



11333 N. Cedarburg Road  
Mequon, WI 53092  
Phone: 262-236-8145  
Fax: 262-242-9655

[www.cityofmequonwi.gov](http://www.cityofmequonwi.gov)

Public Works Department

## **PUBLIC WORKS COMMITTEE**

**Tuesday, August 12, 2025**

**5:45 PM**

**South Conference Room**

### **Agenda**

- 1) Call to Order, Roll Call
- 2) Approval of Meeting Minutes  
**Action requested: review and recommend approval**
  - a. June 10, 2025
- 3) Resolutions  
**Action requested: review and recommend approval**
  - a. **RESOLUTION 4222** A Resolution Rescinding Authorization to Purchase a 2020 Elgin Whirlwind 1 Street Sweeper from Macqueen Group of Menomonee Falls, Wisconsin, in the Amount of \$270,395, and Ratifying the Purchase of a 2024 Bucher Municipal V65H Street Sweeper from McCann Industries of Bolingbrook, Illinois, in the Amount of \$299,345
  - b. **RESOLUTION 4223** A Resolution Awarding the Road Improvements Design Contract for Lake Shore Drive and Mequon Road to raSmith, of Appleton, Wisconsin, in the Amount of \$145,000
  - c. **RESOLUTION 4224** A Resolution Authorizing Execution of a Permit Application with the Wisconsin Department of Transportation for the Maintenance of Pavement Markings and Symbols on a Buffered Bicycle Lane Along Wauwatosa Road Between Mequon Road and Knightsbridge Drive
  - d. **RESOLUTION 4225** A Resolution Authorizing Execution of a State/Municipal Maintenance Agreement (SMMA) and a State/Municipal Financial Agreement (SMFA) with the Wisconsin Department of Transportation for Traffic Signal Enhancements at the Intersection of Mequon and Cedarburg Roads, and Block Style Crosswalk Enhancements on Mequon Road (at Cedarburg Road, Riverland Road/Riverland Court, Robin Lane, Lilac Lane and Market Street)
  - e. **RESOLUTION 4221** A Resolution Declaring the Public Necessity and Adopting a Relocation Order for the Ranch Road Lift Station E Reconstruction Project

4) Discussion Items

**Discussion and Possible Action**

- a. Public Works Work Plan (8.12.25)

5) Adjourn

*Dated: August 12, 2025*

*/s/ Jeffrey Hansher, 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 Works Department at 262-236-2913, Monday through Friday, 7:00 AM – 3:30 PM.



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Public Works Department

**PUBLIC WORKS COMMITTEE**  
**Tuesday, June 10, 2025**  
**6:00 PM**  
**South Conference Room**

**Minutes**

1) Call to Order, Roll Call

The meeting was called to order at 6:00 pm.

**Present:**

Chair Jeffrey Hansher  
Alderman Kelly Tolocko  
Alderman Peter Bratt

Also present were Deputy Director of Public Works Weyker, Assistant City Engineer McCraw, and Admin Assistant Schlereth.

2) Approval of Minutes

a. May 13, 2025, Minutes

**RESULT:** **Approved by Voice Acclamation [Unanimous]**  
**MOVED BY:** Alderman Tolocko  
**SECONDED BY:** Alderman Bratt

<b>AYES:</b> Hansher, Tolocko, Bratt
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3) Resolutions

**Action requested: review and recommend approval**

a. **RESOLUTION 4214** A Resolution Authorizing Execution of an Amendment to the Right-of-Way Agreement with MT Trails Foundation, Inc. for Construction of a Bike Path on Highland Road, from the Ozaukee Interurban Trail to Rotary Park

**RESULT:** **Approved by Voice Acclamation [Unanimous]**  
**MOVED BY:** Alderman Tolocko  
**SECONDED BY:** Alderman Bratt

Attachment: 6.10.25 (10559 : June 10, 2025)

**AYES:** Hansher, Tolocko, Bratt

b. **RESOLUTION 4215** A Resolution Approving the Purchase of a 2020 Elgin Whirlwind 1 Pure Vacuum Street Sweeper from Macqueen Group of Menomonee Falls, Wisconsin, in the Amount of \$270,395

The Village of Thiensville has helped the City of Mequon with their sweeper since the City sweeper broke.

The Village is not interested in sharing a sweeper with the City of Mequon.

**RESULT:** **Approved by Voice Acclamation [Unanimous]**  
**MOVED BY:** Alderman Bratt  
**SECONDED BY:** Alderman Hansher

**AYES:** Hansher, Tolocko, Bratt

c. **RESOLUTION 4216** A Resolution Rejecting Bids Received for the Port Washington Road Streetscaping Project Between Zedler Lane and Mequon Road

Staff will contact the bidders for feedback and plans to bid again in the fall or winter months.

**RESULT:** **Approved by Voice Acclamation [Unanimous]**  
**MOVED BY:** Alderman Bratt  
**SECONDED BY:** Alderman Hansher

**AYES:** Hansher, Tolocko, Bratt

4) Discussion Items

**Discussion and Possible Action**

a. Public Works Work Plan (6.10.25)

5) Adjourn

a. Motion to adjourn at 6:12 pm

**RESULT:** **Approved by Voice Acclamation [Unanimous]**  
**MOVED BY:** Alderman Tolocko  
**SECONDED BY:** Alderman Bratt

**AYES:** Hansher, Tolocko, Bratt

Respectfully Submitted,

*Ren Schlereth*  
*Administrative Assistant*

Attachment: 6.10.25 (10559 : June 10, 2025)



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Office of Public Works

**TO: Public Works Committee**  
**FROM: Tim Weyker, Deputy Director of Public Works**  
**DATE: August 12, 2025**  
**SUBJECT: RESOLUTION 4222 A Resolution Rescinding Authorization to Purchase a 2020 Elgin Whirlwind 1 Street Sweeper from Macqueen Group of Menomonee Falls, Wisconsin, in the Amount of \$270,395, and Ratifying the Purchase of a 2024 Bucher Municipal V65H Street Sweeper from McCann Industries of Bolingbrook, Illinois, in the Amount of \$299,345**

### **Background**

On June 10, the Common Council approved the purchase of a 2020 Elgin Whirlwind 1 street sweeper. The sweeper has 177 sweeping hours on a Freightliner chassis with 30,280 miles and was available from Macqueen Group of Menomonee Falls, Wisconsin for \$270,395. Financing included a \$50,724.36 down payment and further authorized entering into a five-year, no pre-payment penalty municipal equipment financing agreement with Port Washington State Bank (PWSB) for the balance.

### **Analysis**

Since the June 10 approval, the 2020 Elgin Whirlwind 1 sweeper was not made immediately available as originally indicated by the dealer (Macqueen Group). Once the sweeper was transported from Macqueen's Michigan location to their Menomonee Falls location, DPW staff - including Highway Superintendent Rich Haczynski, Operator Graham Hildebrandt, and Mechanic TJ Burke - inspected the unit and conducted a demonstration. While the sweeper is in good overall condition, there are parts that have excessive surface rust from the unit not being cleaned properly and/or being stored outside when it was a rental. Macqueen Group would replace the parts and do a thorough inspection and cleanup, but the unit would not be available for several weeks as they proceed with this work.

Additionally, a previous sweeper inquiry contact, McCann Industries in Bolingbrook, Illinois, contacted staff after they had lowered their price on one of their demonstration sweepers. McCann Industries is a Bucher Municipal sweeper dealer and has a 2024 Bucher Municipal V65H sweeper unit available for \$278,500. Staff had previously narrowed down sweeper model choices to the Elgin Whirlwind 1, or the Bucher Municipal V65H. The unit available from McCann has 180 sweeping hours and 1,800 miles on the same Freightliner chassis. Because the sweeper is a demo unit, it is still considered new and has a full two-year or 2,000-hour standard factory warranty from the date of sale.

On June 25, Operator Hildebrandt and Mechanic Burke went to McCann's Bolingbrook location and inspected the unit and received a demonstration of its sweeping capabilities. They reported the sweeper to be in like-new condition and noted several more desirable features on this unit in

comparison to the Elgin unit such as a stainless-steel hopper & associated hardware, an extra 2 feet of reach on the right-side gutter broom for cul-de-sacs, an in-cab camera display, a rear mounted traffic arrow board, and joystick sweeper controls that are more user friendly. The unit does not have a suction hose and high-pressure water wand for cleaning catch basins, unlike the Elgin. McCann will install these features as a condition of purchase.

Subsequently, and through negotiation with staff, McCann Industries presented a discounted quote (attached) for the Bucher Municipal V65H with the suction hose and high-pressure water wand for cleaning catch basins added for a total price of \$298,950. Together with \$395 in documentation fees, the total purchase price of this unit is \$299,345.

In comparing the two units using a 15-year service life and dividing the new cost for each unit by 15 years to determine the cost per year, the value remaining on each unit was determined based on the age of the unit. This analysis shows the Bucher Municipal V65H from McCann to be the better value. The cost of a new Elgin Whirlwind 1 is \$420,376 and the cost for a new Bucher Municipal V65H is \$386,090. Depreciating from the new cost of each of the sweepers for their respective age determines the following remaining value for each unit.

2020 Elgin Whirlwind 1 at \$270,000 with remaining value of \$280,250  
 2024 Bucher Municipal V65H at \$298,950 with remaining value of \$360,350

Based on the above valuation of the units and including the additional desirable features and the 2-year warranty of the Bucher Municipal V65H, staff recommends the Bucher Municipal V65H from McCann Industries of Bolingbrook, Illinois for a total cost of \$299,345.

### **Fiscal Impact**

The purchase price of the 2024 Bucher Municipal V65H street sweeper represents an increase of \$28,950 from the previously approved 2020 Elgin Whirlwind 1 street sweeper.

As approved in the previous street sweeper resolution, DPW staff and the Finance Department recommend a 5-year full-payout municipal lease for the purchase of this sweeper. Port Washington State Bank (PWSB) provided a financing quote of 4.99%, which is approximately 1% lower than the financing quote provided by McCann Industries. PWSB's proposal letter is attached.

The Department of Public Works Equipment Replacement Account #410787-725012-10359 with a balance of approximately \$94,000 in unencumbered funds was used for a down payment of \$60,000 to secure the purchase.

The old sweeper unit will be sold on the Wisconsin Surplus Online Auction, with the proceeds going back to the equipment replacement account.

### **Recommendation**

A recommendation from the Public Works Committee is forthcoming on August 12, 2025.

Attachments:

Bucher Municipal Quote (McCann Industries) (PDF)  
PWSB Loan Proposal 7 30 25 (PDF)

COMMON COUNCIL  
OF THE  
CITY OF MEQUON

RESOLUTION 4222

A Resolution Rescinding Authorization to Purchase a 2020 Elgin Whirlwind 1 Street Sweeper from Macqueen Group of Menomonee Falls, Wisconsin, in the Amount of \$270,395, and Ratifying the Purchase of a 2024 Bucher Municipal V65H Street Sweeper from McCann Industries of Bolingbrook, Illinois, in the Amount of \$299,345

**RECITALS**

A. On June 10, 2025, the Common Council approved Resolution 4215 for the purchase of a 2020 Elgin Whirlwind 1 street sweeper from Macqueen Group of Menomonee Falls, Wisconsin in the amount of \$270,395.

B. Upon inspection, the condition of the 2020 Elgin Whirlwind 1 was not as desirable as previously represented, requiring replacement of parts and resulting in a considerable delay in delivery.

C. Since the time of the Elgin Whirlwind 1 approval, McCann Industries of Bolingbrook, Illinois lowered the price on their 2024 Bucher Municipal V65H street sweeper demonstration unit and presented a new proposal to Department of Public Works (DPW) staff.

D. DPW staff inspected the Bucher Municipal V65H and found it to be in a like-new condition with more desirable features than the Elgin Whirlwind 1, including a two-year warranty.

E. DPW staff recommends purchasing the Bucher Municipal V65H street sweeper with the addition of a suction hose and high-pressure water wand for cleaning catch basins.

F. The Public Works Committee, on August 12, 2025, approved the recommendation in favor of ratifying the changes in the vendor and purchase price, and subsequently authorized the purchase of a 2024 Bucher Municipal V65H street sweeper from McCann Industries for a total cost of \$299,345.

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

1. Staff is authorized to purchase a 2024 Bucher Municipal V65H street sweeper from McCann Industries of Bolingbrook, Illinois for the purchase price of \$299,345, which includes a \$60,000 down payment, and enter into a five-year, no pre-payment penalty municipal equipment financing agreement with Port Washington State Bank for the balance, including executing any necessary contractual documents which are subject to any clerical, technical and/or legal changes deemed necessary and appropriate by the City Attorney.

2. The previous authorization of purchase for the Elgin Whirlwind 1 Street Sweeper is hereby rescinded.

\_\_\_\_\_  
Approved by: Andrew Nerbun, Mayor

Date Approved: August 12, 2025

I certify that the foregoing Resolution was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on August 12, 2025.

