set forth above is authorized and approved to be released subject to the final form being reviewed and approved by the Village Administrator and Director of Public Services.

BE IT FURTHER RESOLVED THAT, the Village Administrator and Development Director are authorized to review quotes with department staff and the department head, identifying the lowest proposal meeting specifications, and documenting why any lower proposals are not acceptable and to select the engineering services contractor without further Village Board approval and further that the Village Administrator and Development Director are authorized to execute such documents, take such actions and make such decisions necessary to carry out the intent of this resolution, and to make expenditures from Park Impact Fees not to exceed \$40,000.

Adopted by the Village Board of the Village of Caledonia, Racine County, Wisconsin, this _____ day of October, 2022.

VILLAGE OF CALEDONIA

By: _____
James R. Dobbs, Village President

Attest: _____
Joslyn Hoeffert, Village Clerk

MEMORANDUM

Date: October 6, 2022

To: Parks Committee

From: Ryan Schmidt, P.E.
Village Engineer



Re: Crawford Park Master Plan – Project Phasing

Background Information

The Village Board, Plan Commission, and Parks Committee have all approved the Crawford Park Master Plan as of October 3, 2022. As part of that final plan, a construction phasing schedule was recommended by MSA Professional Services, Inc. which included estimated costs for projects based on priorities. The attached memo from MSA breaks down those 3 priorities and other on-going projects with estimated costs.

Village Staff would like to begin the discussion for working on these priorities and accommodating them within the 2023 Budget. The Engineering Department would recommend that the first steps of this project should include an RFP to acquire professional engineering services. These engineering services would include the creation of a master grading and drainage plan for the entire site, accommodating the many amenities that you see on the final approved plan. This includes calculating the quantity of earthwork needed, storm water facilities needed, and possible phasing of the grading to ensure the most efficient use of the Park Impact Fees. An estimated budget for the grading work would be asked for to help direct the Parks Committee and Village Board on how to best allocate the Park Impact Fees for the future amenities.

It is expected that seeding and grading would be a high priority project that could provide a large impact to the overall aesthetic of the park. It would also allow for the Village to better plan and budget for the installation of future amenities like the pickle ball courts or updated playground features. Therefore, Village staff is recommending that the Parks Committee allow Village Staff to go out for an RFP to acquire Engineering Service in 2023 to create the master grading and drainage plan for the park. These actions are consistent with the Crawford Park Master Plan and the goals of the Village's Park & Open Space Plan.

Recommendation

Move to recommend to the Village Board that Village Staff dedicate Park Impact Fees not to exceed \$40,000 in 2023 for the acquisition of Engineering Services to create a Master Grading and Drainage Plan for Crawford Park.

To: Peter Wagner, Development Director and
Parks & Recreation Advisory Committee

From: Lucas Geiger, PLA and Daniel Williams, PLA

Subject: Crawford Park Master Plan

Date: September 21, 2022

The Village of Caledonia seeks a master plan to guide future improvements to Crawford Park, and its expected expansion to neighboring parcels, to provide a guiding vision for a unique community amenity. Crawford Park is situated on 18 acres with an additional 17 acres in the planned development area. The current park hosts a variety of recreational amenities, playgrounds, and walking trails; however, many of the existing equipment is facing its useful lifetime limit and storm water has become a major issue. Aside from the aging park amenities, access to these recreational uses can be cumbersome to some community members.

The Village has recently completed the construction of their Village Hall adjacent to the park and is in the process of constructing a new Public Safety Building that will play a factor into the future of Crawford Park.

Improvements to Crawford Park will maintain the layout of existing baseball diamonds and associated parking with improvements to accessibility, stormwater management, and grading. centralized recreation area will include court sports, a new 4-season shelter with plaza space, updates to existing playgrounds and shelter, proposed splashpad, and associated parking and trails. The east area of the park will focus on more open recreation: a multi-use sports field, a sledding hill, passive recreation areas, and a skatepark. The south area of the park will include the restoration of farm fields into a native prairie space, with recreational walking/running trails, rentable shelters and gathering spaces throughout.

