



11333 N. Cedarburg Road
Mequon, WI 53092
Phone: 262-242-3500
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www.ci.mequon.wi.us

Police and Fire Departments

PUBLIC SAFETY COMMITTEE

Tuesday, July 12, 2022

5:15 PM

Lower Conference Room

Agenda

1) Call to Order and Roll Call

2) Approve Meeting Minutes

Action requested: review and approve

a. Public Safety Committee - Regular Meeting - May 10, 2022 5:15 PM

3) Resolutions

Action requested: review and recommend approval

a. **RESOLUTION 3967** A Resolution Approving the Purchase of Two Ford Police Interceptor Sport Utility Vehicles from Ewald Automotive Group, Hartford, Wisconsin, and the Installation and Purchase of Associated Equipment from General Communications, Milwaukee, Wisconsin in the Total Amount of \$87,714

b. **RESOLUTION 3968** A Resolution Approving the Purchase of a Fire Department Ambulance from Life Line Emergency Vehicles of Middleton, Wisconsin in the Amount of \$296,511

4) Discussion

a. Speed Limit Discussion on Bonniwell between Martin Way and Port Washington Road

5) Adjourn

Dated: July 12, 2022

/s/ Kathleen Schneider, Chair

.....
Notice is hereby given that a quorum of other governmental bodies may be present at this meeting to present, discuss and/or gather information about a subject over which they have decision-making responsibility, although they will not take formal action thereto at this meeting.

Persons with disabilities requiring accommodations for attendance at this meeting should contact the City Clerk's Office at 262-236-2914, twenty-four (24) hours in advance of the meeting.

Any questions regarding this agenda may be directed to the Public Safety Office at 262-242-3500, Monday through Friday, 8:00 AM – 4:30 PM



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Police and Fire Departments

PUBLIC SAFETY COMMITTEE

Tuesday, May 10, 2022

5:15 PM

Lower Conference Room

Minutes

1) Call to Order and Roll Call

Present:

Chair Kathleen Schneider

Alderman Glenn Bushee

Alderman Mark Gierl

Also Present: Police Chief Pryor, Fire Chief Bialk, City Attorney Sajdak, Administrative Coordinator Melina Bowen

2) Election of Chair

a. Motion to nominate Kathleen Schneider as Chairperson

A motion to nominate Alderman Schneider as Committee Chair was made by Alderman Gierl, seconded by Alderman Bushee.

RESULT: **Approved by Voice Acclamation [Unanimous]**

MOVED BY: Alderman Gierl

SECONDED BY: Alderman Bushee

AYES: Schneider, Bushee, Gierl

3) Approve Meeting Minutes

a. Public Safety Committee - Regular Meeting - Dec 14, 2021 5:45 PM

RESULT: **Accepted [Unanimous]**

MOVED BY: Alderman Gierl

SECONDED BY: Alderman Bushee

AYES: Schneider, Bushee, Gierl

4) Ordinances

Action requested: review and recommend approval

1. **ORDINANCE 2022-1623** An Ordinance Amending Various Provisions of the Mequon Municipal Code in Connection with Establishment of the Southern Ozaukee Fire & Emergency Medical Services Department

City Attorney Sajdak discussed proposed changes to the ordinance to address the Fire Department becoming a separate entity due to consolidation with Thiensville. Alderman

Minutes Acceptance: Minutes of May 10, 2022 5:15 PM (Approve Meeting Minutes)

Bushee moved to remove section 30-23 and approve the amended ordinance, Alderman Schneider seconded. The motion to approve the proposed changes to the ordinance with removal of section 30-23 was approved by voice acclamation unanimously.

RESULT: **Approved by Voice Acclamation [Unanimous]**
MOVED BY: Alderman Bushee
SECONDED BY: Alderman Schneider

AYES: Schneider, Bushee, Gierl

5) Adjourn

a. Motion to adjourn the meeting

RESULT: **Approved by Voice Acclamation [Unanimous]**
MOVED BY: Alderman Bushee
SECONDED BY: Alderman Gierl

AYES: Schneider, Bushee, Gierl

Respectfully Submitted,

Melina Bowen

Minutes Acceptance: Minutes of May 10, 2022 5:15 PM (Approve Meeting Minutes)



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Office of Public Safety Committee

TO: Public Safety Committee
FROM: Patrick Pryor, Chief of Police
DATE: June 30, 2022
SUBJECT: RESOLUTION 3967 A Resolution Approving the Purchase of Two Ford Police Interceptor Sport Utility Vehicles from Ewald Automotive Group, Hartford, Wisconsin, and the Installation and Purchase of Associated Equipment from General Communications, Milwaukee, Wisconsin in the Total Amount of \$87,714

Background

The Mequon Police Department has a safety plan for scheduling replacement of its vehicles. For the last 17+ years, the Department has replaced department vehicles that approach or exceed 100,000 miles and show significant signs of wear as emergency vehicles. The Department is proposing to replace two (2) department squads, one that has been in service since 2014 and the other since 2017, based on available funds.

Analysis

The 2014 Ford Police Interceptor to be replaced currently has 92,000+ miles. This squad was a former administrative squad, now being utilized for off-site training and schools attended by department personnel. This squad is driven, on average, approximately 1,000 miles per month. This would put the mileage approaching or over 100,000 miles by the time ordering and setup occurs and when the changeover would be complete, especially with current supply chain issues. The 2017 Ford Police Interceptor to be replaced currently also has 92,000+ miles. This squad is used as an unmarked patrol squad by patrol officers. It is operated between 12-18 hours a day, seven days per week. This squad is driven, on average, approximately 1,600-2,000 miles per month. This would put the mileage above 100,000 miles by the time ordering and set up occurs and when the changeover would be complete.

The proposed action is to purchase two 2023 Ford Police Interceptor SUV's. The Department will need to purchase new prisoner partition cages, radio consoles, plastic rear seats, sirens, and a few other specialty items when purchasing these vehicles. This is required to be done as the body style and interior of the Interceptor model has changed over the years and the equipment currently in the vehicles will not fit. Any equipment that can be transferred from the old to the new squads will be utilized. The manufacturers of the equipment have advised that this equipment should be able to be used well into the future since another redesign of the Ford Interceptor should not occur again for some time as the last one was done in 2020.

Purchasing the Ford Police Interceptor will keep the department's fleet of squads consistent with the other administrative and regular patrol vehicles as far as handling, equipment and familiarity for the individuals that operate them.

The Police Department has obtained a bid from the Ewald Automotive Group (dealership awarded the State of Wisconsin bid). This follows the City's financial policies as the item is being purchased through a cooperative purchasing arrangement such as the State bid list, or State of Wisconsin VendorNet. Ewald Automotive has been providing squads to the City for many years. Other dealerships have essentially stated they cannot compete with the state bid. Ewald historically delivers the squads directly to the Mequon Police Department approximately 180 days (on average) from the date of order. Currently, due to supply chain issues, the squads cannot be ordered until August 11, 2022, and Ewald is unable to guarantee any delivery dates but is hopeful to stay close to the 180-day average period. Ewald also provides an invoice process, which is more efficient for the Department when it comes to acquiring the vehicles.

Based on the specifications requested, Ewald has agreed to a price of \$38,091 for the 2023 Ford Police Interceptor Utility Administrative vehicle (the Ewald Automotive quote indicates a 2022 model year, but it will be providing a 2023 model year due to the closure of the build dates). Ewald has also agreed to a price of \$37,658 for the 2023 Ford Police Interceptor Utility Patrol vehicle (the Ewald Automotive quote indicates a 2022 model year, but it will be providing a 2023 model year due to the closure of the build dates).

Fiscal Impact

The replacement of the two (2) squads totals \$75,749. Purchase and installation of all associated equipment by General Communications of Milwaukee will cost \$11,965. The total project cost is \$87,714. Sufficient funds have been budgeted and set aside for this procurement.

Recommendation

A recommendation is forthcoming from the Public Safety Committee on July 12, 2022.

Attachments:

2023 FORD INTERCEPTOR UTILITY NON-HYBRID ADMINISTRATION (PDF)

2023 FORD INTERCEPTOR UTILITY NON-HYBRID PATROL (PDF)

Mequon PIU #19 Quote (PDF)

Mequon PIU Quote #21 (PDF)

COMMON COUNCIL
OF THE
CITY OF MEQUON

RESOLUTION 3967

A Resolution Approving the Purchase of Two Ford Police Interceptor Sport Utility Vehicles from Ewald Automotive Group, Hartford, Wisconsin, and the Installation and Purchase of Associated Equipment from General Communications, Milwaukee, Wisconsin in the Total Amount of \$87,714

A. The City of Mequon Police Department provides 24-hour police services 365 days per year with a plan for scheduled replacement of police vehicles.

B. Staff requested a quote on the purchase of two sport utility vehicles, specifically model year 2023 Ford Police Interceptor Utility (Explorer) vehicles and researched associated equipment and installation costs.

C. Ewald Automotive Group used the State of Wisconsin procurement process for the replacement of the two (2) vehicles at \$75,749, and General Communications of Milwaukee provided a cost of \$11,964.37 for equipment and installation.

D. Staff recommends the purchase of the vehicles and the associated equipment from funds set aside each year for this purpose.

BASED UPON THE FOREGOING RECITALS, IT IS RESOLVED by the Common Council of the City of Mequon, Wisconsin that:

1. Staff is hereby directed to enter into a purchase agreement to replace two existing police squads with Ewald Automotive Group at their total bid of \$75,749; and to purchase and install the associated equipment with General Communications for \$11,965 subject to review and approval by the City Attorney.