\_\_\_\_\_  
Caroline Fochs, City Clerk

# BUCHER municipal

## BMNA Standard Build

### Dealer

McCann Industries

### Date

7/10/2025

End User - Mequon, Wisconsin 53092, USA

Demo - approx 200 hrs still has factory warranty

**V65h - Single Engine** Standard Sweeper Equipment



## Standard Factory Warranty: 2 years or 2,000 Hours

Stainless Steel Cowling with 1 1/4" Sound Proof Liner	L.E.D Indicators on All Solenoid Plugs
Completely Covered & Sealed Auxiliary Engine Compartment	Step-Up Gear Box Driven Vacuum Fan via Fluid Coupler
10" Inside Diameter Vacuum Hose with Straight Inlet Design	Coolant/Oil Pressure Shutdown System
Electrical Over Hydraulic Hopper Lift System	Maxigap: In-Cab Vacuum Nozzle Tilt System
Molded Composite 50 Gallon Auxiliary Engine Fuel Tank w/ Locking Cap	28" Diameter Trailing Arm Design Gutter Brooms with LED Work Lights
8.5 Cubic Yard Stainless Steel Hopper with Lifetime warranty	16" x 50" Wide sweep Broom
55 degree Dump Angle of hopper	"Unhanded" Suction Nozzle & Gutter Broom Assemblies
Two (2) Hopper Drain Ports on Rear Door: 3" Drain Hose & 2" Ball Valve	In-Cab Dual Gutter Broom Speed Control
Two (2) Side Mounted Hopper Access Doors; LH & RH	In-Cab Gutter Broom Down Pressure Control
Two (2) Lockable Built-In Hopper Side Storage Lockers: LH & RH	Master Sweep Control Switch to Start/Stop All Sweeping Functions
415 Gallon Stainless Steel Water Tank w/ Lifetime Warranty	20 Gallon Hydraulic Oil Tank
Remote Ground Level Drains: Engine, Hydraulic, Gearbox Oil & Coolant	Catwalk 60" x 12"
Four (4) Gutter Broom Water Spray Jets Per Side	125 Micron Suction & 25 Micron Return Hydraulic Filters
Bumper Mounted Wide sweep Water Spray Bar with Four (4) Spray Jets	Hopper and Water Tank Interconnect
Four (4) Internal Water Spray Jets at each Vacuum Nozzle	Automatic Safety Body Prop with Hands Free Release
Remote Grease Zerk for Wide Sweep Pivot	Turbo III Precleaner for Auxiliary Engine
Handheld Pendant Wide Sweep Broom Down Pressure Control	25' Hydrant Hose with Coupling & Wrench
Remote Handheld Pendant Dump Controls	Centralized Weatherproof Systems Locker with Strip LED Light
Electrical Wiring Color and Number Coded	25 ft. Wash-down Hose
Dust Proof Electrical Wiring - IP65 Standards	Two (2) Rear Mounted LED Stobes with Limb Guards
Water Proof Electrical Wiring - IP67 Standards	Body Paint Two Part Epoxy Factory White
In Cab integrated sweeper controls with data capture and to monitor performance	Engine Pack & Sweep Gear Powder Coated Gray
Stainless Steel Hopper Screens	1 each Sweeper Ops Manual & Parts & Service CD - English

QTY	ID Number	DESCRIPTION		
0	V65h-S	Single Gutter Broom with Pneumatic Flap	\$0	\$0
1	V65h-D	Dual Gutter Brooms with Pneumatic Flaps	\$0	INC
1	Hydro-2020	Hydrostatic Powered Machine Heavy Duty Gearbox (HGB2-VS)	\$0	INC
1	K30025	Gutter Broom In-Cab Tilt Control - Dual	\$0	INC
0	K30218	Gutter Broom In-Cab Tilt Control - Single	\$0	\$0
1	K30653	Gutter Broom Lateral In-Cab Control - (Dual) available on Dual Sweep VTs only	\$0	INC
0	K30652	Gutter Broom Lateral In-Cab Control - (Single) available on Single Sweep VTs only	\$0	\$0
0	K30022	Simultaneous Sweep	\$0	INC
0	K30257	Widesweep Broom <u>Powascrub</u> - Added down pressure for SEVERE application. <b>NOTE:</b> Risk of Significant reduction in broom life	\$0	\$0
0	K30257D	Dual Gutter Broom <u>Powathrust</u> - Added down pressure for SEVERE application. <b>NOTE:</b> Risk of Significant reduction in broom life.	\$0	\$0
0	K30257S	Single Gutter Broom <u>Powathrust</u> - Added down pressure for SEVERE application. <b>NOTE:</b> Risk of Significant reduction in broom life.	\$0	\$0
0	K30018	Bonded Intake Ducts, Tubes and Heavy Duty Wearplates - Rubberized (Dual)	\$0	\$0
0	K30240	Bonded Intake Ducts, Tubes and Heavy Duty Wearplates - Rubberized (Single)	\$0	\$0
0	K39907	Additional Full Width Wide Mouth Nozzles (Requires HP Engine & Simultaneous Sweep Options)	\$0	\$0
1	K39901	Screen Vibrator - Pneumatic	\$0	INC
1	K49904	EZ Clean - Hopper Body Flush Out (2 nozzles)	\$0	INC
1	K30024	Catch Basin, Powaboom 8" Diameter includes two (2) Aluminum - 4 ft. <u>Crown</u> and 6 ft. <u>flanged</u> Extensions	\$0	\$0
0	K39911	Four (4) Foot Aluminum <u>Crown</u> extension.	\$0	\$0

QTY	ID Number	DESCRIPTION	2021 List Price	2021 List Extended
0	K39913	Four (4) Foot Aluminum <u>flanged</u> extension.	\$0	\$0
0	K39915	Six (6) Foot Aluminum <u>Crown</u> extension.	\$0	\$0
0	K39917	Six (6) Foot Aluminum <u>flanged</u> extension.	\$0	\$0
0	K39914	Extension Rack Rear door or mid-mounted; holds 2 extensions (Includes option subframe)	\$0	\$0
0	K30481	Spring Mounted Rear Liftsnatch	\$0	\$0
0	K30519	Supawash, 8 gpm, 1500 psi Handlance only	\$0	\$0
0	K30145	Supawash, 8 gpm, 1500 psi with Handlance, Wide Sweep Broom Spray Bar Rear Mounted & Suction Nozzle Spray Bar Rear Mounted.	\$0	\$0
0	K39908	Supawash, 8 gpm, 1500 psi with Handlance, Wide Sweep Broom Spray Bar Rear Mounted & Suction Nozzle Spray Bar Rear Mounted & Curb Nozzle	\$0	\$0
0	K31088	Rear Door Drain Valve - 4" diameter	\$0	\$0
0	K39999	Additional Stainless Steel Water Tank 225 Gallons - Adds 20 inches to WB Consult factory prior to placing order.	\$0	\$0
0	K30368	PM-10 Dual, available on Dual Sweep VTs. Adds 9 Extra Spray Nozzles Per Side	\$0	\$0
0	K30369	PM-10 Single, available on Single Sweep VTs. Adds 9 Extra Spray Nozzles	\$0	\$0
1	K30186	Split Arrow Stick, LED	\$0	INC
0	K39914 SF	Option Subframe (required for Rear Door rack and Arrowboard Installation)	\$0	\$0
0	K12228	Fire Extinguisher 5 Pound	\$0	\$0
0	K30483	Strobe, Amber (Cab Mounted) LED with Limb Guard	\$0	\$0
0	K30151	Engine/Cowl Mounted Worklight LED	\$0	\$0
0	K30153	Work Lights Set of two (Rear mounted) LED	\$0	\$0
1	JNA001	Camera Single Rear Vision Displayed on JVM	\$0	INC
0	JSL002	Cameras Dual Rear & Side Displayed on JVM	\$2,500	\$0
0	JSL003	Cameras: Triple Rear & Both Sides Displayed on JVM	\$3,500	\$0
1	PP 001	Preference Plus - extended functionality for custom monitoring, reporting and sweep settings.	\$0	INC

QTY	ID Number	DESCRIPTION	2021 List Price	2021 List Extended
0	TM00001	Extra - Bucher Technical Manual - Paper Copy	\$0	\$0
0	TM00001	Extra Bucher Operator's Manual - Paper Copy	\$0	\$0
0	JNA100CD	Extra Bucher CD Manuals - Includes Operators, Parts, Service and Technical	\$0	\$0
0	K37633	Set of Spare Keys for Sweeper: Fuel Cap, Systems Locker or Side Lockers	\$0	\$0
0	K37635	Custom Paint Color: Sweeper Body and or Chassis. Dealer must provide a 3x5 paint sample and the RAL or PPG paint code. <b>GET QUOTE</b>	\$0	\$0
<b>Sweeper Body Options Subtotal</b>				\$0

**DISCOUNTS**

0	Dealer Net	0%	\$0
0	Additional Discounts Earned	\$0	\$0
			\$0

QTY	SPECIAL BODY OPTIONS AND MODIFICATIONS	Price
1	Catch Basin hose with hydraulic raising and lowering and switch to to increase and decrease suction on	\$17,850
0		\$0
0	High pressure hans wand with 35 ft retractable hose reel	\$15,800
0		\$0
0	Truck and sweeper base cost	\$278,500
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
<b>Subtotal</b>		

Attachment: Bucher Municipal Quote (McCann Industries) (RESOLUTION 4222 : Ratify Vendor and Purchase Price for Street Sweeper

**Standard Chassis Equipment**

AM/FM/WB Radio CD, A/C, Dual Air Suspension Seats, Remote & Heated Mirrors, Back Up Alarm, Dualization, and Allison 3500 RDS Transmission, 2 group 31 batteries 2250 CCA, 160 amp Alternator, Battery disconnect, Right hand exhaust, power windows and locks. Sports Chassis Dualization - Freightliner Chassis ONLY - Independent LH/RH steering boxes with mirrored dash and gauge clusters. Each driver position has identical controls that consist of only Freightliner OEM components.

		2021 List Price	2021 List Extended
1	2023/2024 Freightliner M2 Conventional Chassis; CUMMINS B6.7 300HP 33K GVW, Allison RDS 3500 transmission. Single Speed Rear Axle - Ratio 6.14. Includes dualization at Sports Chassis.	\$0	INC
0	2022/2023 Kenworth T380 Conventional Chassis PX-7 300 H.P.; 33K GVW, Allison 3500 RDS transmission; Single Speed Rear Axle- Ratio 6.50. Includes dualization at Monroe. <b>Currently Engineering In Progress.</b>	\$0	\$0
0	2022/2023 Kenworth K370 Cab-Over Chassis PX-7 300 H.P., 33K GVW Allison 3500 RDS transmission; Single Speed Rear Axle - Ratio 5.29. Includes dualization at Fontaine. <b>Currently Engineering in Progress</b>	\$0	\$0
0	Dealer Supplied Chassis	\$0	\$0

Please Note: A chassis being supplied by a customer or dealer must comply with all BMNA requirements or the chassis will be modified at dealer's expense. Consult Factory Prior to Placing order. The Dealer is RESPONSIBLE for dualized steering.

QTY	SPECIAL CHASSIS OPTIONS AND MODIFICATIONS	Price
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0		\$0
0	Additional Discount	-\$13,200
0		\$0
0	FREIGHT - FOB Boilngbrook IL	\$0
<b>Total with Body, Chassis</b>		<b>\$298,950</b>

**Purchase Order #** \_\_\_\_\_

Print Name

*Timothy J. Weyker*

Signature

*Timothy J. Weyker*

Date

*7/10/25*

Attachment: Bucher Municipal Quote (McCann Industries) (RESOLUTION 4222 : Ratify Vendor and Purchase Price for Street Sweeper



Yesterday, Today, Tomorrow... Since 1899

July 30, 2025

City of Mequon  
Attn: Brenda Arnett, Finance Director  
11333 N Cedarburg Rd  
Mequon, WI 53092

RE: Loan Proposal

Dear Ms. Arnett:

Thank you for your interest in Port Washington State Bank ("PWSB"). I am pleased to provide a commitment (the 'Commitment') to the City of Mequon for a commercial loan, subject to our satisfaction and without limitation, to the Summary of Terms below and subject to the other terms and conditions set forth in this commitment letter.

**Summary of Terms**

The following summary of terms and conditions is intended as an outline only and does not purport to set forth or summarize all the terms, conditions, representations, warranties, and other provisions which would be contained in definitive bond, credit, collateral and support documentation for the proposed transaction, such documentation to be in form and substance acceptable to PWSB and its counsel. Additional documentation and additional terms and conditions other than as listed below may also be required by PWSB.

- BORROWER:** City of Mequon
- AMOUNT:** up to \$238,950.00
- USE OF FUNDS:** Purchase 2024 Freightline M2 chassis Bucher VT65H single engine vacuum sweeper
- RATE/TERM:** 4.99% fixed for five (5) years
- AMORTIZATION:** up to 5 years
- COLLATERAL:** None – this will be documented as a General Obligation Note.

**COMPUTATION:** Interest shall be calculated on the basis of a 360 day year, on the actual number of days elapsed, and on the unpaid principal balance, from time to time outstanding.

**LOAN FEES:** \$395

**REPAYMENT TERMS:** Principal and Interest payments monthly

**PREPAYMENT PENALTY:** None

**GUARANTY:** None

**LOAN DOCUMENTS:** The loan will be evidenced and secured by documents satisfactory to the Lender which shall include but not limited to Business Note, Selective Business Security Agreement, and such additional loan and security documents as Lender shall reasonably require.

**Other:**

**FINANCIAL REPORTING:** None

- CLOSING ITEMS:**
1. Opinion of counsel stating that the municipality has legal authority to enter into the loan agreement.
  2. Organization documents confirming the municipality's status and authority and who can sign loan docs.
  3. Proof of compliance with state laws regarding debt issuance.
  4. Resolution to approve the borrowing
  5. List of all City Board Members
  6. List of City Chairperson, Clerk, Treasurer
  7. Date, Time and Location in which the City held their meeting to approve the borrowing
  8. Total Aggregate Indebtedness of the City, broken down by specific loan
  9. Value of all taxable property in the City, as equalized by the Wisconsin Department of Revenue (this is typically on a form on DOR Letterhead)
  10. Any other information that the Bank may need.