Analysis of the existing park conditions and the proposed masterplan, conducted during the Summer of 2022, helped provide a general prioritization/phasing schedule for the Village.

Priority I - Initial rough grading of site and stormwater improvements; site restoration with turf grass and native prairie areas; updated playground; court sports; and initial parking Recommended in 0 - 3 years.

- Priority II -** Mile trail loop with gathering nodes, benches, mowed trails, and shade shelters; 4-Season Pavilion with flex plaza space; remodel existing shelter with improved accessibility; and additional parking and stormwater management as needed. Recommended in 3 - 6 years.
- Priority III -** Skatepark; splashpad; southern open-air shelter with restrooms and associated path connections; expanded parking if needed; existing parking lot runoff and accessibility improvements; fine grading for multi-use sports field and winter skating rink; and park road East-West connection. Recommended improvements 6 + years or as needed.
- Ongoing -** Sledding hill; tree plantings; sculptures and/or workout stations; donor benches, and areas of screening/landscaping improvements as needed.

The prioritization schedule provided above is an example and can be modified to meet the needs of the Village of Caledonia's ability to budget for necessary improvements. The Village may add, remove, or prioritize some elements ahead of others due to potential funding sources becoming available or unforeseen community needs becoming apparent in the future.

The plan identifies four levels of prioritization shown above with cost estimates following each section. A full project cost is included at the end of this report. Summaries for the future work are as follows:

Priority I - Initial Site Preparation/High Priority Amenity Replacement

Due to the current ongoing projects and extents of future improvements, it is recommended that the Village begin by establishing a rough grading plan for undeveloped areas of the park and existing areas to be re-developed. Efforts should be taken to manage current stormwater issues and begin to anticipate the needs of future park developments.

Through community engagement, the Village identified the need for updates to their existing court sports, and specifically, the desire for pickleball courts within the community. In coordination with the rough grading, the Village should grade for new court facilities to meet demands. The current plan lays out (2) full-size basketball court, (8) dedicated pickleball courts, and (2) multi-sport courts: (2) tennis/(8) pickleball courts. It is recommended that the Village plan for including at least half of the amenities, (1) basketball, (4) pickleball, (1) multi-sport court during the first phase. Subsequent phases can identify the need for additional courts and the final amount of each court type is to be determined by the Village. Inclusive to the court area should be access and parking.

MEMO

September 21, 2022

Another area of concern is the age of playground equipment. The Village should prioritize replacement of the northern playground area. Inclusive to the playground work will be a new park access road, adequate parking, with accessible routes to the playground and shelter. Adequate parking needs to be established by the Village to based on expected volume of users for the proposed playground amenities and existing facilities.

Establishing native perennial planting areas as soon as possible will provide a base landscape for the future walking trails/paths throughout the southern area of the park. Native seeding may take up to 3 years to fully establish and will need proper management efforts to grow into a healthy plant community. The village can anticipate proposed trail routes and seed accordingly.

As a part of the future improvements to Crawford Park, the Village may review and update the ordinance for dogs in park. Many responses to the survey requested a dog-park, however, the village has plans for a dog park elsewhere. A simple, yet effective compromise would be allowing dogs “on-leash” along walking paths/trails.

Priority I	
Mobilization, Bonds, and Insurance	\$ 200,000.00
Grading/Stormwater/Site Restoration	\$ 497,500.00
Native Prairie Seeding (6 Acres)	\$ 100,000.00
Playgrounds (2-5 age, 5-12 age)	\$ 500,000.00
Basketball Courts (2)	\$ 250,000.00
Pickleball Courts (8)	\$ 240,000.00
Multi-Sport Courts (2)	\$ 250,000.00
Roads and Sidewalks	\$ 304,000.00
Park Amenities	\$ 63,000.00
Landscaping Allowance	\$ 30,000.00
Phase Subtotal =	\$ 2,434,500
Engineering (10%) =	\$ 243,450.00
Contingency (15%) =	\$ 401,692.50
TOTAL =	\$ 3,079,642.50

Priority II – Trail loop and Shelters

In the Priority II phase, the Village's focus will be on providing 3 key things: the mile trail loop, construction of the 4-Season Pavilion and flex plaza space, and the remodeling of the existing shelter.