2. Funds for this purchase will be from the Police Vehicle Replacement Account 410786-725011-10235.

Approved by: Andrew Nerbun, Mayor

Date Approved: July 12, 2022

I certify that the foregoing Resolution was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on July 12, 2022.

Caroline Fochs, City Clerk



Mequon Police Department

Prepared For: Lindsay Graycarek
262-242-3500
lgraycarek@ci.mequon.wi.us

Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD



Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID ADMINISTRATION (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Ewald Automotive Group

Scott Kussow | 262-567-5555 | skfleet@ewaldauto.com

3.a.a

Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Quote Worksheet

	MSRP
Base Price	\$41,110.00
Dest Charge	\$1,495.00
Total Options	\$467.00
Subtotal	\$43,072.00
Subtotal Pre-Tax Adjustments	\$0.00
Less Customer Discount	(\$4,981.00)
Subtotal Discount	(\$4,981.00)
Trade-In	\$0.00
Subtotal Trade-In	\$0.00
Taxable Price	\$38,091.00
Sales Tax	\$0.00
Subtotal Taxes	\$0.00
Subtotal Post-Tax Adjustments	\$0.00
Total Sales Price	\$38,091.00

Comments:

2023 Ford Interceptor Utility Non-Hybrid to your specs as detailed, (Administration Vehicle Spec). Registration fees are not included. Delivery can not be anticipated due to current market conditions.

Order bank due to open up on 8/11/22.

Dealer Signature / Date

Customer Signature / Date

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Data Version: 16748. Data Updated: Jun 16, 2022 6:50:00 PM PDT.

Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID ADMINISTRATION (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Standard Equipment

Mechanical	
	Engine: 3.3L V6 Direct-Injection Hybrid System -inc: (136-MPH top speed) (STD)
	Transmission: 10-Speed Automatic (STD)
	3.73 Axle Ratio (STD)
	50 State Emission System Flexible Fuel Vehicle (FFV) system is standard equipment for vehicles equipped with the 3.3L V6 Direct-Injection engine.
	Transmission w/Oil Cooler
	Automatic Full-Time All-Wheel
	Engine Oil Cooler
	80-Amp/Hr 800CCA Maintenance-Free Battery
	Hybrid Electric Motor 220 Amp Alternator
	Class III Towing Equipment -inc: Hitch
	Trailer Wiring Harness
	Police/Fire
	1670# Maximum Payload
	GVWR: 6,840 lbs (3,103 kgs)
	Gas-Pressurized Shock Absorbers
	Front And Rear Anti-Roll Bars
	Electric Power-Assist Steering
	19 Gal. Fuel Tank
	Dual Stainless Steel Exhaust
	Permanent Locking Hubs
	Strut Front Suspension w/Coil Springs
	Multi-Link Rear Suspension w/Coil Springs
	Regenerative 4-Wheel Disc Brakes w/4-Wheel ABS, Front And Rear Vented Discs, Brake Assist and Hill Hold Control
	Lithium Ion Traction Battery
Exterior	
	Wheels: 18" x 8" 5-Spoke Painted Black Steel -inc: polished stainless steel hub cover and center caps
	Tires: 255/60R18 AS BSW
	Steel Spare Wheel

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Ewald Automotive Group

Scott Kussow | 262-567-5555 | skfleet@ewaldauto.com

3.a.a

Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Exterior

Spare Tire Mounted Inside Under Cargo
Clearcoat Paint
Body-Colored Front Bumper w/Black Rub Strip/Fascia Accent and 1 Tow Hook
Body-Colored Rear Bumper w/Black Rub Strip/Fascia Accent
Body-Colored Bodyside Cladding and Black Wheel Well Trim
Black Side Windows Trim and Black Front Windshield Trim
Black Door Handles
Black Power Side Mirrors w/Convex Spotter and Manual Folding
Fixed Rear Window w/Fixed Interval Wiper, Heated Wiper Park and Defroster
Deep Tinted Glass
Speed Sensitive Variable Intermittent Wipers
Galvanized Steel/Aluminum Panels
Lip Spoiler
Black Grille
Liftgate Rear Cargo Access
Tailgate/Rear Door Lock Included w/Power Door Locks
Auto On/Off Projector Beam Led Low/High Beam Headlamps
LED Brakelights

Entertainment

Radio w/Seek-Scan, Speed Compensated Volume Control and Steering Wheel Controls
Radio: AM/FM/MP3 Capable -inc: clock, 4-speakers, Bluetooth interface w/hands-free voice command support (compatible w/most Bluetooth connected mobile devices), 1 USB port and 4.2" color LCD screen center stack smart display
Integrated Roof Antenna
1 LCD Monitor In The Front

Interior

8-Way Driver Seat
Passenger Seat
35-30-35 Folding Split-Bench Front Facing Fold Forward Seatback Rear Seat
Manual Tilt/Telescoping Steering Column

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Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID ADMINISTRATION (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Ewald Automotive Group

Scott Kussow | 262-567-5555 | skfleet@ewaldauto.com

3.a.a

Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Interior

- Gauges -inc: Speedometer, Odometer, Engine Coolant Temp, Tachometer, Engine Hour Meter, Traction Battery Level, Trip Odometer and Trip Computer
- Power Rear Windows and Fixed 3rd Row Windows
- Fleet Telematics Modem Selective Service Internet Access
- Remote Releases -Inc: Power Cargo Access
- Cruise Control w/Steering Wheel Controls
- Dual Zone Front Automatic Air Conditioning
- HVAC -inc: Underseat Ducts
- Locking Glove Box
- Driver Foot Rest
- Unique HD Cloth Front Bucket Seats w/Vinyl Rear -inc: reduced bolsters, driver 6-way power track (fore/aft, up/down, tilt w/manual recline, 2-way manual lumbar), passenger 2-way manual track (fore/aft, w/manual recline) and built-in steel intrusion plates in both driver/passenger seatbacks
- Interior Trim -inc: Metal-Look Instrument Panel Insert, Metal-Look Door Panel Insert and Metal-Look Interior Accents
- Full Cloth Headliner
- Urethane Gear Shifter Material
- Day-Night Rearview Mirror
- Driver And Passenger Visor Vanity Mirrors
- Mini Overhead Console w/Storage and 2 12V DC Power Outlets
- Front And Rear Map Lights
- Fade-To-Off Interior Lighting
- Full Vinyl/Rubber Floor Covering
- Carpet Floor Trim
- Cargo Features -inc: Cargo Tray/Organizer
- Cargo Space Lights
- Dashboard Storage, Driver And Passenger Door Bins
- Power 1st Row Windows w/Driver And Passenger 1-Touch Up/Down
- Delayed Accessory Power
- Power Door Locks
- Systems Monitor
- Redundant Digital Speedometer

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Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID ADMINISTRATION (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Ewald Automotive Group

Scott Kussow | 262-567-5555 | skfleet@ewaldauto.com

3.a.a

Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Interior

- Trip Computer
- Analog Appearance
- Seats w/Vinyl Back Material
- Manual Adjustable Front Head Restraints and Manual Adjustable Rear Head Restraints
- 2 12V DC Power Outlets
- Air Filtration

Safety-Mechanical

- Electronic Stability Control (ESC) And Roll Stability Control (RSC)
- ABS And Driveline Traction Control

Safety-Exterior

- Side Impact Beams

Safety-Interior

- Dual Stage Driver And Passenger Seat-Mounted Side Airbags
- Tire Specific Low Tire Pressure Warning
- Dual Stage Driver And Passenger Front Airbags
- Curtain 1st And 2nd Row Airbags
- Airbag Occupancy Sensor
- Passenger Knee Airbag
- Rear Child Safety Locks
- Outboard Front Lap And Shoulder Safety Belts -inc: Rear Center 3 Point, Height Adjusters and Pretensioners
- Back-Up Camera w/Washer

WARRANTY

- Basic Years: 3
- Basic Miles/km: 36,000
- Drivetrain Years: 5
- Drivetrain Miles/km: 100,000
- Corrosion Years: 5
- Corrosion Miles/km: Unlimited
- Hybrid/Electric Components Years: 8
- Hybrid/Electric Components Miles/km: 100,000
- Roadside Assistance Years: 5
- Roadside Assistance Miles/km: 60,000

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Ewald Automotive Group

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3.a.a

Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Selected Model and Options

MODEL		
CODE	MODEL	MSRP
K8A	2022 Ford Police Interceptor Utility AWD	\$41,110.00

COLORS	
CODE	DESCRIPTION
M7	Carbonized Grey

ENGINE		
CODE	DESCRIPTION	MSRP
99B	Engine: 3.3L V6 Direct-Injection (FFV) -inc: (136-MPH top speed), Note: Deletes regenerative braking and lithium-ion battery pack; adds 250-Amp alternator, replaces H7 AGM battery (800 CCA/80-amp) w/H7 SLI battery (730 CCA/80-amp) and replaces 19-gallon tank w/21.4-gallon *CREDIT*	(\$3,370.00

TRANSMISSION		
CODE	DESCRIPTION	MSRP
44U	Transmission: 10-Speed Automatic (44U)	\$0.00