In addition, we will require a depository account at PWSB, and we will be able to provide you with access to the following:

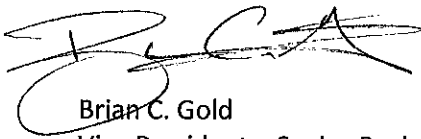
- Online banking with remote deposit and ACH
- International Wires
- Merchant Services
- Credit Cards

Please carefully review the foregoing terms and return this letter countersigned below to indicate your acceptance. PWSB will then direct continuation of the documentation process and notify you of the expected timing of closing.

Any obligation of the Bank to provide the described loan facility terminates if this letter is not accepted as required below and received by the PWSB before 5:00 pm CDT on August 22, 2025. Delivery may be made by email to [brian.gold@pwsb.bank](mailto:brian.gold@pwsb.bank). Time is of the essence. This deadline may be extended only upon the written consent of Port Washington State Bank.

The target closing date for this transaction is as soon as possible.

Sincerely,



Brian C. Gold  
Vice President – Senior Business Lender  
Port Washington State Bank

**ACKNOWLEDGEMENT AND ACCEPTANCE:**

The undersigned acknowledge receipt of this commitment letter and agree to obtain these credit facilities from PWSB described above according to the terms as stated herein.

Date: \_\_\_\_\_

City of Mequon

\_\_\_\_\_  
Brenda Arnett, Finance Director

Attachment: PWSB Loan Proposal 7 30 25 (RESOLUTION 4222 : Ratify Vendor and Purchase Price for Street Sweeper Purchase)



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 Fax: 262-242-9655  
 Office of Engineering

[www.cityofmequonwi.gov](http://www.cityofmequonwi.gov)

**TO: Public Works Committee**  
**FROM: Cole McCraw, Assistant City Engineer**  
**DATE: August 12, 2025**  
**SUBJECT: RESOLUTION 4223 A Resolution Awarding the Road Improvements Design Contract for Lake Shore Drive and Mequon Road to raSmith, of Appleton, Wisconsin, in the Amount of \$145,000**

### **Background**

Lake Shore Drive and Mequon Road are both proposed for road work in 2026. Lake Shore Drive is a section of road between Mequon Road and Zedler Lane, east of I-43. The Mequon Road segment proposed is the section between I-43 and Lake Shore Drive and along with Lake Shore Drive, both are part of the 5-Year Road Capital Improvement Program.

Lake Shore Drive and Mequon were last paved in 1996 and are also included in the Mequon/Thiensville Bike & Pedestrian Master Plan which was recently adopted on March 11, 2025. The plan identifies this area with recommended improvements such as paved 5-foot shoulders and a recommended 8-foot side path. Drainage improvements will be completed along with reconstruction as part of the City's annual road program, utilizing findings from survey work that will be completed by the consultant.

In addition to being part of the current Mequon/Thiensville Bike & Pedestrian Master Plan, City staff has included this project in multiple Public Information Meetings, resident mailings, an online survey, and collected resident input. This information will be provided to the consultant to facilitate concept plans. The RFP requested pricing for three alternatives: (1) widening to accommodate 5-foot paved shoulders and an 8-foot asphalt side path, (2) widening to accommodate 5-foot paved shoulders only, and (3) a "do nothing" option that would pulverize the existing road and repave it in-kind.

As noted in the proposal, the three alternatives will be brought back as a future agenda item for final design authorization.

Staff is requesting design services for this project based on its size. The project spans approximately 2.25 miles of road with drainage ditches on both sides. Possible impacts based on the selected improvement, wetland and drainage improvements, and multiple design possibilities, will require significant time for all phases. Also, because of the size of the project, it is proposed that it be split into two phases to be completed in separate years based on splitting the project area in half, approximately 1.10 miles per year.

### **Analysis**

A Request for Proposals (RFP) was directly sent to five consultant firms and posted on the City's

website. Seven responses were received. A summary of the proposal costs appears in the table below:

<b>Consultant</b>	<b>Proposal Fee</b>
raSmith	\$131,630
SEH	\$186,500
MSA	\$199,105
Collins	\$218,900
Vierbicher	\$226,900
Cedar Creek	\$245,560
Clark Dietz	\$272,250

All seven firms are qualified to perform the work outlined in the proposal. The proposal for the recommended firm is attached. The submitted fee from raSmith is \$131,630. Staff discussed the proposals with the firms to understand the ability of each, and determine if any additional tasks need to be added to the scope of work.

Staff recommends adding a small contingency that would allow staff for minor changes in scope related to unexpected field conditions. This is consistent with past contract awards. Therefore, staff is recommending that the resolution approve the contract award amount for \$145,000.

Work on this contract can begin as soon as the contract is executed, and the RFP included a schedule with an anticipated ad for bid in January 2026.

Staff recommends that the Public Works Committee favorably endorse, and the Common Council approve the resolution awarding the contract for the 2026 Road Improvements Design Contract for Lake Shore Drive and Mequon Road.

### **Fiscal Impact**

There is adequate funding available in the right-of-way asset management account. The proposal is recommended for award in the amount of \$145,000.

### **Recommendation**

A recommendation is forthcoming from the Public Works Committee on August 12, 2025.

Attachments:

raSmith Proposal - Mequon Lake Shore Drive and Mequon Road\_PDF (PDF)

COMMON COUNCIL  
OF THE  
CITY OF MEQUON

RESOLUTION 4223

A Resolution Awarding the Road Improvements Design Contract for Lake Shore Drive and Mequon Road to raSmith, of Appleton, Wisconsin, in the Amount of \$145,000

**RECITALS**

- A. The City of Mequon Engineering Division has received proposals for 2026 Road Improvements Design Contract for Lake Shore Drive and Mequon Road.
- B. Staff reviewed the various proposals and qualifications for the contract.
- C. Staff has determined that the proposals received are reasonable and that adequate funds are available to accomplish the work, and on that basis, has made a recommendation to the Public Works Committee.
- D. Adequate funds for this contract are available from the right-of-way asset management account.
- E. To provide additional services that may result from additionally authorized efforts, the contract award amount shall be affirmed with a small contingency, for a total cost of \$145,000.
- F. If authorized, staff will enter into a contract with the recommended consultant.

BASED UPON THE FOREGOING RECITALS, IT IS RESOLVED by the Common Council of the City of Mequon, Wisconsin, that the proposal submitted by raSmith of Appleton, Wisconsin for the design of improvements to Lake Shore and Mequon Roads attached hereto is approved for an amount not-to-exceed \$145,000, and that the proper City officials are authorized to sign the appropriate contract documents subject to any clerical, technical and/or legal changes deemed necessary and appropriate by the City Attorney.

\_\_\_\_\_  
Approved by: Andrew Nerbun, Mayor

Date Approved: August 12, 2025

I certify that the foregoing Resolution was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on August 12, 2025.

\_\_\_\_\_

Caroline Fochs, City Clerk

August 1, 2025



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A photograph of a road reconstruction project. The road is wide and paved, with a double yellow line down the center and a white arrow pointing forward on the right side. There are trees and utility poles in the background under a clear blue sky.

Design Services:  
City of Mequon  
**Lake Shore Drive and Mequon  
Road Reconstruction Project**

Attachment: raSmith Proposal - Mequon Lake Shore Drive and Mequon Road\_PDF (RESOLUTION 4223 : 2026 Road Program Design Award)

(920) 843-5737  
[rasmith.com](http://rasmith.com)

100 West Lawrence Street, Suite 412  
Appleton, WI 54911-5754



## Table of Contents

---

03	Cover Letter
04	Firm Qualifications
05	Project Team
10	Similar Project Experience
16	Project Approach
18	Cost Proposal

# Cover Letter

August 1, 2025

Mr. Cole McCraw, P.E.  
Assistant City Engineer  
City of Mequon  
11333 N. Cedarburg Road  
Mequon, WI 53092

**raSmith**

CREATIVITY BEYOND ENGINEERING

100 West Lawrence Street, Suite 412  
Appleton, WI 54911-5754

Re: Request for Proposal | Design Services  
Lake Shore Drive and Mequon Road Reconstruction Project

Dear Mr. McCraw:

raSmith is pleased to be considered to provide design services for the Lake Shore Drive and Mequon Road reconstruction project in the City of Mequon. Our project team has years of experience performing this type of work, and we are very excited about the opportunity to continue our relationship with the City of Mequon and provide exceptional service for this project. The following key strengths set us apart from others:

### Unparalleled Expertise

raSmith's municipal services division directly focuses on meeting the needs of local municipalities. We provide the following advantages by leveraging our decades of experience executing hundreds of similar projects:

- Valuable insights into complex operational requirements
- Highly detailed plan sets for enhanced clarity during construction
- Cost control through meticulous planning during design

### Proven Track Record

- Long-term value
- Tangible community benefits
- Superior cost control throughout construction

### Tailored Approach

We treat each project individually, identifying the most efficient and effective solutions. Our approach includes:

- Practical, economical strategies for intricate challenges
- Leveraging insights from the hundreds of similar projects
- Applying this historical knowledge to exceed expectations

### Immediate Availability and Commitment

Our team has the capacity to focus on the specific needs of your community immediately. I can be reached at [brad.hartjes@rasmith.com](mailto:brad.hartjes@rasmith.com) or (920) 843-5737. I will be the lead contact, spearheading our commitment to providing the City of Mequon unparalleled service on this important project.

We are confident in our ability to provide unmatched professional engineering services for the City of Mequon as shown in our proposal. The raSmith team looks forward to working with the City on a successful project.

Sincerely,  
raSmith

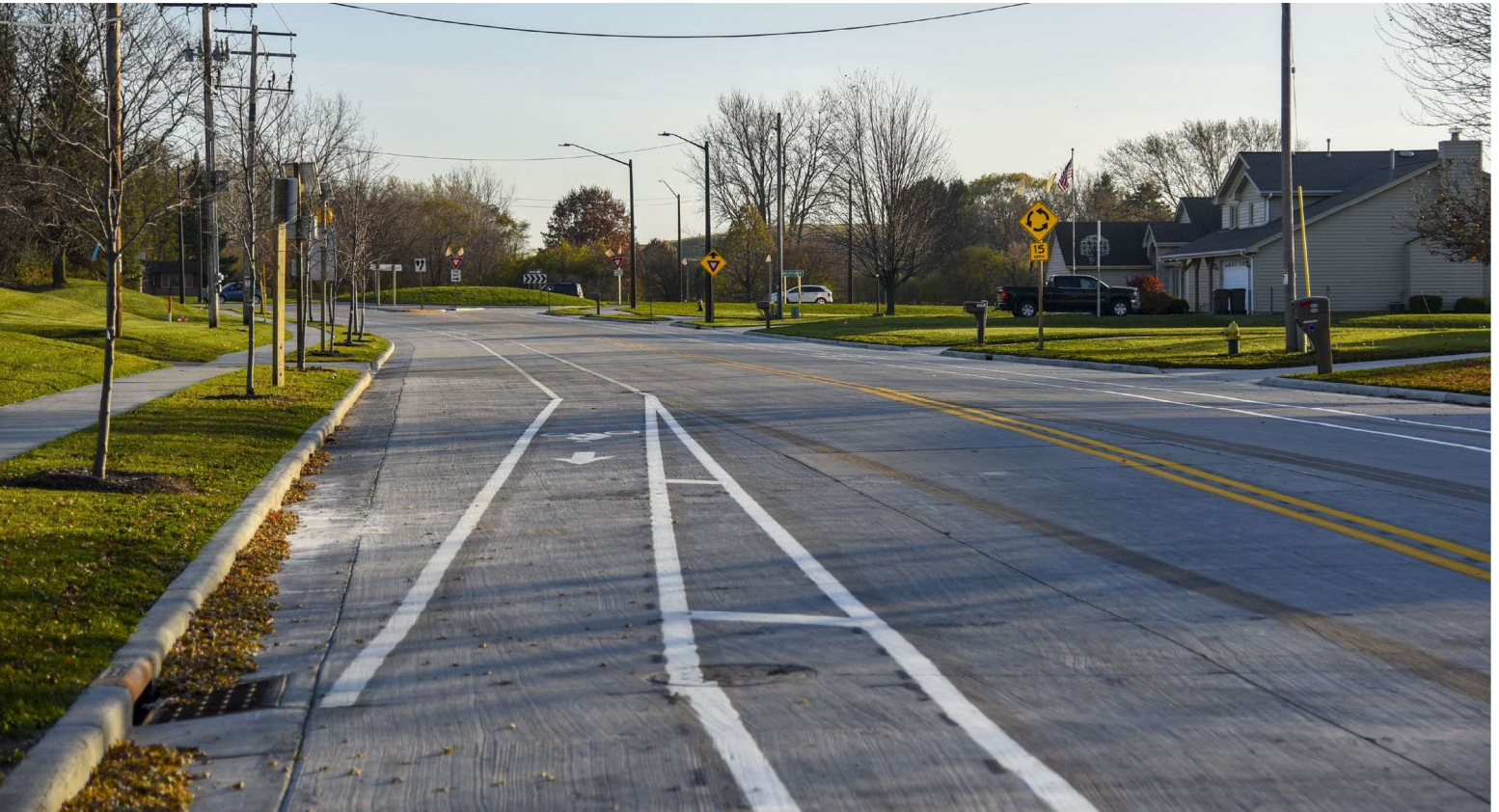


Brad Hartjes, P.E., CFM  
Senior Project Manager  
(920) 843-5737  
[brad.hartjes@rasmith.com](mailto:brad.hartjes@rasmith.com)

Brookfield, WI | Appleton, WI | Madison, WI  
Cedarburg, WI | Naperville, IL | Irvine, CA

## Firm Qualifications

raSmith is a multi-disciplinary engineering consulting firm established in the city of Brookfield, Wisconsin, in 1978. raSmith was founded by Richard A. Smith, M.S., P.E., F.ASCE. Richard A. Smith Jr., P.E., (Ricky) is the second-generation owner and leads the firm as president. Our services include civil engineering, structural engineering, transportation and traffic, land surveying, geographic information systems (GIS), development management, landscape architecture, ecological services, construction services, LiDAR (3D laser scanning), and UAS (unmanned aircraft systems). We work on projects nationwide from our six locations in Wisconsin, Illinois, and California. The firm employs a staff of 220.