The mile trail loop provides a passive recreation element within more natural areas of the park and expands on existing goals of the park. To coincide with this development, park improvements may include resting and gathering spaces along the path with benches, small gathering nodes within natural areas, and rentable shade shelters. The main path in the park should be 10' wide with a 2' mowed shoulder. Wisconsin's DNR – Knowles Nelson Stewardship Program is a potential grant funding source for the trail system. The Village can also consider smaller, mowed walking trails to provide alternative walking routes throughout the natural area. As part of the expected trail use the Village should plan for periodically place dog waste refuse stations.

The central, 4-Season Pavilion with flex space will be a major budget item, but it also has the greatest upside potential. Ideally the Pavilion will have the potential to convert into a semi-open air pavilion during more favorable weather, but can still be used in the colder months. The restrooms within the Pavilion will serve nearby amenities, a rentable kitchen space for events, and a rentable four season flex space to be used for a variety of events, classes, meetings, etc. An outdoor flex space is intended to be an extension of the pavilion and serve various programs. Final size and amenities requirements of the pavilion to be determined by the Village. The Village may need to adjust local ordinances to allow parks to be open during winter months with the addition of the 4-season Pavilion and winter amenities in later phases of implementation.

The Village aims to maintain the existing park shelter, serving the playgrounds to the north. A thorough audit of the park shelter's existing conditions and design should be conducted to determine an estimate of probable cost to bring the structure up to code. . Updates to the existing shelter should be considered in the park improvement budget.

As part of the Priority II elements, additional parking, paths, and stormwater management are identified as park improvements.

MEMO

September 21, 2022

Priority II	
Mobilization, Bonds, and Insurance	\$ 250,000.00
General Site Work	\$ 92,500.00
Trail Loop	\$ 252,000.00
Roads and Sidewalks	\$ 495,000.00
Park Amenities	\$ 52,500.00
Remodel Ex. Shelter - Allowance	\$ 40,000.00
4-Season Shelter	\$ 2,000,000.00
20'x20' Open Air Shelter (2)	\$ 80,000.00
5'x10' Shade Shelters (5)	\$ 50,000.00
Site Utilities	\$ 250,000.00
Landscaping Allowance	\$ 30,000.00
Phase Subtotal =	\$ 3,592,000
Engineering (10%) =	\$ 359,200.00
Contingency (15%) =	\$ 592,680.00
TOTAL =	\$ 4,543,880.00

Priority III – Special Amenities

Priority III phase focuses on elements less crucial to the overall park design and may be reconsidered in the future. Final decisions have not been made on the design or size of improvements in this portion of the plan, but general design guidelines are provided.

Skatepark – Can be all concrete or a flat pad with prefabricated wooden structures. Concrete can last longer, but is more costly per square foot than asphalt.

Splashpad – Can be flow through or re-circulating. Flow through is more cost effective to construct, but requires more water use. Re-circulating requires housing special equipment to treat the water before reuse. Both systems will need regular maintenance, winterizing, and daily operational duties.

Southern Shelter – This shelter would serve as a rentable, open-air shelter with at least (2) single occupancy restrooms. The potential for a warming kitchen/storage may also be considered. A drinking fountain and bottle filler serves shelter users and a small number of bike racks. This shelter provides a remote space within the native area to host small gatherings or provide a respite for trail users.

Additional Parking – Due to the size of the existing western parking lot and the unknown sizes of future park amenities, further study will need to be conducted

MEMO

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to establish if additional parking is necessary. Throughout the prior phases, the Village shall work with the consulting engineers to provide an adequate number of parking stalls for ease of access for those with mobility issues. If deemed necessary, the Village should plan for additional parking in this phase. Inclusive to this is the need for additional stormwater management and accessible routes.

Sports Field and Ice Rink Fine Grading - In order to meet codes these amenities may require fine grading to be completed. Additional equipment may also be necessary depending on programming. Final size, type, and quantity of athletic fields to be determined by the Village.