OPTION PACKAGE		
CODE	DESCRIPTION	MSRP
500A	Order Code 500A	\$0.00

AXLE RATIO		
CODE	DESCRIPTION	MSRP
—	3.73 Axle Ratio (STD)	\$0.00

PRIMARY PAINT		
CODE	DESCRIPTION	MSRP
M7	Carbonized Grey	\$0.00

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Ewald Automotive Group

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3.a.a

Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

SEAT TYPE		
CODE	DESCRIPTION	MSRP
F6	Charcoal Black, Unique HD Cloth Front Bucket Seats w/Cloth Rear -inc: driver 6-way power track (fore/aft, up/down, tilt w/manual recline, 2-way manual lumbar) and passenger 2-way manual track (fore/aft, w/manual recline)	\$60.00
ADDITIONAL EQUIPMENT - EXTERIOR		
CODE	DESCRIPTION	MSRP
16D	Badge Delete -inc: Deletes the Police Interceptor badging on rear liftgate and the Interceptor badging on front hood (EcoBoost)	\$0.00
21L	Front Warning Auxiliary LED Lights -inc: driver side - red/passenger side - blue	\$550.00
549	Heated Sideview Mirrors	\$60.00
64E	Wheels: 18" Painted Aluminum -inc: Spare wheel is an 18" conventional (Police) black steel wheel	\$475.00
ADDITIONAL EQUIPMENT - INTERIOR		
CODE	DESCRIPTION	MSRP
16C	1st & 2nd Row Carpet Floor Covering -inc: front and rear floor mats	\$125.00
17T	Switchable Red/White Lighting in Cargo Area -inc: Deletes 3rd row overhead map light	\$50.00
55F	Remote Keyless Entry Key Fob w/o Key Pad -inc: Does not include PATS, 4-key fobs, Key fobs are not fobbed alike when ordered w/keyed-alike	\$340.00
60A	Grille LED Lights, Siren & Speaker Pre-Wiring	\$50.00
60R	Noise Suppression Bonds (Ground Straps)	\$100.00
CUSTOM EQUIPMENT		
CODE	DESCRIPTION	MSRP
DI-1	Delivery from Hartford Ford to Mequon	\$27.00
DI-2	2023 Model Year Price Increase	\$2,000.00
Options Total		\$467.00

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Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID ADMINISTRATION (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD ( Complete)

Price Summary

PRICE SUMMARY	
	MSRP
Base Price	\$41,110.00
Total Options	\$467.00
Vehicle Subtotal	\$41,577.00
Destination Charge	\$1,495.00
Grand Total	\$43,072.00

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Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID ADMINISTRATION (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Mequon Police Department

Prepared For: Lindsay Graycarek
262-242-3500
lgraycarek@ci.mequon.wi.us

Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD



Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID PATROL (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Quote Worksheet

	MSRP
Base Price	\$41,110.00
Dest Charge	\$1,495.00
Total Options	\$12.00
Subtotal	\$42,617.00
Subtotal Pre-Tax Adjustments	\$0.00
Less Customer Discount	(\$4,959.00)
Subtotal Discount	(\$4,959.00)
Trade-In	\$0.00
Subtotal Trade-In	\$0.00
Taxable Price	\$37,658.00
Sales Tax	\$0.00
Subtotal Taxes	\$0.00
Subtotal Post-Tax Adjustments	\$0.00
Total Sales Price	\$37,658.00

Comments:

2023 Ford Interceptor Utility Non-Hybrid to your specs as detailed (Patrol Vehicle Spec). Registration fees are not included. Delivery can not be anticipated due to current market conditions.

Order bank due to open up on 8/11/22.

Dealer Signature / Date

Customer Signature / Date

Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID PATROL (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Standard Equipment

Mechanical	
	Engine: 3.3L V6 Direct-Injection Hybrid System -inc: (136-MPH top speed) (STD)
	Transmission: 10-Speed Automatic (STD)
	3.73 Axle Ratio (STD)
	50 State Emission System Flexible Fuel Vehicle (FFV) system is standard equipment for vehicles equipped with the 3.3L V6 Direct-Injection engine.
	Transmission w/Oil Cooler
	Automatic Full-Time All-Wheel
	Engine Oil Cooler
	80-Amp/Hr 800CCA Maintenance-Free Battery
	Hybrid Electric Motor 220 Amp Alternator
	Class III Towing Equipment -inc: Hitch
	Trailer Wiring Harness
	Police/Fire
	1670# Maximum Payload
	GVWR: 6,840 lbs (3,103 kgs)
	Gas-Pressurized Shock Absorbers
	Front And Rear Anti-Roll Bars
	Electric Power-Assist Steering
	19 Gal. Fuel Tank
	Dual Stainless Steel Exhaust
	Permanent Locking Hubs
	Strut Front Suspension w/Coil Springs
	Multi-Link Rear Suspension w/Coil Springs
	Regenerative 4-Wheel Disc Brakes w/4-Wheel ABS, Front And Rear Vented Discs, Brake Assist and Hill Hold Control
	Lithium Ion Traction Battery
Exterior	
	Wheels: 18" x 8" 5-Spoke Painted Black Steel -inc: polished stainless steel hub cover and center caps
	Tires: 255/60R18 AS BSW
	Steel Spare Wheel

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Data Version: 16740. Data Updated: Jun 14, 2022 6:58:00 PM PDT.

Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID PATROL (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (✔ Complete)

Exterior

Spare Tire Mounted Inside Under Cargo
Clearcoat Paint
Body-Colored Front Bumper w/Black Rub Strip/Fascia Accent and 1 Tow Hook
Body-Colored Rear Bumper w/Black Rub Strip/Fascia Accent
Body-Colored Bodyside Cladding and Black Wheel Well Trim
Black Side Windows Trim and Black Front Windshield Trim
Black Door Handles
Black Power Side Mirrors w/Convex Spotter and Manual Folding
Fixed Rear Window w/Fixed Interval Wiper, Heated Wiper Park and Defroster
Deep Tinted Glass
Speed Sensitive Variable Intermittent Wipers
Galvanized Steel/Aluminum Panels
Lip Spoiler
Black Grille
Liftgate Rear Cargo Access
Tailgate/Rear Door Lock Included w/Power Door Locks
Auto On/Off Projector Beam Led Low/High Beam Headlamps
LED Brakelights

Entertainment

Radio w/Seek-Scan, Speed Compensated Volume Control and Steering Wheel Controls
Radio: AM/FM/MP3 Capable -inc: clock, 4-speakers, Bluetooth interface w/hands-free voice command support (compatible w/most Bluetooth connected mobile devices), 1 USB port and 4.2" color LCD screen center stack smart display
Integrated Roof Antenna
1 LCD Monitor In The Front

Interior

8-Way Driver Seat
Passenger Seat
35-30-35 Folding Split-Bench Front Facing Fold Forward Seatback Rear Seat
Manual Tilt/Telescoping Steering Column
Gauges -inc: Speedometer, Odometer, Engine Coolant Temp, Tachometer, Engine Hour Meter, Traction Battery Level, Trip Odometer and Trip Computer

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Data Version: 16740. Data Updated: Jun 14, 2022 6:58:00 PM PDT.



Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Interior

- Power Rear Windows and Fixed 3rd Row Windows
- Fleet Telematics Modem Selective Service Internet Access
- Remote Releases -Inc: Power Cargo Access
- Cruise Control w/Steering Wheel Controls
- Dual Zone Front Automatic Air Conditioning
- HVAC -inc: Underseat Ducts
- Locking Glove Box
- Driver Foot Rest
- Unique HD Cloth Front Bucket Seats w/Vinyl Rear -inc: reduced bolsters, driver 6-way power track (fore/aft, up/down, tilt w/manual recline, 2-way manual lumbar), passenger 2-way manual track (fore/aft, w/manual recline) and built-in steel intrusion plates in both driver/passenger seatbacks
- Interior Trim -inc: Metal-Look Instrument Panel Insert, Metal-Look Door Panel Insert and Metal-Look Interior Accents
- Full Cloth Headliner
- Urethane Gear Shifter Material
- Day-Night Rearview Mirror
- Driver And Passenger Visor Vanity Mirrors
- Mini Overhead Console w/Storage and 2 12V DC Power Outlets
- Front And Rear Map Lights
- Fade-To-Off Interior Lighting
- Full Vinyl/Rubber Floor Covering
- Carpet Floor Trim
- Cargo Features -inc: Cargo Tray/Organizer
- Cargo Space Lights
- Dashboard Storage, Driver And Passenger Door Bins
- Power 1st Row Windows w/Driver And Passenger 1-Touch Up/Down
- Delayed Accessory Power
- Power Door Locks
- Systems Monitor
- Redundant Digital Speedometer
- Trip Computer
- Analog Appearance

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Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID PATROL (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Interior

- Seats w/Vinyl Back Material
- Manual Adjustable Front Head Restraints and Manual Adjustable Rear Head Restraints
- 2 12V DC Power Outlets
- Air Filtration

Safety-Mechanical

- Electronic Stability Control (ESC) And Roll Stability Control (RSC)
- ABS And Driveline Traction Control

Safety-Exterior

- Side Impact Beams

Safety-Interior

- Dual Stage Driver And Passenger Seat-Mounted Side Airbags
- Tire Specific Low Tire Pressure Warning
- Dual Stage Driver And Passenger Front Airbags
- Curtain 1st And 2nd Row Airbags
- Airbag Occupancy Sensor
- Passenger Knee Airbag
- Rear Child Safety Locks
- Outboard Front Lap And Shoulder Safety Belts -inc: Rear Center 3 Point, Height Adjusters and Pretensioners
- Back-Up Camera w/Washer