S. Emmertsen Road - Mount Pleasant, WI

## Municipal Engineering

Since 1979, raSmith has served as the engineer of record for many villages, towns, counties, and utilities. On a daily basis, we offer creative solutions to communities as they work to both maintain and improve their transportation system, structures, water and wastewater systems, parks and open spaces, and public safety facilities. At raSmith, we advocate for practical, cost-effective solutions. Our municipal staff is invested in strong project management, communication, and responsiveness.

## Services Offered

- Civil engineering design
- Flood management planning and design
- Floodplain studies and analysis
- Stormwater system analysis and design
- Urban stormwater flood mitigation
- Streambank stabilization
- Wetland permitting
- Capital improvement planning

**raSmith**

CREATIVITY BEYOND ENGINEERING

# Project Team



## Brad L. Hartjes, P.E., CFM

Senior Project Manager

With 31 years of civil engineering experience, Brad has specialized in municipal, water resource, and site development projects. He has focused extensively on water resource aspects, such as stormwater management reviews, stormwater detention and compensatory storage determination hydrologic and hydraulic analysis, comprehensive watershed studies, and flood control and flood improvement.

From a site development perspective, Brad's projects have included the residential, commercial, and industrial markets for both the public and private sectors. He uses his skills in stormwater management permitting, site plan development, grading and earthwork analysis, plan and profiles, utility layout and design, wetland coordination, and geotechnical coordination to ensure success for his clients' projects.

Municipal projects include: regional stormwater management planning and design; public works facilities, fire stations, school district projects, roadway reconstructions and extensions, municipal land planning, and utility coordination; drainage studies for roadway extensions and reconstructions; and DNR and Erosion and Sediment Control permitting.

### Education

B.S. Civil Engineering, University of Wisconsin-Platteville, 1994

### Professional Registrations

Professional Engineer: Wisconsin (No. 45256-6), Illinois (No. 062-053274)

### Certifications

Certified Floodplain Manager, Association of State Floodplain Managers

### Professional Affiliations

NorthEast Wisconsin Stormwater Consortium (NEWSC) – Building and Development Committee

Wisconsin Association for Floodplain, Stormwater, and Coastal Management (WAFSCM) - Member

### Presentations

Erosion Control Workshop (NEWSC)- Presenter - March 2022 and March 2025

Erosion Control Workshop (Building Inspectors Association of Northeast Wisconsin) – Presenter - November 2022

### Project Experience

#### Municipal Services

- City of Kaukauna Phase IV Public Works Expansion, Kaukauna, WI
- Lightning Drive Roadway Extension, City of Appleton, WI
- City of DePere Municipal Service Center Expansion, City of De Pere, WI
- City of Kenosha Fire Station 4 Expansion, City of Kenosha, WI
- Town of Grand Chute 2023 Capital Improvement Projects - Roadway Pulverize and Pave, Grand Chute, WI
- Town of Grand Chute Spencer Street Watermain Relay, Town of Grand Chute, WI
- City of Appleton Stormwater and Erosion and Sediment Control Review, City of Appleton, WI
- Fiesta Lane and Highland Road Drainage and Road Reconstruction Project, City of Mequon, WI
- Town of Freedom Fire Station, Town of Freedom, WI
- Southpoint Commerce Park Expansion, City of Appleton, WI
- French Road Urbanization, City of Appleton, WI

#### Flood Control & Flood Improvement

- Green Bay Drainage Study, City of Green Bay, Green Bay, WI
- Fox Crossing Drainage Study, Village of Fox Crossing, Fox Crossing, WI
- Addison Creek Flood Control Reservoir, MWRDGC, Bellwood, IL
- River Forest Flood Mitigation Study, Village of River Forest, River Forest, IL
- Forest Park Sewer Separation Evaluation, Village of Forest Park, Forest Park, IL
- Stormwater Management Plan, Village of Harwood Heights, Harwood Heights, IL

**raSmith**

CREATIVITY BEYOND ENGINEERING

# Project Team



## Mark Van Der Wegen, P.E.

Project Manager

Mark's extensive experience over the past decade has established him as a leading expert in utility and roadway design. His diverse expertise covers numerous disciplines with a special emphasis on crafting cutting-edge solutions for local and state entities. Mark is renowned for devising strategic maintenance plans for roadways and utilities, as well as detailed site grading designs.

Mark's proficiency in modeling roadway corridors and curb ramps, coupled with his dedication to providing outstanding support in the field and office, are vital to the successful completion of construction projects.

As a communicator, Mark excels in keeping stakeholders updated on project developments and proactively addressing potential issues. His track record includes leading the design of projects akin to the Town's street and utility reconstruction endeavors, such as the 2024 Town of Grand Chute Capital Improvement Projects and the 2019 and 2020 Village of Little Chute's Street and Utility Reconstructions. These projects involved designing new storm sewers and other public utilities, optimizing pavement cross slopes for drainage and buildability, and adjusting roadway profiles to reduce the impact on adjacent properties.

### Education

B.S. Civil Engineering, Michigan Technological University, 2013

### Professional Registration

Professional Engineer: Wisconsin (No. E-45856-6)

### Professional Affiliations

American Public Works Association (APWA) Leadership and Management Committee Member (Wisconsin Chapter)

American Society of Civil Engineers (ASCE) Member

Northeast Wisconsin Stormwater Consortium (NEWSWC) - Leadership Member At Large

### Presentations

Stormwater Quality Management Workshop (NEWSWC) - Dual Presenter September 2023

### Project Experience

#### Recent Roadway and Utility Projects

- W. Spencer Street Water Main Relay, Town of Grand Chute, Outagamie County, WI
- 2025 Street and Utility Reconstruction, Village of Allouez, Brown County, WI
- Nordale Drive, Town of Grand Chute, Outagamie County, WI
- Pershing Street, Town of Grand Chute, Outagamie County, WI
- Tyler Drive Reconstruction, Town of Grand Chute, Outagamie County, WI
- Mutual Way Reconstruction, Town of Grand Chute, Outagamie County, WI
- STH 15 Utility Relocation, Village of Greenville, Outagamie County, WI
- CDBD Water Main Improvements, City of Weyauwega, Waupaca County, WI
- Greenwood Road Reconstruction, Village of Greenville, Outagamie County, WI
- Homewood Court Reconstruction, Village of Little Chute, Outagamie County, WI
- Carol Lynn Drive Reconstruction, Village of Little Chute, Outagamie County, WI
- W. Evergreen Drive Reconstruction, Village of Little Chute, Outagamie County, WI
- Park Avenue Reconstruction, Village of Little Chute, Outagamie County, WI

**raSmith**

CREATIVITY BEYOND ENGINEERING

# Project Team



## Joshua Fleming, P.E.

Civil Engineer

Josh has more than three years of engineering experience in design and construction inspection. He has designed, managed, and successfully executed numerous municipal roadway, site design, and other public infrastructure improvement projects with a strong background in roadway and utility design.

Josh excels in the intricate field of surface modeling, demonstrating a particular expertise in crafting roadway corridor, site, and curb ramp models. His work consistently surpasses established design standards, showcasing a deep understanding of the complexities involved in creating detailed and accurate models. They serve as the foundation for high-quality infrastructure development. His proficiency is not only evident in the technical accuracy of the models, but also in their ability to facilitate smoother transitions and enhanced accessibility, aligning with the best practices in civil engineering.

### Education

B.S. Civil and Environmental Engineering,  
Water Resources Emphasis, South Dakota  
School of Mines & Technology, 2021

### Software Proficiency

AutoCAD Civil 3D

WinSLAMM

HydroCAD

### Project Experience

#### Public Infrastructure Improvement Design

- Mutual Way Reconstruction, Grand Chute, WI
- Woodhaven Court and N. Woodside Court Reconstruction, Grand Chute, WI
- Melmar Court Reclaim & Pave, Grand Chute, WI
- E. 7th Avenue Pavement Reconstruction, Oshkosh, WI
- S. Main Street Parking Bays, Oshkosh, WI
- Nicolet Avenue Pavement Repair, Oshkosh, WI
- Michigan Street Pavement Reconstruction, Oshkosh, WI
- W. 7th Avenue Pavement Reconstruction, Oshkosh, WI
- Lakeshore Park Trail and Parking Lot Construction, Oshkosh, WI
- Tyler Avenue Pavement Reconstruction, Oshkosh, WI
- Coolidge Avenue Pavement Reconstruction, Oshkosh, WI
- Bauman Street Pavement Reconstruction, Oshkosh, WI
- 300 East Parking Lot Pavement Reconstruction, Oshkosh, WI
- Oshkosh Fire Station #19 Parking Lot Pavement Repair, Oshkosh, WI
- Oregon Street Pavement Patching, Oshkosh, WI
- E. Lincoln Avenue Pavement Reconstruction, Oshkosh, WI

#### Construction Management & Inspections

- Weidner Center Parking Lot & Roads Renovation, Green Bay, WI
- Milwaukee County Pedestrian Crossing Study, Milwaukee County, WI
- Tyler Avenue Reconstruction, Oshkosh, WI
- Arthur Avenue Reconstruction, Oshkosh, WI
- Coolidge Avenue Reconstruction, Oshkosh, WI
- Bauman Street Pavement Reconstruction, Oshkosh, WI
- Wisconsin Street Reconstruction, Oshkosh, WI
- Algoma Boulevard Reconstruction, Oshkosh, WI
- UW-Oshkosh Pedestrian Mall Sidewalk and Grading, Oshkosh, WI
- W. 9th Avenue Pavement Reconstruction, Oshkosh, WI
- Rainbow Park Trail Construction, Oshkosh, WI
- 8th Avenue North Parking Lot Reconstruction, Oshkosh, WI

**raSmith**

CREATIVITY BEYOND ENGINEERING

# Project Team



## Dave Yurk, P.L.S.

Senior Project Manager

Dave has 34 years of surveying experience encompassing all facets of surveying: WisDOT and County right-of-way plats, Certified Survey Maps, ALTA/NSPS surveys, and subdivision platting. He has also managed WisDOT construction projects and survey teams, overseeing the survey effort on large highway and bridge replacement projects. Dave has collaborated with multidiscipline groups to successfully complete an array of projects. Since 2013, he has served as the Shawano County surveyor. In this part-time role, Dave manages the County PLSS System, reviews all recordable maps, and is the County's land survey expert.

As a senior project manager at raSmith, Dave uses teamwork and his vast surveying knowledge to create solutions to enhance his client's success. This results in projects being successfully completed on time.

### Education

B.S. Professional Geography, University of Wisconsin-Oshkosh, 1987

### Professional Certification

Professional Land Surveyor: WI

### Professional Affiliations

Wisconsin Society of Land Surveyors  
Wisconsin County Surveyors Association

### Additional Affiliation

Major (Retired), United States Army Reserve

### Presentations

"County Review of CSMs and Plots,"  
2024 WSLS Institute

"Role of the County Surveyor," County  
2024 PLSS Forum

### Project Experience

- Shawano County Surveyor, Shawano County, WI
- Outagamie County Surveyor, Outagamie County, WI

### Right-of-Way Plats

- I-41, Winnebago County, WI
- I-41, Brown County, WI
- I-39/90/94 Wisconsin River Bridge Replacement, Portage, WI
- US 45, City of Fond Du Lac, Fond Du Lac County, WI
- WIS 114, Calumet County, WI
- WIS 22, Gillett, Oconto County, WI
- WIS 86, Price County, WI
- WIS 64, Oconto and Marinette Counties, WI
- WIS 22, Marquette County, WI
- WIS 117, Lincoln County, WI
- WIS 15, Outagamie County, WI
- County A, Outagamie County, WI
- County Z, Brown County, WI
- County E, Shawano County, WI
- Wisconsin Avenue, City of Appleton, Outagamie County, WI
- US 14, City of Fitchburg, Dane County WI
- Menomonee Avenue, Village of Menomonee Falls, Waukesha County, WI

### ALTA/NSPS Land Title Surveys

- Amazon Distribution Center, Village of Greenville, Outagamie County, WI
- McKinley School Rehabilitation, City of Milwaukee, WI
- Howard Young Medical Center, City of Woodruff, Oneida County, WI
- Union Square Apartments, City of Appleton, WI
- WTF Holdings, City of Menasha, WI
- Fleet Farm, City of Sturgeon Bay, Door County, WI
- Fleet Farm, City of Tomah, Monroe County, WI
- Fleet Farm, Town of Eileen, Bayfield County, WI
- Tidal Carwash, City of Marshfield, Wood County, WI
- Tidal Carwash, City of Shawano, Shawano County, WI

**raSmith**

CREATIVITY BEYOND ENGINEERING

# Project Team



## Erica N. Pergande, PWS

Ecologist/Project Manager

Erica has more than 20 years of experience in multi-disciplinary ecological work and is recognized as a WDNR-Assured Wetland Delineator. She has extensive experience in conducting field surveys including baseline monitoring of site conditions and functional values assessments for planning and restoration/rehabilitation purposes; performing WDNR Assured wetland delineations conforming to the current U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual and subsequent Regional Supplements wetland mitigation banking design and monitoring; preparing National Environmental Policy Act (NEPA) documentation including Environmental Reports, Environmental Due Diligence and Assessments, and Indirect and Cumulative Effects Analyses; wetland and waterway permitting; and vegetation surveys including rare species surveys and plant community mapping.