East-West Park Road Connection – This is deemed a lower priority due to the unconfirmed exact needs of the park. Ultimately the decision to complete this is up to the Village, but that decision should be made after the prior park phases have been completed and user demands can be observed more carefully. It has been noted that a connection through the park is a concern, but through traffic calming measures, the Village can maintain the safety of the park and the well being of the neighborhood. Certain measures such as: raised crosswalks, time-locked park gates, and proximity to the public safety building can limit future issues.

Priority III

Mobilization, Bonds, and Insurance	\$	150,000.00
General Site Work	\$	52,500.00
Roads and Sidewalks	\$	256,000.00
Park Amenities	\$	12,200.00
Splash Pad	\$	500,000.00
Skatepark	\$	450,000.00
Priarie Shelter	\$	450,000.00
Site Utilities	\$	50,000.00
Landscaping Allowance	\$	30,000.00
Phase Subtotal =	\$	1,950,700
Engineering (10%) =	\$	195,070.00
Contingency (15%) =	\$	321,865.50
TOTAL =	\$	2,467,635.50

Ongoing

This section is created to allow the Village to plan for items that can be included in non-typical budgeting methods.

Sledding hill – as discussed with Village Engineer, other Village projects could use the sledding hill area to dump extra fill, with the anticipation of building it up little by little every year.

Approximate cost - Unknown

Tree Plantings – A memorial tree or tree donation program could be established to allow residents to assist in the growth of the canopy of the park.

Approximate cost - \$500/tree

Sculptures– Elements such as these can be donated/funded through different methods instead of the typical park budget. They can also be elements added much later into the growth of the park, as they are optional improvements.

Approximate cost - \$5,000 - \$10,000 per sculpture

Donor Benches – Another opportunity to expand the park amenities is establishing a bench donor program. These benches can be included as part of other phase developments, or as extra benches throughout the park if there is community interest.

Approximate Cost - \$800-1200/bench, 5" Concrete Sidewalk and base \$10/sf

Additional Landscaping/Screening – As this Master Plan did not go into full depth of the design of all the park elements such as building sizes, exact layouts, or full park programming, this item anticipates the need for improving the aesthetic of the park, and maintaining a good relationship with the neighboring community members.

Approximate cost - \$10-12/sf of planting bed

MEMO

September 21, 2022

Crawford Park Improvements - Global Costs**Priority I**

Mobilization, Bonds, and Insurance	\$	200,000.00
Grading/Stormwater/Site Restoration	\$	497,500.00
Native Prairie Seeding (6 Acres)	\$	100,000.00
Playgrounds (2-5 age, 5-12 age)	\$	500,000.00
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Engineering (10%) =	\$	243,450.00
Contingency (15%) =	\$	401,692.50
TOTAL =	\$	3,079,642.50

Priority II

Mobilization, Bonds, and Insurance	\$	250,000.00
General Site Work	\$	92,500.00
Trail Loop	\$	252,000.00
Roads and Sidewalks	\$	495,000.00
Park Amenities	\$	52,500.00
Remodel Ex. Shelter - Allowance	\$	40,000.00
4-Season Shelter	\$	2,000,000.00
20'x20' Open Air Shelter (2)	\$	80,000.00
5'x10' Shade Shelters (5)	\$	50,000.00
Site Utilities	\$	250,000.00
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Phase Subtotal =	\$	3,592,000
Engineering (10%) =	\$	359,200.00
Contingency (15%) =	\$	592,680.00
TOTAL =	\$	4,543,880.00

Priority III

Mobilization, Bonds, and Insurance	\$	150,000.00
General Site Work	\$	52,500.00
Roads and Sidewalks	\$	256,000.00
Park Amenities	\$	12,200.00
Splash Pad	\$	500,000.00
Skatepark	\$	450,000.00
Priarie Shelter	\$	450,000.00
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TOTAL =	\$	2,467,635.50

GRAND TOTAL =	\$	10,091,158.00
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