WARRANTY

- Basic Years: 3
- Basic Miles/km: 36,000
- Drivetrain Years: 5
- Drivetrain Miles/km: 100,000
- Corrosion Years: 5
- Corrosion Miles/km: Unlimited
- Hybrid/Electric Components Years: 8
- Hybrid/Electric Components Miles/km: 100,000
- Roadside Assistance Years: 5
- Roadside Assistance Miles/km: 60,000

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Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

Selected Model and Options

MODEL		
CODE	MODEL	MSRP
K8A	2022 Ford Police Interceptor Utility AWD	\$41,110.00

COLORS	
CODE	DESCRIPTION
UM	Agate Black

ENGINE		
CODE	DESCRIPTION	MSRP
99B	Engine: 3.3L V6 Direct-Injection (FFV) -inc: (136-MPH top speed), Note: Deletes regenerative braking and lithium-ion battery pack; adds 250-Amp alternator, replaces H7 AGM battery (800 CCA/80-amp) w/H7 SLI battery (730 CCA/80-amp) and replaces 19-gallon tank w/21.4-gallon *CREDIT*	(\$3,370.00

TRANSMISSION		
CODE	DESCRIPTION	MSRP
44U	Transmission: 10-Speed Automatic (44U)	\$0.00

OPTION PACKAGE		
CODE	DESCRIPTION	MSRP
500A	Order Code 500A	\$0.00

AXLE RATIO		
CODE	DESCRIPTION	MSRP
—	3.73 Axle Ratio (STD)	\$0.00

PRIMARY PAINT		
CODE	DESCRIPTION	MSRP
UM	Agate Black	\$0.00

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Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID PATROL (RESOLUTION 3967 : Purchase of Two Police Vehicles)



Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD (Complete)

SEAT TYPE		
CODE	DESCRIPTION	MSRP
96	Charcoal Black, Unique HD Cloth Front Bucket Seats w/Vinyl Rear -inc: reduced bolsters, driver 6-way power track (fore/aft, up/down, tilt w/manual recline, 2-way manual lumbar), passenger 2-way manual track (fore/aft, w/manual recline) and built-in steel intrusion plates in both driver/passenger seatbacks	\$0.00

ADDITIONAL EQUIPMENT - MECHANICAL		
CODE	DESCRIPTION	MSRP
47A	Police Engine Idle Feature -inc: This feature allows you to leave the engine running and prevents your vehicle from unauthorized use when outside of your vehicle, Allows the key to be removed from ignition while vehicle remains idling	\$260.00

ADDITIONAL EQUIPMENT - EXTERIOR		
CODE	DESCRIPTION	MSRP
51R	Driver Only LED Spot Lamp (Unity)	\$395.00
549	Heated Sideview Mirrors	\$60.00
59J	Keyed Alike - 1111x	\$50.00

ADDITIONAL EQUIPMENT - INTERIOR		
CODE	DESCRIPTION	MSRP
17T	Switchable Red/White Lighting in Cargo Area -inc: Deletes 3rd row overhead map light	\$50.00
18D	Global Lock/Unlock Feature -inc: Door-panel switches will lock/unlock all doors and rear liftgate, Eliminates overhead console liftgate unlock switch and 45-second timer, Also eliminates the blue liftgate release button if ordered w/remote keyless entry	\$0.00
43D	Dark Car Feature -inc: Courtesy lamps disabled when any door is opened	\$25.00
55F	Remote Keyless Entry Key Fob w/o Key Pad -inc: Does not include PATS, 4-key fobs, Key fobs are not fobbed alike when ordered w/keyed-alike	\$340.00
60R	Noise Suppression Bonds (Ground Straps)	\$100.00
68G	Rear-Door Controls Inoperable -inc: Locks, handles and windows, Note: Can manually remove window or door disable plate w/special tool, Note: Locks/windows operable from driver's door switches	\$75.00
85D	Front Console Plate Delete	\$0.00

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Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD ( Complete)

CUSTOM EQUIPMENT		
CODE	DESCRIPTION	MSRP
DI-1	Delivery from Hartford Ford to Mequon	\$27.00
Price	2023 Model Year Price Increase	\$2,000.00
Options Total		\$12.00

Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID PATROL (RESOLUTION 3967 : Purchase of Two Police Vehicles)

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Data Version: 16740. Data Updated: Jun 14, 2022 6:58:00 PM PDT.



Vehicle: [Fleet] 2022 Ford Police Interceptor Utility (K8A) AWD ( Complete)

Price Summary

PRICE SUMMARY	
	MSRP
Base Price	\$41,110.00
Total Options	\$12.00
Vehicle Subtotal	\$41,122.00
Destination Charge	\$1,495.00
Grand Total	\$42,617.00

Attachment: 2023 FORD INTERCEPTOR UTILITY NON-HYBRID PATROL (RESOLUTION 3967 : Purchase of Two Police Vehicles)

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Madison, WI 53719

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Madison - (608)271-4848
Milwaukee - (262)439-2000
Eau Claire - (715)225-7604
WI Rapids - (715)424-3050

SALES 3.a.c

Sales Quote No: 25028
Date: 4/20/22
Account No: 2687

Bill To: Mequon Police Department
11300 North Buntrock Avenue
Mequon, WI 53092
USA

Ship To: Mequon Police Department
Attn: Lindsay Graycarek
11300 North Buntrock Avenue
Mequon, WI 53092
USA

Sales Person	P.O. Number	Ship Method	Payment Terms	Quote Expires On
Scott Lesniewski	PIU #19	Installation	NET 30 Days	5/20/22

Notes

Vehicle #19
VIN
Ford Utility

Sergeant Mark Kastens
Administrative Sergeant
Mequon Police Department
11300 N. Buntrock Avenue
Mequon, WI 53092
262-242-3500-Station
262-408-7180-Work Cell
Mkastens@ci.mequon.wi.us

Items Department will Provide
Gun Lock - Over Head
Siren Controller
Printer
Siren Speaker
HRP1
Belco Electronics Box
Mongoose
Computer and Power Supply
Docking Station
External Radio Speaker
Mag Mounts
Antenna's

Item No	Description	Quantity	UM	Price	Amo
7160-0063	Gamber Johnson Cigarette Lighter Adapter Kit (includes ROHS compliant 12v receptacle and wire kit)	2.00	Each	\$19.00	\$38.0
NMO58U-NC	PCTEL Coax and Mount for 800 MHz, No Conn	1.00	Each	\$25.25	\$25.0
PCTCN8090	PCTEL Antenna w/o cables. 806-960MHz, 150 Watts. 17-7PH Stainless Steel.	1.00	Each	\$15.25	\$15.0
7187B	Blue Sea EII 100 Amp Reset Circuit Breaker - 7187B	1.00	Each	\$47.00	\$47.0
5026	Blue Sea EII 12-Circuit W/Cover Fuse Block	1.00	Each	\$47.00	\$47.0
5028B	Blue Sea EII 6 Gang ATC Fuse Block w/Cover	1.00	Each	\$35.00	\$35.0
GCI-REAR	GCI - Custom Rear Vehicle Harness	1.00	Each	\$216.20	\$216.0
15082	Gamber Johnson Faceplate for 2 Cig and 1 USB	1.00	Each	\$0.00	\$0.0
7160-0339	Gamber Faceplate for S.O. 481R Controller	1.00	Each	\$0.00	\$0.0
GJF	Gamber Johnson Freight - This is an estimate - Price will be determined at time of order	1.00	Each	\$0.00	\$0.0
INSTCW	Installation Labor and Removal	1.00	Each	\$3,500.00	\$3,500.0
RL3040	Metra Install Bay 12 Volt 30/40 amp Relay	1.00	Each	\$9.75	\$9.0

Attachment: Mequon PIU #19 Quote (RESOLUTION 3967 : Purchase of Two Police Vehicles)



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WI Rapids - (715)424-3050

SALES 3.a.c

Sales Quote No: 25028
Date: 4/20/22
Account No: 2687

Bill To: Mequon Police Department
11300 North Buntrock Avenue
Mequon, WI 53092
USA

Ship To: Mequon Police Department
Attn: Lindsay Graycarek
11300 North Buntrock Avenue
Mequon, WI 53092
USA