### Education

B.S. Natural Resource Conservation,  
Carroll College, Waukesha, WI

A.S. Environmental Conservation and  
Pollution Control, Milwaukee Area  
Technical College, Mequon, WI

### Certifications

Assured Wetland Delineator, Wisconsin  
Department of Natural Resources

Professional Wetland Scientist (PWS),  
Society of Wetland Scientists

OSHA 10 Hour Construction (2016)

### Project Experience

#### WDNR Assured Wetland Delineations

Completed WDNR Assured Wetland delineations by following procedures outlined in the 1987 US Army Corps of Engineers Wetland Delineation Manual, the Regional Supplement to the Corps of Engineers Wetland Delineation Manual, and 2015 Guidance for Submittal of Delineation Reports to the St. Paul District Corps of Engineers and the Wisconsin Department of Natural Resources. Delineated wetland boundaries were flagged on the ground and surveyed with a handheld Trimble GPS with horizontal control and sub-metric accuracy. A wetland delineation report was prepared upon completion of the site investigation that summarized the findings in the field and submitted to the necessary regularity agencies.

- Wisconsin Shower Door, Village of Menomonee Falls, WI
- Sheboygan Water Tower No. 3, Town of Sheboygan, WI
- Heiliger Huegel Ski Club, Village of Richfield, WI
- Swartz Tree Farm, City of Kenosha, WI
- Kletzsch Dam Fish Passage and Scenic Overlook, City of Glendale, WI
- 500 W. Forest Hill Ave, City of Oak Creek, WI
- CTH VV WB Bridge over Menomonee River, Village of Butler, WI
- Manitowoc Water Main Extension, City of Manitowoc, WI
- Lower Badger Mill Creek Interceptor Sewer Project, Town of Verona, WI
- Woodman's Food Market Wausau, Town of Rib Mountain, WI

#### Wetland Mitigation Banking

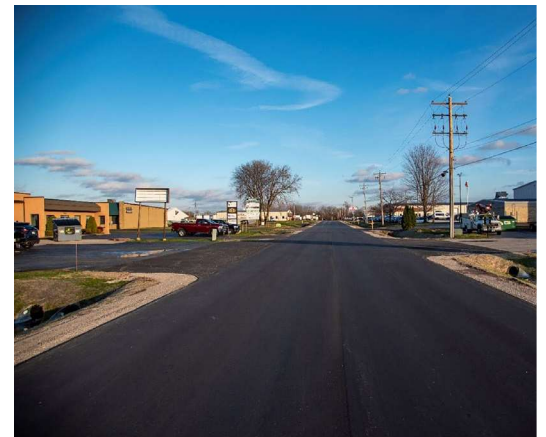
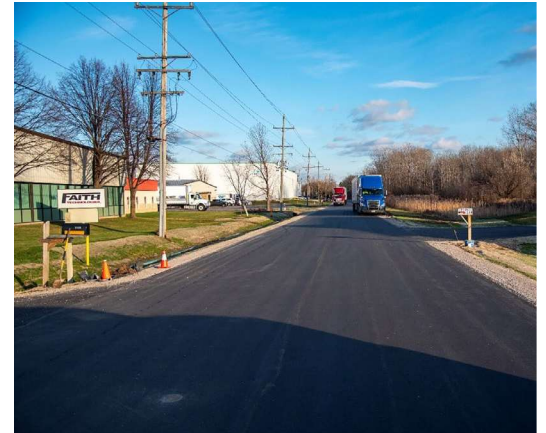
Wetland biologist and lead delineator for a proposed wetland mitigation bank. Erica was responsible for the field location of wetland boundaries, wetland functional values assessments, aquatic and terrestrial restoration planning, groundwater monitoring, site suitability assessment and assisted with report preparation and coordination with regulatory agencies.

- Hickory Hills Wetland Mitigation Bank, Village of Sussex, WI
- Homestead Hops LLC Wetland Bank Prospectus, Town of Little Suamico, WI
- Snail Lake Wetland Mitigation Banking Instrument & Compensation Site Plan, City of Delafield, WI
- Barnes Prairie Wetland Mitigation Bank, Village of Pleasant Prairie, WI

**raSmith**

CREATIVITY BEYOND ENGINEERING

## Similar Project Experience



### Nordale Industrial Park - Road Reconstruction & Rehabilitation

Town of Grand Chute, WI

The Nordale Commerce Industrial Park road reconstruction & rehabilitation project included the urbanization of Tyler Drive as well as the resurfacing of Pershing Street and Nordale Drive located in the Nordale Commerce Industrial Park. The scope of work included road design, water main design, and the design of both rural and urban stormwater conveyance systems for a combined total of one mile of paving and utility work.

Sustainability and longevity were prioritized during the design of the Nordale Industrial Park project. Improvements to Pershing Street and Nordale Drive included pulverizing the existing asphalt surface in place to create a stronger pavement base and adjusting surface grades to increase the cover over driveway culverts and add on-street parking for the apartment complex.

The raSmith team also assessed drainage patterns and environmental concerns in the Nordale Commerce Industrial Park to address challenges on both public and private property while maintaining compliance with environmental regulations. A wetland delineation study was performed to ensure regulatory compliance, and stormwater modeling was performed to ensure proper sizing and sloping of ditches and storm sewers. The team identified critical areas needing additional drainage measures and obtained all necessary permits for construction.

#### Client

Town of Grand Chute

#### Project Team

Brad Hartjes, P.E., CFM  
Mark Van Der Wegen, P.E.  
Josh Fleming

#### Reference

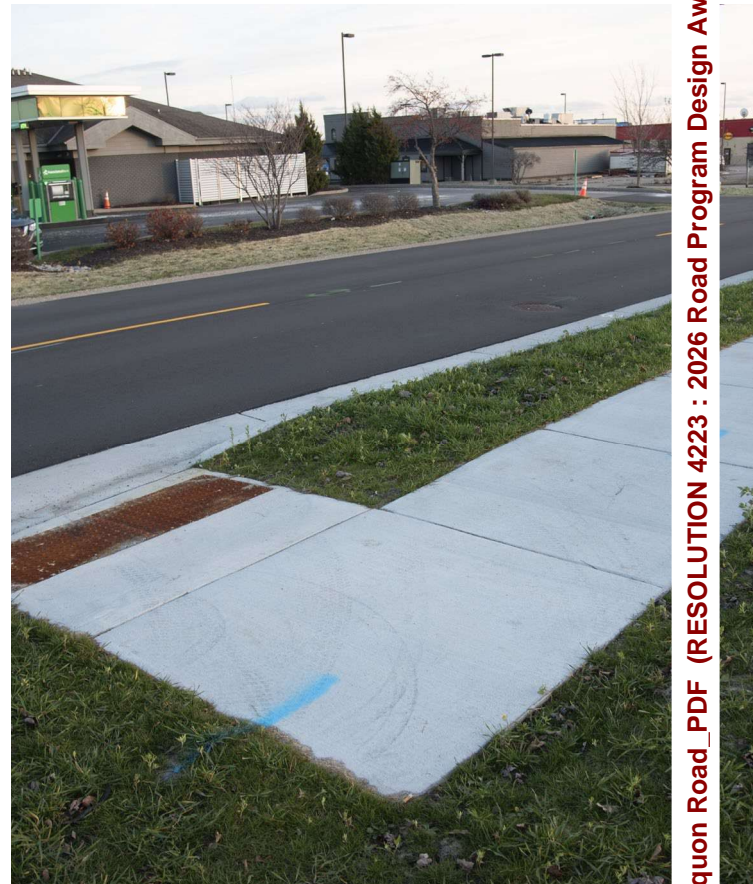
Mr. Jordan Jolma  
Director of Public Works  
Town of Grand Chute  
[jordan.jolma@grandchutewi.gov](mailto:jordan.jolma@grandchutewi.gov)

**raSmith**

CREATIVITY BEYOND ENGINEERING

Packet Pg. 31

## Similar Project Experience



### Mutual Way Reconstruction

Town of Grand Chute, WI

For the Mutual Way reconstruction project, the raSmith team designed a unique hybrid rural-urban roadway section to meet the needs of the Town and local businesses. This project involved a comprehensive asphalt reconstruction of the roadway, featuring curb & gutter installations, an urban storm sewer system, sidewalks, and a bus stop on the west side. On the east side, it included a rural-style gravel shoulder with ditch drainage. In total, the project included the reconstruction of approximately 1,300 feet of pavement and utilities.

During the design of Mutual Way, a strong emphasis was placed on accessibility and ADA compliance. The project included the design of seven curb ramps and two bus shelters, providing the local community with access to the adjacent grocery store and local businesses. Detail sheets outlining appropriate grades were prepared for each curb ramp and bus shelter to ensure proper accessibility. Additionally, a parking bay was included along the west side of Mutual Way to provide space for bus pickup and drop-off without impeding local traffic.

The raSmith team further supported the construction process by coordinating existing facility impacts with private utility companies and temporary construction permits with property owners. raSmith also acquired the necessary WDNR permits to commence construction on Mutual Way. This coordination with the WDNR included conducting a wetland delineation study and minimizing impacts to identified wetlands while ensuring proper project implementation.

#### Client

Town of Grand Chute

#### Project Team

Brad Hartjes, P.E., CFM  
Mark Van Der Wegen, P.E.  
Josh Fleming

#### Reference

Mr. Jordan Jolma  
Director of Public Works  
Town of Grand Chute  
[jordan.jolma@grandchutewi.gov](mailto:jordan.jolma@grandchutewi.gov)

**raSmith**

CREATIVITY BEYOND ENGINEERING

# Similar Project Experience



## Lincoln Avenue Reconstruction

New Berlin, WI

The City of New Berlin made improvements on Lincoln Avenue to enhance drainage road conditions. The work consisted of rural to rural and urban road reconstruction with new curb & gutter, ditching, intersection improvements, new storm sewer, and a new box culvert. The road was built over and through wetlands and very poor subsoils. Based on a life-cycle cost analysis using a pavement design report, the road design included multiple typical cross-sections to bridge the bad soils with various depths of pavement and geotechnical reinforcements included in the final roadway plans. raSmith worked with the WDNR to design a new structure crossing a navigable waterway that addressed the eroding side banks adjacent to the roadway.

### Solution Overview

Approximately 8,200 feet of roadway was reconstructed with ditches and new curb & gutter to alleviate drainage issues and improve the failed pavement. The project included traffic signal design at the intersection of Lincoln Avenue and Calhoun Road. An extensive amount of wetlands needed to be disturbed due to the widening of the existing roadway to meet current City standards, and an old, failing box culvert was replaced. The design team worked with the Department of Natural Resources (DNR) to obtain all necessary permits for wetlands and waterway disturbance. Other permitting included stormwater management for MMSD which involved bio-swale design to meet water quantity and quality requirements.

### Key Components

- Road reconstruction
- Prepared stormwater management plan
- Prepared state and MMSD permits
- Traffic signal design
- New storm sewer and culverts
- Box culvert design
- Pavement marking
- Right-of-way plats
- Public informational meetings

### Client

City of New Berlin

### Project Team

Troy Hartjes, P.E.  
 Matt Garon, P.E.  
 John Bruggeman, P.E., PTOE  
 Riley Stone, P.E., CFM  
 Paul Schafer, P.E.

### References

Tamara Simonson  
 City Engineer  
 City of New Berlin  
 3805 South Casper Drive  
 New Berlin, WI 53151  
 (262) 786-8610  
[tsimonson@newberlin.org](mailto:tsimonson@newberlin.org)

Lucas Pichler  
 Director of Public Works  
 City of New Berlin  
 3805 South Casper Drive  
 New Berlin, WI 53151  
 (262) 786-8610  
[lpichler@newberlin.org](mailto:lpichler@newberlin.org)

**raSmith**

CREATIVITY BEYOND ENGINEERING

## Similar Project Experience



### Holy Hill Road

#### Germantown, WI

The Village of Germantown reconstructed and expanded Holy Hill Road, making the corridor safer, more accessible, and more attractive for developers and businesses. Spanning from the I-41 northbound ramps to Goldendale Road, this project has the potential to create hundreds of new jobs and generate millions of dollars in economic activity. The project is considered a regional improvement that will benefit many communities, including the Village of Richfield and the surrounding areas of Washington County. There are also more than 300 acres of industrial parks, 50 acres of retail, and 100 acres of mixed-use and residential zoned in close proximity to the Holy Hill Road corridor. The area is primed for new economic activity due to its proximity to I-41 and is expected to develop rapidly over the next decade.

The project included a four-lane divided urban cross-section from the I-41 northbound ramps to Goldendale Road, turn bays at intersections, improvements to the vertical geometry along Holy Hill Road to improve sight distances and drainage and decrease long slopes, street lighting, and traffic signals at the intersections of Holy Hill and Gateway Crossing and Holy Hill and Goldendale Road. Additionally, the project included a 10-foot-wide asphalt shared-use (off-road) path on the south side of Holy Hill Road, and a six-foot-wide asphalt sidewalk along the north side. Storm sewer, water mains, and sanitary sewer were also extended.

Holy Hill Road is an important east-west roadway that spans nearly all of Washington County and is viewed by the Village of Germantown as a gateway to the region. The I-41 interchange provides easy access for commuters, employers, product distribution, and residents. The expanded corridor is expected to create a strong, safe, and reliable transportation network for the numerous potential industrial and corporate facilities planned for the area.

#### Client

Village of Germantown

#### Project Team

Troy Hartjes, P.E.  
Michael Gasper, P.E.

#### Reference

Larry Ratayczak, P.E.  
Former Director of Public Works  
Village of Germantown  
N112 W17001 Mequon Road  
Germantown, WI 53022  
(262) 250-4721

**raSmith**

CREATIVITY BEYOND ENGINEERING

## Similar Project Experience



## Calhoun Road Reconstruction – National Avenue to Beloit Road

New Berlin, WI

A large stretch of Calhoun Road in the City of New Berlin was identified for rehabilitation. The approximately one-mile segment from National Avenue to Beloit Road was failing and showed potholes and signs of traverse and alligator cracking—all indicative of structural deficiencies. New and paved shoulders were added to accommodate pedestrians.

With unsafe sight distances, narrow shoulders, steep roadway grades, and stormwater management concerns, Calhoun Road proved to be more than a traditional rehabilitation project. raSmith provided preliminary geometrical and vertical roadway design options to determine the most feasible design (roadway and constructability). The design reduced the roadway grades and lowered the crest of the hill while matching the existing driveways and maintaining access throughout construction.

The project corridor added a significant amount of impervious service area and required an on-site stormwater treatment facility including bioswales. raSmith performed a hydrologic and hydraulic analysis based on the new vertical alignment and provided a storm sewer design consisting of side road culvert crossings with an inlet. raSmith also completed a wetland delineation for the contributory watershed to meet MMSD and WDNR requirements and determine outfall locations to minimize disturbance.

Additional services included developing a right-of-way plat, replacing loop detectors for the signals at National Avenue, permitting, constructability review, coordinating land acquisition, and construction inspection.

### Client

City of New Berlin

### Project Team

Troy Hartjes, P.E.  
Michael Gasper, P.E.  
Matt Garon, P.E.  
Paul Schafer, P.E.  
Mike Mentzel

### Reference

Tamara Simonson  
City Engineer  
City of New Berlin  
3805 South Casper Drive  
New Berlin, WI 53151  
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[tsimonson@newberlin.org](mailto:tsimonson@newberlin.org)

**raSmith**

CREATIVITY BEYOND ENGINEERING

Packet Pg. 35

## Similar Project Experience



### Columbia Road

Cedarburg, WI

The Town of Cedarburg reconstructed Columbia Road from Bridge Road to west of 1st Avenue, providing a two-lane undivided cross-section with on-street bicycle accommodations, sidewalk facilities, and curb & gutter. This created a safer, more pedestrian-friendly environment and closed the existing 2,000-foot gap in sidewalk connectivity between the City of Cedarburg and Village of Grafton. The project also reduced congestion, promoted smooth traffic flow, and provided access to downtown Cedarburg and the Aurora Medical Center. By connecting the three communities, encouraging pedestrian and bicycle transportation, and promoting economic growth, the reconstruction of Columbia Road was an important project for the 30,000 residents and employers in the area.

#### Client

Town of Cedarburg

#### Project Team

Troy Hartjes, P.E.  
Michael Gasper, P.E.  
Paul Schafer, P.E.

#### Reference

Adam Monticelli  
Director of Public Works  
1293 Washington Ave.  
Cedarburg, WI 53012  
(262) 377-4509

[amonticelli@townofcedarburgwi.gov](mailto:amonticelli@townofcedarburgwi.gov)

**raSmith**

CREATIVITY BEYOND ENGINEERING

Packet Pg. 36

# Project Approach

raSmith is dedicated to providing top-tier engineering services for the Lake Shore Drive and Mequon Road reconstruction project. Our approach is rooted in a commitment to quality, ensuring every detail is addressed for optimal results. This includes the creation of comprehensive design plans and special provisions, designed to streamline construction. Our division serves numerous municipalities, providing an understanding of the importance of meeting the City staff's immediate needs while aligning with the community's vision for the future. Our collaborative partnership with the City mirrors the community's high standards. We prioritize plan details that exceed industry standards. Our focus on innovation and cost-efficiency in design and construction planning underscores our pledge to deliver exceptional value to the City of Mequon.

## Design Schedule

An accelerated design timeline will be needed to meet the March 2026 construction start. Our approach will have the design and permitting complete by the end of 2025 to allow sufficient time for bidding, award, and contract execution by March 10, 2026. Our goal is to meet the original timeline of the RFP so the project can be awarded on February 10, 2026.

## Stormwater Management

This project may include pavement widening and bicycle/pedestrian facility improvements impacting the existing open ditch drainage system. Managing stormwater post-construction and mitigating flood risks will be critical to the success of this project. raSmith will leverage the expertise of our stormwater designers and certified floodplain managers to deliver effective design solutions. With a history of conducting stormwater management plan reviews, performing comprehensive community-wide modeling, and designing stormwater practices that meet post-construction stormwater requirements following urbanizations, raSmith is well-equipped to complete the stormwater management and drainage design phases of this project. Our extensive experience enables us to offer a range of design recommendations that not only meet stormwater management criteria, but also contribute to reducing flood potential within the projects' scope.

## Communication

The success of the project hinges on three pillars: transparent communication, cohesive teamwork, and unwavering commitment to availability. The team will be guided by Brad Hartjes, P.E., CFM, senior project manager, from our Appleton office. Brad will oversee all design components, leveraging his knowledge of the project scope to ensure the project meets its milestones.

## Scope of Work

### Task 1: Survey and Information Collection

Brad is slated to meet with the City of Mequon's team for a kickoff meeting. The agenda includes examining the project's scope, work plans, and timelines to ensure they align with the City's planned goals. Prior to meeting, raSmith will review public input collected by the City in the Joint Mequon-Thiensville Bikeway Master Plan. Brad's responsibilities include organizing the meeting, setting the agenda, and documenting the discussion and decisions. Following the meeting, a notification will be sent to the affected private utilities, providing them with the project schedule and deadlines for submitting relocation plans for review. The raSmith survey team is scheduled to perform an extensive topographic survey of the project area, as detailed within the RFP. The main goal is to collect in-depth topographical information vital for the accuracy of the project designs. The team plans to start by coordinating with Diggers Hotline, reviewing utility maps, and conducting a bench loop for high precision. The team will research and establish all property lines along the project limits. Surface topography will be collected, as detailed in the RFP, to establish roadway centerline profiles, cross section, side road and driveway profiles, culvert inverts, size, type, and material, along with existing underground and above ground utilities. Survey will extend onto private property in areas where the right-of-way is inadequate for the project.

We will also collect pavement cores to determine the existing roadway's pavement section material and depth. We will analyze the cores to determine if further subsurface exploration is needed for refinement of the pavement design.

### Task 2: Concept Design

This task encompasses the development of conceptual level design plans for alternatives 1 and 2, as detailed in the RFP. The level of detail will be sufficient to allow the City to evaluate the relative impacts of each alternative. We will identify the impacts each alternative has on tree removals, utility relocations, private property impacts, and drainage constraints. We will provide an estimate of probable construction costs for each alternative to assist in the evaluation. raSmith will assist the City in preparation for Project Information Meetings (PIM), Public Works Committee, or Committee of the Whole meetings. We will attend the meeting and assist during the meetings to help all involved in evaluating the alternatives. We will prepare a memorandum that compares the relative benefits and costs of each alternative and offer recommendations for which project to proceed with final design.

# Project Approach

## Task 3: Road/Drainage Design

This task involves the analysis of the existing drainage within the project limits, including the ditches and driveway culverts, roadway intersections, roadway cross culverts, and any drainage structures/storm sewers. The analysis of the existing drainage patterns within the project limits will drive the roadway design, ensuring that the roadways drain properly and that ditches and driveway culverts convey stormwater runoff without causing erosion, or impacting adjacent properties or roadways. We will analyze the pavement cores and recommend pulverize or milling and replacement operations for the roadway improvements. The geometric design will indicate if there are impacts beyond the right-of-way, and we will provide the City with estimates of probable construction costs as well as exhibits to show the limits of the impacts to private property.

## Task 4: Preparation of Plans and Specifications

This task encompasses the development of comprehensive Construction Documents and detailed Technical Specifications for items not included in standard contract documents (for Phase One only) tailored for the preferred alternative, as decided by the City of Mequon. These documents will form a full set of plans and materials for bidding. We will include an Estimate of Probable Construction Costs at the 60% and 90% milestones. The plans and specifications will have milestones at the 60% and 90% stage to allow a review meeting with the City staff.

The Construction Documents will include the following items:

- Title sheet
- Legend, general notes, and identifiers
- Benchmarks
- Existing conditions/removal plan
- Typical cross sections
- Roadway plan and profile
- Roadway cross sections, showing existing R/W and private utilities
- Cross sections at every driveway and crossroad culvert
- Erosion control plans
- Ditch profiles with driveway culverts included
- Stormwater management plans and details
- Utility plan and profile if required
- Pavement marking and signing plan
- Miscellaneous construction details
- Plan quantities for each construction phase

The drawings will be designed to allow for construction in two phases, as detailed in the RFP. The Construction Documents will be provided to the City for incorporation into their annual Road Improvement contract bid documents. raSmith will provide the City with reproducible construction drawings in ".dwg" and ".pdf" formats. Technical

Specifications will be provided in "Word" and "pdf" formats. raSmith will provide bid forms separating the drainage and utility items from the roadway reconstruction items.

## Task 5: Agency Approvals and Utility Coordination

raSmith will initially supply design plan details to private utility firms to determine if conflicts exist. This is slated around the 60% Design Plan stage, when the design's impacts are more accurately ascertained. Following this, raSmith will evaluate any proposed relocations and endorse private utility work plans, ensuring they align with the overall project designs. Approved work plans will be communicated with City staff who will then integrate the approved utility work plans into their Work in Right-of-Way permit process. This task will also include preparation of Wisconsin Department of Natural Resources WRAPP (NOI) permit, if necessary.

## Task 6: Bidding Assistance

raSmith will support bidding by addressing technical inquiries, providing addenda, and attending a pre-bid conference. We will organize the pre-bid conference with agenda and distribute minutes. raSmith will provide the City with the materials necessary for the City to send advertisements to the appropriate publications and distribute plans.

## Task 7: Meetings

raSmith will attend a design kickoff meeting, as noted in Task 1: Survey and Information Collection, as well as PIM, Public Works Committee, or Committee of the Whole meetings as noted in Task 2. We will also meet with City staff for plan review meetings at the concept stage, 60% stage, and 90% stage of plan development. We will also attend the pre-bid meeting, as noted above. Exhibits and displays will be provided during these meetings in coordination with the City staff to assist in review.

## Task 8: Construction Staking (Phase 1)

raSmith survey crews will provide comprehensive construction staking and survey support services, and furnish and install stakes and markings to establish precise alignment, location, benchmarks, and elevations for road/utility improvement work. Staking will be as detailed in the RFP and will include supervising construction staking, maintaining detailed survey documentation, and providing all necessary staff, equipment, and materials to effectively execute the work. Electronic documentation will be managed through construction staking cut sheets with PDF copies distributed to the Contractor and City.

# Cost Proposal

Task	Description	Lake Shore Drive and Mequon Road
Task 1	Survey and Information Collection	\$48,749
Task 2	Concept Design	\$11,712
Task 3	Road/Drainage Design	\$5,790
Task 4	Preparation of Plans and Specifications	\$37,308
Task 5	Agency Approvals and Utility Coordination	\$4,041
Task 6	Bidding Assistance	\$2,145
Task 7	Meetings	\$3,786
Task 8	Construction Staking	\$18,099
	<b>Total:</b>	\$131,630



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 Mequon, WI 53092  
 Phone: 262-236-2913  
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[www.cityofmequonwi.gov](http://www.cityofmequonwi.gov)

Office of Engineering

**TO: Public Works Committee**  
**FROM: Kristen Lundeen, Director of Public Works/City Engineer**  
**DATE: August 12, 2025**  
**SUBJECT: RESOLUTION 4224 A Resolution Authorizing Execution of a Permit Application with the Wisconsin Department of Transportation for the Maintenance of Pavement Markings and Symbols on a Buffered Bicycle Lane Along Wauwatosa Road Between Mequon Road and Knightsbridge Drive**

### **Background**

The City of Mequon and Wisconsin Department of Transportation (WisDOT) have an executed State/Municipal Maintenance Agreement (SMMA) for Wauwatosa Road (STH 181) south of Mequon Road to County Line Road. The road is owned by WisDOT, but the City is required to maintain sidewalks, pedestrian refuge islands, landscaping features, pavement markings at unsignalized intersections and mid-block crossings and the retaining wall at Mourning Dove Lane. See the attached SMMA for reference.

During the public information process for the Wauwatosa Road project, the Chair of the Joint Mequon-Thiensville Bike & Pedestrian Way Commission contacted WisDOT regarding the recently adopted Bicycle & Pedestrian Way Plan. The plan recommends a buffered bike lane or cycle track on Wauwatosa Road between County Line Road and Mequon Road. The Chair further indicated that given the speed and volume of traffic on Wauwatosa Road, some additional facility is needed to provide safer cycling.

### **Analysis**

WisDOT responded to the Chair's request with the following (in part):

The purpose of the referenced project is to address the deteriorating pavement condition and decreasing ride quality along WIS 181, outdated traffic signal equipment and drainage maintenance concerns, as well as evaluating improvements to multi-modal accommodations. For this high-speed, high volume State Trunk Highway arterial with 10-foot paved shoulders, we saw the need for both bicycle and pedestrian connectivity.