SHOPFEE	Installation Shop Fee	1.00	Each	\$100.00	\$100.00
7170-0734-01	Gamber Johnson Low Profile Console Box, cup holder and armrest For 2023 Utility	1.00	Each	\$522.00	\$522.00
SEF	Setina Freight - This is an estimate - Shipping cost will be determined at time of order	1.00	Each	\$0.00	\$0.00
ELUC3H010E	SoundOff Universal UnderCover Screw-In LED Insert, 9-32 Vdc w/ 10' 5-wire harness, Dual Color - B/W	1.00	Each	\$104.00	\$104.00
ELUC3H010D	SoundOff Universal UnderCover Screw-In LED Insert, 9-32 Vdc w/ 10' 5-wire harness Dual Color - R/W	1.00	Each	\$104.00	\$104.00
ENT2B3E	SoundOff Intersector Under Mirror Lightheads - Dual Color Blue/White	1.00	Each	\$189.00	\$189.00
ENT2B3D	SoundOff Intersector Under Mirror Lightheads - Dual Color Red/White	1.00	Each	\$189.00	\$189.00
EMPS1STS3D	Soundoff 3" mPower Fascia Light R/W (Front Grille)	1.00	Each	\$113.50	\$113.50
EMPS1STS3E	Soundoff 3" mPower Fascia Light W/Stud Mount B/W (Front Grille)	1.00	Each	\$113.50	\$113.50
EMPS1SLS3E	Soundoff 3" mPower Fascia Light w/ Stud Mount, B/W (License Plate Bracket)	1.00	Each	\$113.50	\$113.50
EMPS1SLS3D	Soundoff 3" mPower Fascia Light w/ Stud Mount, R/W (License Plate Bracket)	1.00	Each	\$113.50	\$113.50
SAK66P	Whelen Siren Bracket for Ford Utility 2020, Passenger Side	1.00	Each	\$41.00	\$41.00
C-EB30-CH7-1P	Havis 1 Pc Faceplate 3" Mounting Space, Fits M/A-COM CH-721	1.00	Each	\$0.00	\$0.00
ETFBSSN-P	Soundoff Tail Light Flasher, 2020+ PIU	1.00	Each	\$51.00	\$51.00
CG-X	Havis Universal Chargeguard Control Module	1.00	Each	\$87.00	\$87.00
S4702UINT20OSB	Pro-gard Standard Transport Seat w/ Poly Window Cargo Barrier, and Outboard Seat Belts	1.00	Each	\$1,204.00	\$1,204.00
PGF	Pro-Gard Freight - This is an estimate - Shipping cost will be determined at time of order	1.00	Each	\$0.00	\$0.00
PMP1BRK2LPV	Soundoff License Plate Bracket, Vertical Mount for mPower 3" Fascia Light w/ Stud Mount - mounts 2	1.00	Each	\$24.00	\$24.00
PT1176ITU20TM	Setina Transfer Kit for to a 2020 Utility for XL partition/Tall Man	1.00	Each	\$365.00	\$365.00
PRODNEEDED	Transfer Brackets and Shroud for Interior LB	1.00	Each	\$263.00	\$263.00
15371	Kussmaul Dual USB Power Port	1.00	Each	\$73.00	\$73.00

Returns & exchanges are accepted within 30 days of purchase and require an RMA Number. Items must be in unused condition and in original packaging. Special order items are non-returnable and may not be canceled once shipped from vendor.

Subtotal	\$7,703.00
Freight	\$500.00
Sales Tax	\$0.00
Sales Order Total	\$8,203.00

Attachment: Mequon PIU #19 Quote (RESOLUTION 3967 : Purchase of Two Police Vehicles)



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Eau Claire - (715)225-7604
WI Rapids - (715)424-3050

SALES 3.a.d

Sales Quote No: 25029
Date: 4/20/22
Account No: 2687

Bill To: Mequon Police Department
11300 North Buntrock Avenue
Mequon, WI 53092
USA

Ship To: Mequon Police Department
Attn: Mark Kastens
11300 North Buntrock Avenue
Mequon, WI 53092
USA

Sales Person	P.O. Number	Ship Method	Payment Terms	Quote Expires On
Scott Lesniewski	Ford PIU #21	Installation	NET 30 Days	5/20/22

Notes

2023 Ford PIU
Car #21
VIN

Sergeant Mark Kastens
262-408-7180
mkastens@ci.mequon.wi.us

Items Provided by the Department
Siren Controller
Speaker
Side Window Lights
Rear Window Lights
Weapons Drawer
Salt and Pepper Shaker Antennas

Item No	Description	Quantity	UM	Price	Amo
INSTCW	Installation and Removal Labor	1.00	Each	\$2,000.00	\$2,000.00
TOGGLE SWITCH	Metra Toggle Switch	1.00	Each	\$15.00	\$15.00
7170-0734-01	Gamber Johnson Low Profile Console Box, cup holder and armrest For 2023 Utility	1.00	Each	\$522.00	\$522.00
MMSU-1	Magnetic Mic Single Unit Conversion Kit	1.00	Each	\$28.00	\$28.00
7160-0063	Gamber Johnson Cigarette Lighter Adapter Kit (includes ROHS compliant 12v receptacle and wire kit)	1.00	Each	\$19.00	\$19.00
15371	Kussmaul Dual USB Power Port	1.00	Each	\$73.00	\$73.00
GJF	Gamber Johnson Freight - This is an estimate - Price will be determined at time of order	1.00	Each	\$150.00	\$150.00
BL-5032B	Blue Sea Systems ATO/ATC Split Bus Fuse Block	1.00	Each	\$56.50	\$56.50
NMO58UCP	PCTEL Roof Mount Mobile Antenna Mounting Kit - 0-960 MHz, 3/4" Hole, Brass, 17' Cable, PL259 Incl	1.00	Each	\$25.25	\$25.25
RFT-1202-2T	RF Industries TNC Male Connector for RG58/U, 58A/U, RG141 & Ultralink. 0-3 GHz freq range,	1.00	Each	\$7.50	\$7.50
7187B	Blue Sea EII 100 Amp Reset Circuit Breaker - 7187B	1.00	Each	\$47.00	\$47.00
RL3040	Metra Install Bay 12 Volt 30/40 amp Relay	1.00	Each	\$9.75	\$9.75
SAK66P	Whelen Siren Bracket for Ford Utility 2020, Passenger Side	1.00	Each	\$41.00	\$41.00
C-EB30-CH7-1P	Havis 1 Pc Faceplate 3" Mounting Space, Fits M/A-COM CH-721	1.00	Each	\$0.00	\$0.00
QWB760	LAIRD's QWB760 760 - 870 MHz unity gain omnidirectional antenna. NMO / Motorola...	2.00	Each	\$13.46	\$26.92
15082	Gamber Johnson (Faceplate) Rocker Switch and Cigarette Knockout Panel - Set of 3	1.00	Each	\$0.00	\$0.00
EMPS1SLS3D	Soundoff 3" mPower Fascia Light w/ Stud Mount R/W (Front Window)	1.00	Each	\$113.50	\$113.50

Attachment: Mequon PIU Quote #21 (RESOLUTION 3967 : Purchase of Two Police Vehicles)

**2880 Commerce Park Drive
Madison, WI 53719**

800-356-3200 | www.gencomm.com

Madison - (608)271-4848
Milwaukee - (262)439-2000
Eau Claire - (715)225-7604
WI Rapids - (715)424-3050

SALES **3.a.d**

Sales Quote No: 25029
Date: 4/20/22
Account No: 2687

Bill To: Mequon Police Department
11300 North Buntrock Avenue
Mequon, WI 53092
USA

Ship To: Mequon Police Department
Attn: Mark Kastens
11300 North Buntrock Avenue
Mequon, WI 53092
USA

EMPS1SLS3E	Soundoff 3" mPower Fascia Light w/ Stud Mount B/W (Front Window)	1.00	Each	\$113.50	\$113.50
ECVDMLTAL00	Soundoff LED Dome Light, Universal Mount w/ Red LED Night Light - White Lens	1.00	Each	\$62.00	\$62.00
ELUC3H010E	Soundoff Universal UnderCover Screw-In LED Insert, 9-32 Vdc w/ 10' 5-wire harness, Dual Color - B/W	2.00	Each	\$104.00	\$208.00
ELUC3H010D	SoundOff Universal UnderCover Screw-In LED Insert, 9-32 Vdc w/ 10' 5-wire harness Dual Color - R/W	2.00	Each	\$104.00	\$208.00
PMP1WSDD8	Soundoff Dual Window Shroud Kit for 3" Light w/ Stud Mount - Black	1.00	Each	\$35.00	\$35.00

Returns & exchanges are accepted within 30 days of purchase and require an RMA Number. Items must be in unused condition and in original packaging. Special order items are non-returnable and may not be canceled once shipped from vendor.

Subtotal	\$3,760.00
Freight	\$0.00
Sales Tax	\$0.00
Sales Order Total	\$3,760.00

Attachment: Mequon PIU Quote #21 (RESOLUTION 3967 : Purchase of Two Police Vehicles)



11333 N. Cedarburg Road
Mequon, WI 53092
Phone: 262-242-2530
Fax: 262-242-5042

www.ci.mequon.wi.us

Office of Fire/Ambulance

TO: Public Safety Committee
FROM: David Bialk, Fire Chief
DATE: June 27, 2022
SUBJECT: RESOLUTION 3968 A Resolution Approving the Purchase of a Fire Department Ambulance from Life Line Emergency Vehicles of Middleton, Wisconsin in the Amount of \$296,511

Background

The City of Mequon Fire Department maintains a fleet of three ambulances. The Fire Department follows a planned replacement schedule of purchasing a new ambulance every four to five years. When the Wisconsin Public Policy Forum started their research into the possible consolidation of fire departments in Ozaukee County in 2019, the purchasing of vehicles was put on hold. Now that the Mequon Fire Department and Thiensville Fire Department are consolidating, the vehicle replacement schedule for the Mequon Fire Department has been revised until the Southern Ozaukee Fire Department has its own replacement schedule. The current fleet of Mequon Fire Department ambulances consists of:

- 2009 Ford Ambulance 951 13 years old / 129,025 miles
- 2014 Ford Ambulance 952 8 years old / 97,947 miles
- 2017 Ford Ambulance 950 7 years old / 76,750 miles

Analysis

A specification for a new ambulance was developed using the existing ambulances as a template. The Fire Department specifications were sent out for quotes to three different vendors and four quotes were returned ranging from \$297,000 to \$358,000, including a demonstration unit priced at \$327,000. The delivery dates also varied considerably, from the Spring of 2023 to the Fall of 2024. The following quotes were received:

Dealer	Price	Delivery Date
Foster Coach Sales	\$359,909	Fall 2024
Foster Coach Sales (Demonstration Unit)	\$326,087	March 2023
Osage Ambulance	\$308,085	Spring 2024
Life Line Emergency Vehicles	\$296,511	Summer of 2024

The addition of a new ambulance in the Summer of 2024 to the existing fleet of Mequon vehicles will ultimately change the value of the Mequon vehicle fleet as appraised by Gerlach Companies earlier this spring. This is something that will need to be worked out with the Southern Ozaukee Fire Department Board, as the two communities to come up with a fair and equitable transfer of funds. Presently, the Village of Thiensville owns two ambulances, both of which are more than 15 years old.