At the time of scoping in 2020 and 2021, cost-benefit analysis conducted by WisDOT's OAPM (Office of Asset and Performance Management at WisDOT Central Office) determined the facility did not have operational or safety justification to add bike slip lanes at intersections where they don't currently exist or widen the roadway in the segment in the north where the shoulder drops completely. As a result, the project was scoped to perpetuate the 10-foot existing

shoulders as bike accommodations and add sidewalk to eliminate gaps along the west side of STH 181 between Donges Bay Road and Mequon Road. Real estate acquisition began in 2024 and is still ongoing for this sidewalk with several parcels still pending. Right-of-way should be complete by this November.

However, much has changed in the past few years, and national guidance has shifted regarding higher speed/higher volume roadways, with the recommendation to increase protection in the form of separation as speeds and car volumes increase. The Multimodal Unit has been relying largely on the Federal Highway Administration (FHWA)'s Bikeway Selection Guide, which has preferred facilities based on land use types, speeds, and car traffic volumes. Based on the 45mph and 9,100 Annual Average Daily Traffic (AADT) from County Line Rd to Donges Bay, FHWA would recommend a 10-foot shoulder, given this area would be characterized as 'rural' due to land uses and building densities. From Donges Bay to Mequon Rd, based on the 45mph and 11,700 AADT, FHWA would recommend a separated bike lane or shared use path, given this stretch of STH 181 would be characterized as 'suburban.'

If this project were in the scoping phase today, given SEWRPC Vision 2050 designates the corridor for an Enhanced Bicycle Facility and the Mequon Thiensville Master Plan designates the corridor for a cycle track or buffered bike lane, the recommendation would be to consider a separated facility for this project and complete a new cost benefit analysis to determine if there would be sufficient mobility benefit to achieve a separated facility at state cost. Because of the current 90%-point in design, adding a cycle track would not be possible given that additional right-of-way would need to be acquired which would delay the project significantly. The existing pavement is in severe distress, and an additional delay would be problematic for the roadway. Emergency pavement repairs were performed in the summer of 2023 in the northbound lanes (asphalt resurfacing near Donges Bay), and again in March 2025.

Since the existing facility has a 10-foot shoulder from County Line Road to Knightsbridge Drive, we likely do have the space to accommodate a buffered bike lane with additional pavement striping. A buffered bike lane could be achieved by creating a painted hatched buffer space and a marked bike lane, which increases awareness for motorists about the presence of bicyclists. With a 10-foot shoulder, we could likely achieve a 4-foot buffer space and 6-foot bike lane. As a result, we are proposing to revise the pavement marking to provide a buffered bike lane and have completed a draft design for this revised marking (attached). While the project could install these markings, an agreement for the City of Mequon to maintain the markings would be needed and will be submitted under separate cover.

The application attached to this memo is the referenced agreement. As this agreement obligates the City to future maintenance (pavement marking) costs not identified in the original SMMA, the agreement is before the Common Council for approval.

**Fiscal Impact**

There is no cost for the initial installation of the pavement markings, as they will be incorporated into the WisDOT project. Reapplication of the pavement markings in the future will be the responsibility of the City. Please note that this type of striping is beyond the capabilities of the Department of Public Works equipment, and therefore would likely be contracted as a part of the City's Annual Road Program, as necessary.

**Recommendation**

A recommendation is forthcoming from the Public Works Committee on August 12, 2025.

**Attachments:**

2729-07-70 STH181 CMequon CountyLineRd-MequonRd SMMA (PDF)

SE-45-BIKE 1 STH 181 City of Mequon bike lane marking and signing 6-16-25 (PDF)

COMMON COUNCIL  
OF THE  
CITY OF MEQUON

RESOLUTION 4224

A Resolution Authorizing Execution of a Permit Application with the Wisconsin Department of Transportation for the Maintenance of Pavement Markings and Symbols on a Buffered Bicycle Lane Along Wauwatosa Road Between Mequon Road and Knightsbridge Drive

**RECITALS**

A. The 2025 Mequon Thiensville Bike + Pedestrian Master Plan identifies Wauwatosa Road as a North-South Corridor and recommends adding a cycle track or buffered bike lane to address missing or substandard connections between the existing network.

B. The Wisconsin Department of Transportation evaluated improvements to multi-modal accommodations. For this high-speed, high volume State Trunk Highway arterial with 10-foot paved shoulders, WisDOT identified the need for both bicycle and pedestrian connectivity.

C. The Wisconsin Department of Transportation will include pavement markings to designate a 4-foot buffer space and 6-foot bike lane as a part of its pending construction project.

D. The Wisconsin Department of Transportation will bear the cost for installation as a part of the construction project, pending an agreement for the City of Mequon to maintain the pavement markings.

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

1. The Wisconsin Department of Transportation Application/Permit for Bike Lane Marking and Signing, in the form attached hereto is approved subject to any clerical, technical and/or legal changes deemed necessary and appropriate by the City Attorney.

2. The Mayor and the City Clerk are authorized and directed to execute and deliver the same.


\_\_\_\_\_  
Approved by: Andrew Nerbun, Mayor

Date Approved: August 12, 2025

I certify that the foregoing Resolution was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on August 12, 2025.

---

Caroline Fochs, City Clerk

	<b>STATE/MUNICIPAL</b>	Date: August 12, 2024
	<b><u>MAINTENANCE</u></b>	ID: 2729-07-70
	<b>AGREEMENT</b>	Road Name: STH 181 Limits: County Line Rd to Mequon Rd County: Ozaukee

The signatory **City of Mequon**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect this agreement to include the associated maintenance responsibilities hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 84.07(1) of the Statutes. Wisconsin statutes, Wisconsin Administrative Code, and State policy serve as the defining documents for State Highway maintenance responsibilities.

**DESCRIPTION OF FACILITY:**

**Facility description upon completion of State project – As determined by project ID 2729-07-70**

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages [2] – [3]); is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State, delivery to the Municipality. The initiation and signature of the agreement will be subject to all the applicable federal and state regulations. No term or provision of neither the State/Municipal Maintenance Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Maintenance Agreement.

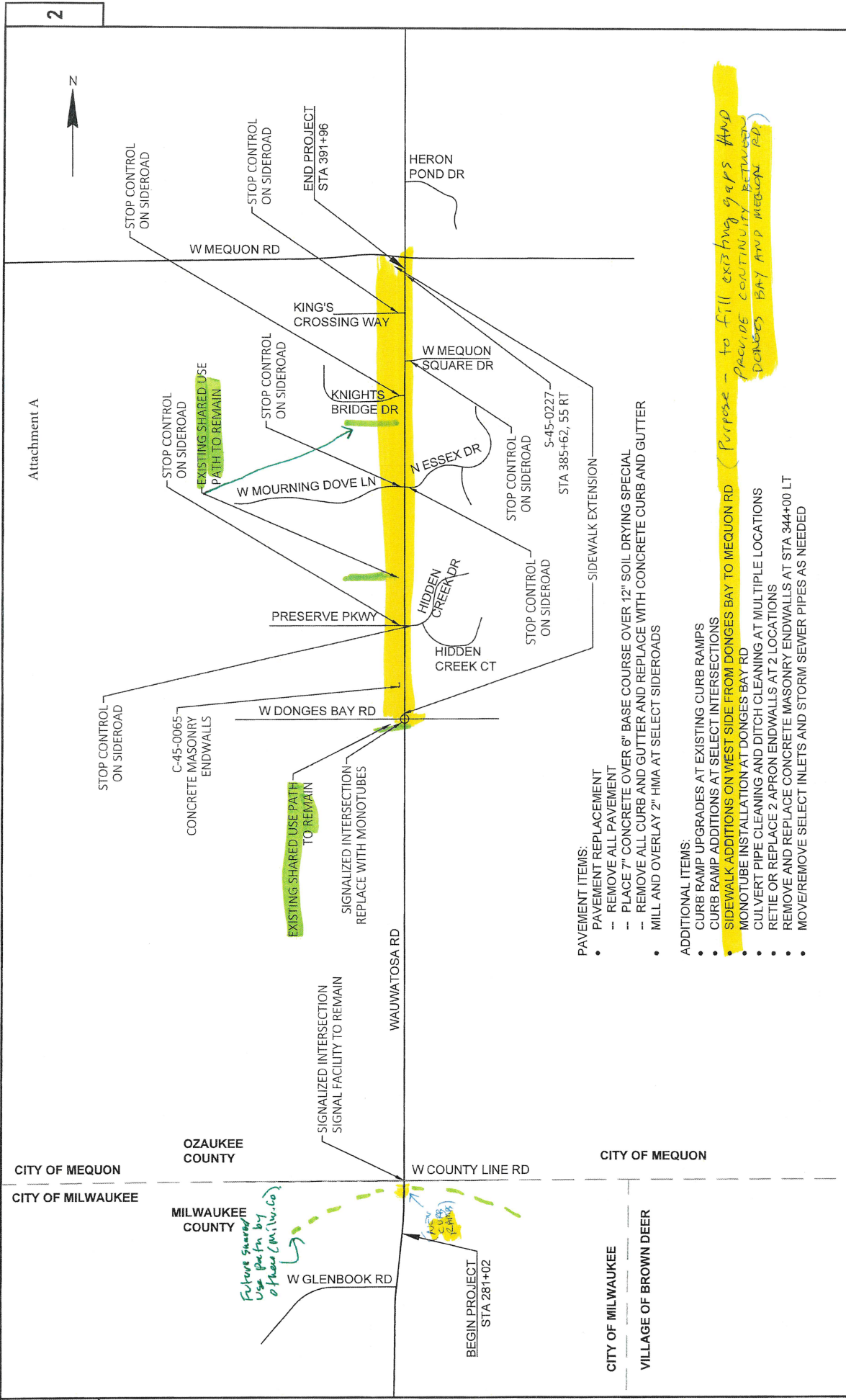
Signed for and in behalf of the <b>City of Mequon</b> (Please sign in blue ink)	
Name (print) <i>Andrew Neubauer</i>	Title <i>Mayer</i>
Signature <i>[Handwritten Signature]</i>	Date <i>9/20/2024</i>
Signed for and in behalf of the <b>State</b> (Please sign in blue ink)	
Name Brian Roper	Title WisDOT SE Region Maintenance Chief
Signature Brian A. Roper	Date 10.16.24

Attachment: 2729-07-70 STH181 C Mequon CountyLineRd-MequonRd SMMMA (RESOLUTION 4224 : STH 181 SMMMA Buffered Bike Lane and Bike

**TERMS AND CONDITIONS:**

1. In order to guarantee the Municipality's foregoing agreements to maintain the facility to State standards, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold General Transportation Aids or monies otherwise due and payable by the State to the municipality, as determined by the State, for any maintenance the State must perform to the facility should the Municipality fail to comply with the agreement.
2. The State will not install any additional items, not necessitated for the safe and efficient flow of traffic, to a state highway facility without the Municipality agreeing to maintain those items. The State is responsible for maintaining any given highway facility under the State's jurisdiction including:
  - (a) The energy, operation, repair and replacement of traffic signals and associated street lighting required for the signalized intersections within the limits of this agreement for:
    1. Signalized intersections: County Line Road, Donges Bay Road, Mequon Road
  - (b) Signing and pavement marking necessitated for the safe and efficient flow of traffic except those items listed in #3.
  - (c) Drainage elements including curb and gutter, stormwater inlets, and storm sewer as well as street sweeping.
  - (d) Permitting authority of utilities and access control on all State Trunk, US, and Interstate Highways.
  - (e) Mowing of the following specified limits.
    1. STH 181 (County Line Road to Knights Bridge Dr.)
3. The Municipality shall at its own cost and expense maintain all portions within the specified limits of this agreement that lie within its jurisdiction for such maintenance through statutory requirements in a manner satisfactory to the State and shall make ample provision for such maintenance each year to include:
  - (a) Maintain sidewalks, pedestrian refuge islands and landscaping features, refer to attachment A.
  - (b) Remove snow and ice from sidewalks, and pedestrian refuge islands.
  - (c) Maintain clear right-of-way of all encroachments.
  - (d) Maintain crosswalk pavement markings at unsignalized intersections and mid-block crossings. The municipality shall obtain a permit with the State (contact Traffic Operations Unit (signing and marking)).
  - (e) Maintain signs and pavement markings not necessary for the safe and efficient movement of traffic (no parking signs, wayfinding signs, etc.). The municipality shall obtain a permit with the State (contact Traffic Operations Unit (signing and marking)).
  - (f) Maintain and accept responsibility for the following as applicable to this agreement:
    1. Retaining Walls: Located in NW quadrant at Mourning Dove Lane. Damages to walls caused by normal plowing operations or vehicle crashes shall be repaired or removed by the Municipality within 48 hrs.
    2. Grass: mowing, weed control, litter removal where landscaping was approved by permit, refer to Attachment B., from Knights Bridge Dr. to Mequon Rd. Note that the in Highway Right of Way Permit extends to N. Port Washington Road, beyond the limits of this improvement project.
    3. Landscaping: removal and replacement of dead plant material, pruning, watering; as permitted within the defined limits in the Work in Highway Right of Way Permit (Attachment B).
    4. Other: Utilities; Sanitary sewer and water.

4. The Municipality, within the specified limits, agrees to:
  - (a) Prohibit angle parking.
  - (b) Regulate parking along the highway. The Municipality will file a parking declaration with the State.
    1. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
5. The Municipality will coordinate with the State to obtain any necessary Work on Right-of-Way Permits for maintenance performed on or within the state highway facility or state right-of-way.
6. The State or Municipality may request an amendment to this agreement to include specific features later requested by the Municipality throughout the design process.
7. Upon completion of construction project, 2729-07-70, the Municipality will assume all afore mentioned maintenance responsibilities.