Upon delivery, the City's retired 2009 ambulance will be sold at auction. Similar units to the 2009 ambulance recently have sold for about \$20,000 at auction.

Fiscal Impact

Life Line Emergency Vehicle	\$296,511
Sale of used ambulance at action	(\$20,000)
Total Net Cost:	\$276,511

The current capital account 410786-725011-10236 has \$559,505 in it for vehicle replacement.

Recommendation

A recommendation is forthcoming from the Public Safety Committee on July 12, 2022.

Attachments:
lifeline quote (PDF)

COMMON COUNCIL
OF THE
CITY OF MEQUON

RESOLUTION 3968

A Resolution Approving the Purchase of a Fire Department Ambulance from Life Line
Emergency Vehicles of Middleton, Wisconsin in the Amount of \$296,511

A. The City of Mequon Fire Department has a plan for the scheduled replacement of Fire and Emergency Medical Service vehicles, including the City's ambulances which are in service 24 hours-a-day, 365 days-a-year.

B. To replace one of the Department's three ambulances, staff sought out proposals for the purchase of one 2022 or newer truck chassis ambulance specifically modified to perform the role of Advance Life Support medical care and transport and the associated equipment and installation costs.

C. Life Line Emergency Vehicles of Middleton, Wisconsin has provided a satisfactory quote at the lowest cost of \$296,511.

D. Staff recommends the purchase of the vehicle from Life Line Emergency Vehicles and associated equipment using funds set aside each year for this purpose.

BASED UPON THE FOREGOING RECITALS, IT IS RESOLVED by the Common Council of the City of Mequon, Wisconsin, that:

1. Staff is hereby authorized and directed to enter into a purchase agreement to replace an existing Ambulance from Life Line Emergency Vehicles at a cost of \$296,511 subject to review and approval by the City Attorney.

2. Funds for this purchase will be paid from the Fire Vehicle Replacement Account 410786-725011-10236

Approved by: Andrew Nerbun, Mayor

Date Approved: July 12, 2022

I certify that the foregoing Resolution was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on July 12, 2022.

Caroline Fochs, City Clerk



LIFE LINE

EMERGENCY VEHICLES

AMBULANCE QUOTE

City of Mequon (Fire Department)
David L. Bialk
11133 N Cedarburg Rd.
Mequon, WI 53092
262-242-2530
262-242-5042
dbialk@ci.mequon.wi.us

Jefferson Fire & Safety Inc
Rob Little
7620 Donna Drive
Middleton, WI 53562
(608) 836-0068
rob@jeffersonfire.com

Exp. Date: 06/30/2022

Quote No: 10883-0001

BODY: SUPER D

Mequon Fire Department
167" SUPERLINER TYPE I

05/09/2022

Page 1

PART NO	S	DESCRIPTION	QTY
		== 167" SUPERLINER TYPE I - 1.000 04/03/13 ==	1
		MASTER PARTS REVISION DATE (Start 04-06-22 to 07-12-2	1
00-00-0500	<	LIFE LINE WARRANTY Warranties Include: Lifetime Modular Body Warranty Lifetime Electrical Harness Warranty Lifetime Limited Cabinet Warranty 5-Year/60,000 Mile Product Conversion Warranty 10-Year/100,000 Mile Electrical Warranty Elite System 6-Year Pro-Rated LL Paint Warranty Which is as follows: For 3 Years 100% 4th Year 50% 5th Year 25% 6th Year 10%	1
00-00-0700	<	>>>SHOP COPY DATE - FACTORY USE ONLY<<< Date Order Placed By Dealer: Draft Work Order Process Date: 1st Dealer Draft Date:	1

Attachment: lifeline quote (RESOLUTION 3968 : Purchase of a replacement ambulance)

05/09/2022

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PART NO	S	DESCRIPTION	QTY
95-SP-0600		Change After Sign-Off (Published Price + 50%)	1
95-SP-0700		Change After Production Start (Published Price + 75%)	1
95-SP-0800		Change After Production Completion (Published Price + 100%)	1
	<	***SIGNATURE-LIFE LINE EMERGENCY VEHICLES*** This Is A Contract Between Life Line Emergency Vehicles And The Franchised Distributor Entering The Order. No Agreements Verbal Or Written Arrived At Between The Selling Distributor And The Purchasing Agency Not Listed On This Order Are Binding Upon Life Line Emergency Vehicles. THE VEHICLE IS BUILT TO THIS PRODUCTION ORDER. IT IS THE DISTRIBUTORS RESPONSIBILITY TO ASSURE THE VEHICLE MEETS THE CUSTOMER SPECIFICATIONS. Date Of Order: Franchised Distributor: Quote Number: Ordered By: _____	1
Total			291,511.00

Attachment: lifeline quote (RESOLUTION 3968 : Purchase of a replacement ambulance)



11333 N. Cedarburg Road
Mequon, WI 53092-1930
Phone: 262-236-2913
Fax: 262-242-9655

www.ci.mequon.wi.us

Office of Public Safety Committee

TO: Public Safety Committee
FROM: Patrick Pryor, Chief of Police
DATE: June 30, 2022
SUBJECT: Speed Limit Discussion on Bonniwell between Martin Way and Port Washington Road

Background:

Alderman Gierl was contacted by Mequon resident, Susan Falkman, with questions about lowering the speed limit on Bonniwell Road, from 35MPH to 25MPH, between Martin Way and Port Washington Road.

Analysis:

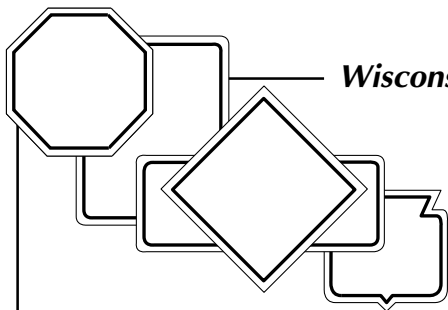
The Police Department data for this area of roadway was checked from January 1, 2019, through June 27, 2022. There have been two Car Killed Deer Accidents, one on 04/20/2019 and the other on 01/19/2020. There has been three traffic stops two for registration violations (03/08/2019 and 07/02/2020) and one for speed (05/05/2021). There has also been two Operating while Intoxicated arrests. One was related to the traffic stop on 05/05/2021. This driver was lost. The other, was a driver found with a flat tire on 05/30/2021. This driver was also lost.

Traffic measuring cables could be used by the City of Mequon Engineering staff to collect speed and traffic data for analysis. General practice in setting speed limits is that a speed is posted within 5MPH of the 85th percentile speed of free-flowing traffic. Lowering the speed limit below this threshold can promote speeding and promote a false sense of security among residents who may expect that posting lower limits will change driver behavior as explained in WISDOT Bulletin #21, which is attached for review.

Recommendation:

This is only a discussion item; however, the Public Safety Committee could request the traffic cables be deployed by City Engineering to obtain further traffic data.

Attachments:
WISDOT Bulletin #21 (PDF)



Setting Speed Limits on Local Roads

Speed limits are an important tool for promoting safety on streets and highways. Limits tell drivers what is the reasonable speed for a road section. They also help traffic enforcement by setting standards for what is an unsafe speed.

The state has set speed limits for all roads. However, municipalities can change speed limits for their roads under authority and guidelines in the *Wisconsin Statutes*. Selecting the appropriate speed limit can be a challenge because people often disagree. Residents frequently seek lower speeds, especially after a serious crash. Drivers tend to choose speeds that seem reasonable for the conditions—often higher than the posted limit—and that satisfy personal needs (saving time, enjoyment, inertia).

Local officials have a key role in setting limits. They must balance the competing concerns and opinions of drivers, residents, and law enforcement agencies with statutory requirements and the recommendations of traffic engineers.

This booklet is designed to help. It includes background information and research recommendations, summarizes statutory limits, describes the process for changing limits, and discusses signs, enforcement, advisory speeds, and other speed issues.

Background

High speeds are a factor in up to one-third of all fatal crashes, and injuries from speed-related crashes (including speed too fast for conditions) cost society \$27 billion per year (1994 estimate). Although speed by itself may not necessarily cause accidents, it affects their severity. For example, 85% of pedestrians struck by vehicles traveling 40 mph were killed while only 5% were killed when the speed was 20 mph.

Common sense says that regulating speed is a good way to make streets and highways safer. As a result, citizens may demand lower speeds, especially if there has been a severe crash or a frightening “near miss.”



However, driving behavior is not so easy to manage. Many studies, including a 1997 federal speed study (FHWA-RD-92-084), show that simply lowering speed limits has little effect on actual speeds, usually only reducing speeds by one to two miles per hour. At the same time, the difference in speeds, which is a common cause of crashes, increases, often making the roadways less safe. In general, drivers choose their speed based on what they think is safe and reasonable for the conditions present. An unreasonable posted speed gets little consideration from drivers. They determine “safe and reasonable” from a variety of factors, including:

- Road geometry—roadway characteristics such as lane width, shoulder width, sight distance, curves, and hills
- Land use, including frequency of driveways and cross streets
- Traffic volume and prevailing speed
- Presence of pedestrians, bikes, and parked cars
- Visual clutter such as billboards and commercial buildings
- Weather and road conditions
- Vehicle type and characteristics
- Driver capability, attitudes and habit
- Public attitudes
- Enforcement
- Speed zoning

A new alternative for managing vehicle speeds is called “traffic calming.” This emphasizes physical changes to local streets—making them appear narrower or more restricted, for example—so drivers will voluntarily choose lower “safe and comfortable” speeds.

Philosophy

Prevailing speed—the one which most drivers choose—is a major consideration in setting speed limits. Wisconsin’s statutes recognize this in declaring that “no person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions...” [246.57(2) *Wisc. Stats.*]

Engineers recommend setting limits at the 85% percentile speed, where 85% of the freely flowing traffic travels at or below that speed. They also emphasize considering the road’s design speed in setting speed limits. This is the highest safe speed for which the road was designed. It takes into account road type, road geometry, and adjacent land use. Research studies show that accident rates go down when speed limits are within 10 mph of the design speed. When the difference is greater, motorists choose a wider variety of speeds. This variance in speed between vehicles, more than the speed itself, results in higher accident rates.

However, the prevailing speed and design speed may be hazardous for pedestrians, bicyclists, and other road users. Modern roads are often over-designed, particularly in residential areas, where they tend to emphasize functions like accommodating fire trucks or street parking. The wide, unobstructed roads that result can unintentionally encourage drivers to drive too fast for the safety of other road users. Simply setting lower speed limits is unlikely to produce the desired results, however, especially without effective enforcement. In these cases, authorities may wish to consider using some traffic calming techniques.

Speeds should be consistent, safe, reasonable, and enforceable. When 85% of drivers voluntarily comply with speed limits, it is possible and reasonable to enforce the limits with the 15% who drive too fast. Unreasonably low limits can promote disrespect for and disregard of other, reasonable posted limits. They also promote a false sense of security among residents and pedestrians who may expect that posting lower limits will change drivers’ speed behavior. Unreasonably high limits create unnecessary risks.

Authority

Power to set speed limits rests with the state. Chapter 346.57 *Speed Restrictions* of the *Wisconsin Statutes* requires drivers to use a speed that is “reasonable and prudent,” to exercise “due care,” [346.57(2)] and to reduce speed under a variety of conditions such as “going around a curve...passing school children, high-

way construction or maintenance workers...and when special hazard exists...” [346.57(3)].

The *Statutes* give fixed limits for more than a dozen situations depending on the road type, jurisdiction, and land use [346.57 (4) (a-k)]. (See chart.)

Local or state officials have authority to change these limits within the limitations in Chapter 349.11 (summarized in chart). They must conduct an engineering and traffic investigation to determine a reasonable and safe speed limit. The limit must then be legally adopted by the local authority and appropriate signs erected. When properly changed, such limits do not create additional liability. In addition, changes beyond those specified in the statutes are possible in consultation with the state Department of Transportation.

Speed limits and authority to change

Fixed limits – Statute 346.57(4)*	Sub- section	Local government authority** – Statute 349.11.3(6) or 349.7
65 MPH – Interstate	(gm)	WisDOT ONLY
55 MPH – STH	(h)	WisDOT ONLY
55 MPH – CTH, town roads	(h)	Lower by 10 MPH
45 MPH – Rustic Roads	(k)	Lower by 15 MPH
35 MPH – town road (1,000 ft. min) with 150 ft. or less driveway spacing	(j)	No changes permitted
25 MPH – Inside corporate limits, residential street (other than outlying district)	(e)	Lower or raise by 10 MPH
35 MPH – Outlying district inside corporate limits (1,000 ft. min., 200 ft. driveway spacing)	(f)	Lower or raise by 10 MPH
35 MPH – Semi-urban outside corp. limits (1,000 ft. min., 200 ft. driveway spacing)	(f)	Lower or raise by 10 MPH
15 MPH – School Zone	(a)	Lower by 10 MPH or raise to speed of adjacent street
15 MPH – School Crossing	(b)	Lower by 10 MPH or raise to speed of adjacent street
15 MPH – Pedestrian safety zone	(c)	No changes permitted
15 MPH – Alley	(d)	Lower by 10 MPH
15 MPH – Public park (within, contiguous or adjacent to)	(j)	Lower by 10 MPH
Construction or maintenance zones as appropriate	(10)	State and local agencies have authority to establish

* From WisDOT Highway and Transportation Laws and Rules, 1995.

** All speed limit changes should be based on an engineering study.

All limits, whether set by statute or local authority, are only effective and enforceable when official signs have been erected to give adequate warning to highway users. Signs must conform to the specifications in the *Manual on Uniform Traffic Control Devices (MUTCD)* and the *Wisconsin Supplement* to the MUTCD.

Speeds may also be temporarily reduced in work zones where highways are being constructed, reconstructed, maintained or repaired [Ch.349.11(10)]. These changes must be properly posted and are not restricted by the other limitations in Chapter 349.11. Appropriate work zone signing and set up is described in *Workzone Safety: Guidelines for Construction, Maintenance and Utility Operations*.

The local agency that maintains the roadway has jurisdiction for determining the speed limit. In most cases the responsibility is clear. If a roadway segment has joint jurisdiction, such as a road on the border between two cities, then both agencies must agree on the speed limit. Obviously, the speed must be the same in both directions. In cases where the county or state maintains a road within the corporate limits of a city or village, the county or state is responsible for setting the speed limit. Coordination with local officials and law enforcement agencies is essential to set effective speed limits.

Required studies

Local authorities are required by the statutes to conduct engineering and traffic speed studies to determine a reasonable and prudent speed limit for a section of road or highway. Local law enforcement, the county Traffic Safety Commission, and WisDOT District engineering staff can be very helpful in conducting and interpreting these studies for local municipalities.

Engineering studies should include the following:

1. Measure prevailing speed characteristics and determine the 85th-percentile speed and pace speed
2. Evaluate reported accident experience for the past three to five years
3. Review roadside development and culture, and driveway access for conflicts
4. Evaluate sight distances at intersections, horizontal curves, and vertical curves
5. Check the road's geometrics including lane widths, sharp curves, and roadside hazards
6. Consider conflicts with parking practices, and pedestrian and bicycle activity
7. Evaluate pavement surface characteristics and shoulder conditions
8. Determine the current level of enforcement

A speed study is a statistical evaluation of speed characteristics at a specific location. It includes averages, ranges, distribution, and variability of speeds, and confidence levels of the analysis. Spot speed studies should be unbiased, measuring a statistically valid sample of vehicles.

Accurate spot speed measurements are important for setting limits. They should represent free flowing traffic on a clear, dry day. There should be a large enough number of measurements to produce an appropriate level of confidence about the data analysis. Spot speed is the instantaneous speed at one location. This is different from the average speed over a distance. As a general rule, the minimum sample size should never be less than 30 measured spot speeds. On higher volume roads the study should include about 100 cars.

Data can be collected in a variety of ways. Radar or laser speed detection units are commonly available and generally used to measure a sample of every *n*th vehicle. Speed can also be measured manually by counting the time it takes every *n*th vehicle to travel a measured distance between two points. Automatic data recorders using detector loops and tube counters can produce considerably more information by measuring every vehicle during a given time period and automatically calculating the spot speeds in free flowing traffic. Video and radar speed cameras are also used and can capture a broad variety of data which is preserved for multiple analyses. Once collected, data is then analyzed statistically and presented in tables and graphs.

Signs

A speed limit is not in effect until the area has been properly signed. Conversely, signs must not be installed until the limit has been approved and officially authorized. Signs are governed by the *Manual on Uniform Traffic Control Devices (MUTCD)*. Two types may be used: one for passenger cars and another for special limits for trucks and buses.

No more than three speed limits should be displayed on any one speed limit sign or assembly. Signs with special limits for trucks or other vehicles should include the word TRUCKS or a similar appropriate message. They can be displayed below the standard message or on a

separate plate which should refer to SPEED or MPH.

The standard SPEED LIMIT sign must be 24 by 30 inches. Signs must be located:

- at each point where the speed limit changes
- beyond major intersections
- at other locations where it is necessary to remind motorists of the limit





REDUCED SPEED AHEAD signs may also be used to give advance warning of a lower speed zone. This sign should be used in rural areas to alert motorists when they may need extra time to slow to the posted limit. It must always be followed by a SPEED LIMIT sign at the beginning of the new zone.

Near schools, the END SCHOOL ZONE sign may be used as an alternate to the SPEED LIMIT sign.

Enforcement

Enforcement is critical. Without it speed limits are not effective. When it is considerably increased, violations and crashes have been reduced.

Local officials should actively involve enforcement personnel in setting speed limits to ensure they are reasonably enforceable. Enforcement agencies should always be advised when changes have been adopted.

Enforcement requires wide public support. A first step is to ensure that speed limits are publically perceived as reasonable and fair because the voluntary cooperation of most drivers is essential. A second step is vigorous public information and education stressing the safety benefits of the enforcement. This should be a cooperative effort between highway and enforcement officials. It should target specific aspects of the speeding problem such as young drivers, nighttime, school zones, work zones, or specific roads where potential traffic and pedestrian conflicts are high.

Within law enforcement agencies, traffic enforcement doesn't compete well with criminal and drug enforcement. As a result, local highway officials must actively seek adequate agency enforcement. These efforts will be most effective when the safety benefits are made clear and there is strong support from local elected officials.

Aggressive, targeted enforcement, combined with education, has effectively produced better public compliance with traffic laws. The Federal Highway Administration recommends targeting enforcement programs to high crash locations where speeding was a contributing factor and to areas with high traffic volumes.

Long term, low intensity speed enforcement can produce meaningful results, however. Studies indicate that some amount of the enforcement effort (15% is

recommended) should be directed to random locations and times. Stationary, marked patrol vehicles are most effective in creating longer term enforcement benefits.

Minimum speed limits and slow moving vehicles

Except on Interstate highways, there is no specific minimum speed on Wisconsin highways. However, the statutes prohibit driving a motor vehicle "at a speed so slow as to impede the normal and reasonable movement of traffic, except when necessary for safe operation or to comply with the law." [Section 346.59 Wis. Stats.]

Vehicles which normally travel slower than 25 mph must display slow moving vehicle emblems. [Section 347.245 Wis. Stats.] In addition, the operator of a vehicle moving so slowly that it impedes traffic must yield the roadway to overtaking vehicles, if practicable, when the operator of an overtaking vehicle gives an audible warning. [Section 346.59(2) Wis. Stats.]

Advisory speed signs

Advisory speed signs are used to tell drivers that a lower speed may be necessary at curves, turns, intersections, and other localized conditions. They add emphasis and specific information to other warning signs, recommending a comfortable and safe speed to drive in these locations. Advisory speeds should not be confused with

enforceable speed limits and they do not imply the maximum operating speed at which skid and rollover occurs.

The advisory speed must be determined by an accepted traffic engineering procedure but no ordinance is required. Signs can be erected by maintenance or sign supervisors and must be in accordance with guidelines in the MUTCD, 2C-35.



As with other traffic signs, advisory speeds should be consistent and reasonable to promote driver respect and compliance. This is not always the case. Research published by the national Transportation Research Board (TRB) found that on the two-lane highways studied, the posted advisory speeds at most curves were well below prevailing traffic speed and also below speeds established using recommended devices and criteria.

One widely used device for establishing advisory speeds on curves is the ball bank indicator. This relatively inexpensive curved level is mounted in an engineer's car. The engineer makes successive trial runs through a curve, taking care to drive parallel to the centerline of the curve, increasing speed by five mph each time. The indicator shows the angle of deflection in degrees. Advisory speeds are set based on average curve speeds for different angles of deflection.



The TRB study reports that the generally accepted criteria, which were established based on tests conducted in the 1930s, produce unrealistically low speeds with modern cars and should be revised upwards. Ballbank readings of 12 degrees above 40 mph, 16 degrees between 30 and 40, and 20 degrees below 30 would better reflect average curve speeds, the authors say.

Ballbank readings tend to fluctuate rather widely during a trial run and can be affected by loose-surfaced roads and vehicle suspension systems. As a result, setting a recommended speed depends to a significant extent on the judgment and experience of the person making the tests. The recommended speed should feel comfortable for the average driver and be lower than the maximum safe speed. It should also be sensible in comparison with prevailing speeds.

Summary

Establishing and enforcing reasonable and safe speed limits is the responsibility of local officials. This often includes balancing conflicting issues of safety, traffic movement, and community concerns.

Coordination with local law enforcement is vital to effective speed control. Most speed zones should encourage voluntary compliance by using reasonable speed limits. Traffic calming techniques that involve physical and perceptual changes can also be helpful. Enforcement officials should be consulted in determining effective limits and they should work with the community in difficult areas.

The traffic engineering staff of the state Department of Transportation can also be a helpful resource. Since they participate on county Traffic Safety Commissions, this may be an easy way to contact them for assistance.

References

Establishing Realistic Speed Limits, Department of State Police, State of Michigan, 1992, 21 pp.

Evaluation of Criteria for Setting Advisory Speed on Curves, Mashrur A. Chowdhury, Davey L. Warren, Howard Bissell, & Sunil Taori, Transportation Research Board Paper No. 980133, Jan. 11-15, 1998, 21 pp.

Factors Affecting Speed Variance and Its Influence on Accidents, Nicholas J. Garber & Ravi Gadiraju, Transportation Research Record 1213, Transportation Research Board, 1998, 10 pp.

Pocket Handbook on Speed Zones, T.I.C., 1999.

A Policy on Geometric Design of Highways and Streets, AASHTO, 1990, pp 62-68.

Safety Strategies for Rural Roads, Draft Final Report, DSTI/DOT/RTR/RS8(98)1, Organization for Economic Cooperation and Development, Scientific Expert Group RS8 on "Safety Problems of Rural Roads," October 1998, 131 pp, pp 73-87.

Spot Speed Studies, Ch.3 of Manual of Transportation Engineering Studies, Institute of Transportation Engineers, H. Douglas Robertson, Ed., 1994, pp 33-51.

Speeding and Highway Safety: The U.S. Department of Transportation's Policy and Implementation Strategy, National Highway Traffic Safety Administration, Federal Highway Administration, November 1996, 4 pp.

Speed Limits, Wisconsin Department of Transportation, Division of Highways, pamphlet.

Several sample speed limit ordinances are reprinted on the back page of this factsheet.

Sample speed limit ordinances

Local boards of elected officials must adopt speed limits in ordinance form. Here are sample ordinances for county and municipal governments. Local ordinances also may include details on forfeitures and law enforcement authority. The ordinance should be reviewed by the agency's attorney.

Sample amendment to a speed ordinance

AMENDING CHAPTER 1 OF THE BADGER COUNTY CODE OF ORDINANCES

SPEED LIMIT CHANGES

The County Board of Supervisors of the County of Badger does ordain as follows:

ARTICLE 1. Unless otherwise expressly stated herein, all references to section and chapter numbers are to those of the Badger County Code of Ordinances.

ARTICLE 2. Section(2)(b)(2) is created to read as follows:

- 1) Chestnut Road, City of Centerton. Twenty-five miles per hour from its intersection with USH 51 to its intersection with Winona Drive.

SPEED
LIMIT
50

REDUCED
SPEED
30

"Badger County" traffic ordinance

SPEED LIMITS. (1) The provision of sections 346.57 and 346.59 of the Wisconsin Statutes, relating to the maximum and minimum speed of vehicles, are hereby adopted as part of this section as is fully set forth herein, except as specified by section 2 of this ordinance, pursuant to section 349.11(3)(c) of the Wisconsin Statutes.

(2) No vehicle shall exceed the following speed limits on the following county trunk highways:

- (a) County Trunk Highway "A"
 - (1) **Unincorporated Village of Estesville, Town of Terry.** Thirty-five miles per hour from its junction with STH 78, in Estesville, southwesterly 0.35 miles.
 - (2) **City of Covington, Town of York.** Thirty-five miles per hour from its intersection with CTH "N" (Veterans Drive), easterly to a point 0.15 miles east of its intersection with Race Track Road.
- (b) County Trunk Highway "AB"
 - (1) **Town of Finis.** Thirty miles per hour from the bridge over the Yahara River located on a line common to sections 13 and 14, Town of Finis, southwesterly to USH 51.
 - (2) **Chestnut Road, City of Centerton.** Thirty miles per hour from the intersection of USH 51, easterly to Droster Road.

Sample municipal ordinance

Section 3. **SPEED LIMITS.** [Towns, Cities, and Villages] The [Council or Village Board] hereby determines that the statutory speed limits on the following streets or portions thereof are unreasonable, unsafe and imprudent and modifies such speed limits as follows:

- (1) **SPEED LIMITS INCREASED.** Speed limits are increased as follows upon the following designated streets or portions thereof:

(a) Outlying Districts

45 miles per hour on _____ Avenue between _____ Street and the _____ [City or Village] limits;

- (2) **SPEED LIMITS DECREASED.** With the approval of the Wisconsin Department of Transportation, the speed limits are decreased as hereinafter set forth upon the following highways or portions thereof:

(a) Semi-Urban Districts

25 miles per hour on _____ Road between County Trunk _____ and the _____ [City or Village] limits;

30 miles per hour on _____ Road between County Trunk _____ and the limits

REDUCED
SPEED
AHEAD

SPEED
ZONE
AHEAD

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Wisconsin Transportation Bulletin is a series of fact sheets providing information to local town, municipal and county officials on street and highway design, construction, maintenance, and management. They are produced and distributed by the Wisconsin Transportation Information Center, a project of the University of Wisconsin-Madison Department of Engineering Professional Development, funded as a Local Technical Assistance Center by the Federal Highway Administration, Wisconsin Department of Transportation, and UW-Extension. Copies are available free while supplies last from the Transportation Information Center-LTAP, UW-Madison, Department of Engineering Professional Development, 432 North Lake Street, Madison, WI 53706. Phone: 800/442-4615; fax: 608/263-3160; e-mail: ranum@Engr.Wisc.Edu

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