- PAVEMENT ITEMS:**
- PAVEMENT REPLACEMENT
  - REMOVE ALL PAVEMENT
  - PLACE 7" CONCRETE OVER 6" BASE COURSE OVER 12" SOIL DRYING SPECIAL
  - REMOVE ALL CURB AND GUTTER AND REPLACE WITH CONCRETE CURB AND GUTTER
  - MILL AND OVERLAY 2" HMA AT SELECT SIDEROADS
- ADDITIONAL ITEMS:**
- CURB RAMP UPGRADES AT EXISTING CURB RAMPS
  - CURB RAMP ADDITIONS AT SELECT INTERSECTIONS
  - SIDEWALK ADDITIONS ON WEST SIDE FROM DONGES BAY TO MEQUON RD
  - MONOTUBE INSTALLATION AT DONGES BAY RD
  - CULVERT PIPE CLEANING AND DITCH CLEANING AT MULTIPLE LOCATIONS
  - RETIE OR REPLACE 2 APRON ENDWALLS AT 2 LOCATIONS
  - REMOVE AND REPLACE CONCRETE MASONRY ENDWALLS AT STA 344+00 LT
  - MOVE/REMOVE SELECT INLETS AND STORM SEWER PIPES AS NEEDED

PROJECT NO: 2729-07-70	HWY: STH 181	COUNTY: OZAUKEE	PROJECT OVERVIEW	SHEET: PRE_4
FILE NAME: I:\PROJECTS\27290707\SHETS\181\2001\HOLDING	PROJ DATE: 3/9/2021 11:52 AM	PROJ BY: YANG, YANG, NENG	PROJ NAME: 1 IN 2500 FT	WSP/CD/DSS SHEET 42

Attachment: 2729-07-70 STH181 C Mequon County Line Rd - Mequon Rd SMMMA (RESOLUTION 4224 : STH 181 SMMMA Buffered Bike Lane and Bike

# APPLICATION/PERMIT FOR BIKE LANE MARKING AND SIGNING

Wisconsin Department of Transportation  
DT2500 5/2011 s.86.07(2) Wis. Stats.

When approved, this permit documents the terms and conditions for use by the Municipality for installation and/or maintenance of bike lane marking and signing on highways under the jurisdiction of the Wisconsin Department of Transportation. The applicant must obtain this approved permit prior to marking and signing the bike lane.

Submit the completed application to the WisDOT Regional Office that has maintenance jurisdiction of the state trunk highway in the county where the marking will be located. A single application will be made for each continuous bike lane segment.

Applicant – Municipality City of Mequon		County Ozaukee
Mailing Address 11333 N. Cederburg Road Mequon, Wis 53092		Area Code – Telephone Number 262-236-2913  FAX Number
Type of Project <input checked="" type="checkbox"/> Improvement Project Agreement <input type="checkbox"/> Maintenance Permit <input type="checkbox"/> Retrofit Agreement		Project ID <input checked="" type="checkbox"/> Yes, Project # <u>2729-07-70</u> <input type="checkbox"/> No <input type="checkbox"/> N/A
Location: On Highway / Local Street Name STH 181	Intersecting Street From: W. County line road	To: Mequon Road
Type of Bike Lane Marking (design/dimensions) <input checked="" type="checkbox"/> Other (attach detail & reason)	(material) <input type="checkbox"/> Paint <input checked="" type="checkbox"/> Epoxy <input type="checkbox"/> Preformed Plastic <input type="checkbox"/> Preformed Thermoplastic <input type="checkbox"/> Other, (specify)	Speed Limit  45 mph
Operational Features <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No    Edge Line <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No    Symbols <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No    Words <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No    Signs	Description/Type of Marking and Signing project id 2729-07-70 - bike lane with symbols and arrows and R3-17 bike lane signing	
Reasons for Bike Lane Marking and Signing		

### Marking and Signing Installation Conditions

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. By entering into this agreement, the Municipality agrees to the terms and cost arrangements in this policy document.</li> <li>2. The design, installation and operation shall comply with Chapter 9 of the Wisconsin Manual of Uniform Traffic Control Devices.</li> <li>3. During the installation and/or maintenance, the permittee shall follow all pertinent provisions for work zone traffic control as provided in Part 6 of the Wisconsin Manual of Uniform Traffic Control Devices.</li> <li>4. The permittee shall coordinate the installation with the WisDOT Regional Office and other right-of-way users (i.e., utilities, adjacent property owners, etc.), unless other arrangements have been made.</li> <li>5. The permittee shall repair any damage to the pavement and/or right-of-way caused by installation or maintenance</li> </ol> | <ol style="list-style-type: none"> <li>6. The permittee shall notify WisDOT after layout of the authorized work has been completed, but prior to the installation of any markings.</li> <li>7. Permitted facilities shall be located as defined within this permit. Any part of the facility found to be otherwise located shall be subject to correction by and at the cost of the applicant to such extent as the WisDOT Regional Office may specify.</li> <li>8. The permittee should be aware that future upgrading of the highway will remove the permitted marking and signing. A future permit will be needed to replace the marking and signing.</li> <li>9. Right of way permit</li> </ol> |
|--|---|

It is understood and agreed that approval is subject to the applicant's full compliance with the pertinent Statutes, as well as any codes, rules, regulations, and permit requirements of other jurisdictional agencies. The applicant shall also comply with all permit conditions, superimposed notes, and detail drawings, which may be added by WisDOT. Any alteration of this form by the applicant is prohibited and may be cause to revoke this permit.

The undersigned certifies that he/she is authorized to sign this application on behalf of the named unit of government.

**X** \_\_\_\_\_  
 (Authorized Representative) (Title) (Date)

### Approved for the Wisconsin Department of Transportation

Permit Number = Region (NC, NE, NW, SE, or SW) – County Number – Three-digit, consecutive permit number

Permit Number <b>SE-45-Bike 1</b>	<b>X</b>
	(Regional Authorized Representative) (Area Code - Telephone Number) (Date)

Attachment: SE-45-BIKE 1 STH 181 City of Mequon bike lane marking and signing 6-16-25 (RESOLUTION 4224 : STH 181 SMMA Buffered Bike

## INDEMNIFICATION

The Applicant shall save and hold the State, its officers, employees, agents, and all private and governmental contractors and subcontractors with the State under Chapter 84 Wisconsin Statutes, harmless from actions of any nature whatsoever (including any by Applicant itself) which arise out of, or are connected with, or are claimed to arise out of or be connected with any of the work done by the Applicant, or the construction or maintenance of facilities by the Applicant, pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way, (1) while the Applicant is performing its work, or (2) while any of the Applicant's property, equipment, or personnel, are in or about such place or the vicinity thereof, or (3) while any property constructed, placed or operated by or on behalf of Applicant remains on the State's property or right-of-way pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way; including without limiting the generality of the foregoing, all liability, damages, loss, expense, claims, demands and actions on account of personal injury, death or property loss to the State, its officers, employees, agents, contractors, subcontractors or frequenters; to the Applicant, its employees, agents, contractors, subcontractors, or frequenters; or to any other persons, whether based upon, or claimed to be based upon, statutory (including, without limiting the generality of the foregoing, worker's compensation), contractual, tort, or whether or not caused or claimed to have been caused by active or inactive negligence or other breach of duty by the State, its officers, employees, agents, contractors, subcontractors or frequenters; Applicant, its employees, agents, contractors, subcontractors or frequenters; or any other person. Without limiting the generality of the foregoing, the liability, damage, loss, expense, claims, demands and actions indemnified against shall include all liability, damage, loss, expense, claims, demands and actions for damage to any property, lines or facilities placed by or on behalf of the Applicant pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way in the past or present, or that are located on any highway or State property or right-of-way with or without a permit issued by the State, for any loss of data, information, or material; for trademark, copyright or patent infringement; for unfair competition or infringement of personal or property rights of any kind whatever. The Applicant shall at its own expense investigate all such claims and demands, attend to their settlement or other disposition, defend all actions based thereon and pay all charges of attorneys and all other costs and expenses of any kind arising from any such liability, damage, loss, claims, demands and actions.

Any transfer, whether voluntary or involuntary, of ownership or control of any property constructed, placed or operated by or on behalf of the Applicant that remains on the State's property or right-of-way pursuant to this permit shall not release Applicant from any of the indemnification requirements of this permit, unless the State is notified of such transfer in writing. Any acceptance by any other person or entity, whether voluntary or involuntary, of ownership or control of any property constructed, placed or operated by or on behalf of the Applicant that remains on the State's property or right-of-way pursuant to this permit, shall include acceptance of all of the indemnification requirements of this permit by the other person or entity receiving ownership or control.

Notwithstanding the foregoing, a private contractor or subcontractor with the State under Chapter 84 Wisconsin Statutes, that fails to comply with sections 66.047 and 182.0175 Wisconsin Statutes (1985-1986), remains subject to the payment to the Applicant of the actual cost of repair of intentional or negligent damage by the contractor or subcontractor to any property, lines or facilities placed by or on behalf of the Applicant pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way, and remains subject to payment to the Applicant for losses due to personal injury or death resulting from negligence by the contractor or subcontractor.

Notwithstanding the foregoing, if the State, or its officers, employees and agents, fail to comply with sections 66.047 and 182.0175 Wisconsin Statutes (1985-1986), the State or its officers, employees and agents, remain subject to the payment to the Applicant of the actual cost of repair of willful and intentional damage by the State, or its officers, employees and agents, to any property, lines or facilities placed by or on behalf of the Applicant pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way, and remain subject to payment to the Applicant for losses due to personal injury or death resulting from negligence by the State, its officers, employees and agents.

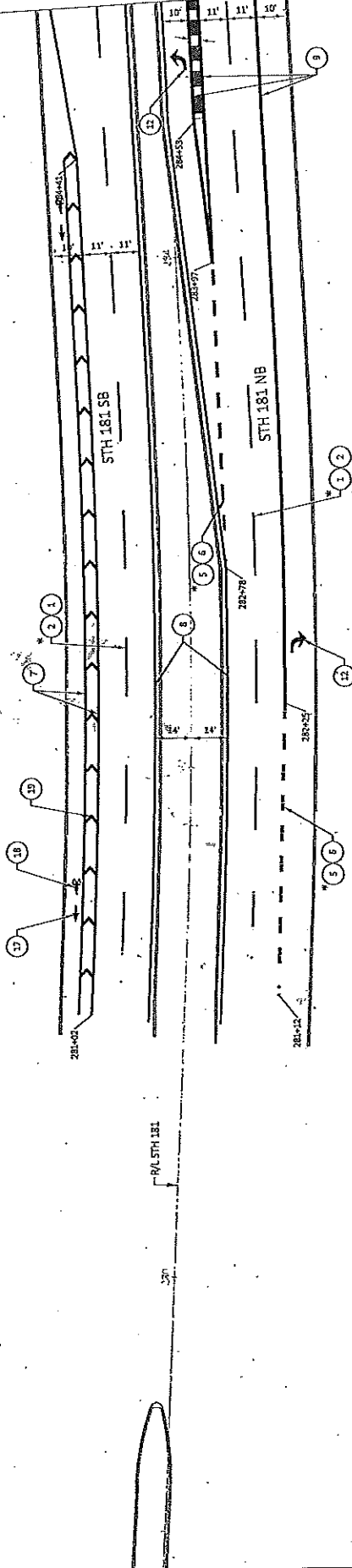
No indemnification of private contractors or subcontractors with the State under Chapter 84 Wisconsin Statutes, shall apply in the event of willful and intentional damage by such private contractors or subcontractors to the property, lines and facilities of the Applicant located on the highway right-of-way pursuant to this permit or any other permit issued by the State for the location of property, lines or facilities on highway right-of-way.

2

MATCH LINE 285+00



*Bike Lane  
marking +  
signing*



NOTE: PROPOSED LINEWORK IS SCREENED FOR CLARITY

LEGEND

- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- 2 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (12.5 FT LINE 37.5 FT SKIP)
- 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (9 FT LINE 9 FT SKIP)
- 4 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (9 FT LINE 9 FT SKIP)
- 5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (DASHED WHITE) (9 FT LINE 9 FT SKIP)
- 6 MARKING LINE GROOVED BLACK EPOXY 10-INCH (DASHED BLACK) (9 FT LINE 9 FT SKIP)
- 7 MARKING LINE EPOXY 6-INCH (WHITE)
- 8 MARKING LINE EPOXY 6-INCH (YELLOW)
- 9 MARKING LINE GROOVED WET REF CONTINUIT EPOXY 10-INCH (WHITE)
- 10 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 11 MARKING WORD EPOXY (WHITE)
- 12 MARKING ARROW EPOXY TYPE 2 (WHITE)
- 13 MARKING CURB EPOXY (YELLOW)
- 14 MARKING BLAND NOSE EPOXY (YELLOW)
- 15 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 16 MARKING YIELD LINE EPOXY 28-INCH (WHITE)
- 17 MARKING ARROWS (BIKE LANE ARROW)
- 18 MARKING SYMBOLS (BIKE LANE SYMBOL)
- 19 MARKING DIAGONAL 12-INCH (WHITE)

\* SEE "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" STANDARD DETAIL DRAWING

PROJECT NO: 2729-07-70	COUNTY: OZAUKEE	PAVEMENT MARKING	SHEET
FILE NAME: \AS\2023\2729-07-70\2729-07-70-PAVEMENT MARKING LAYOUT.PLA	DATE: 02/20/23 2:02:28 AM	PLANT NAME: WANS, VAND NENO	SCALE: 1 IN=30 FT
HWY: STH 181			

NOTE: PROPOSED LINENWORK IS SCREENED FOR CLARITY

*Bike Lane*

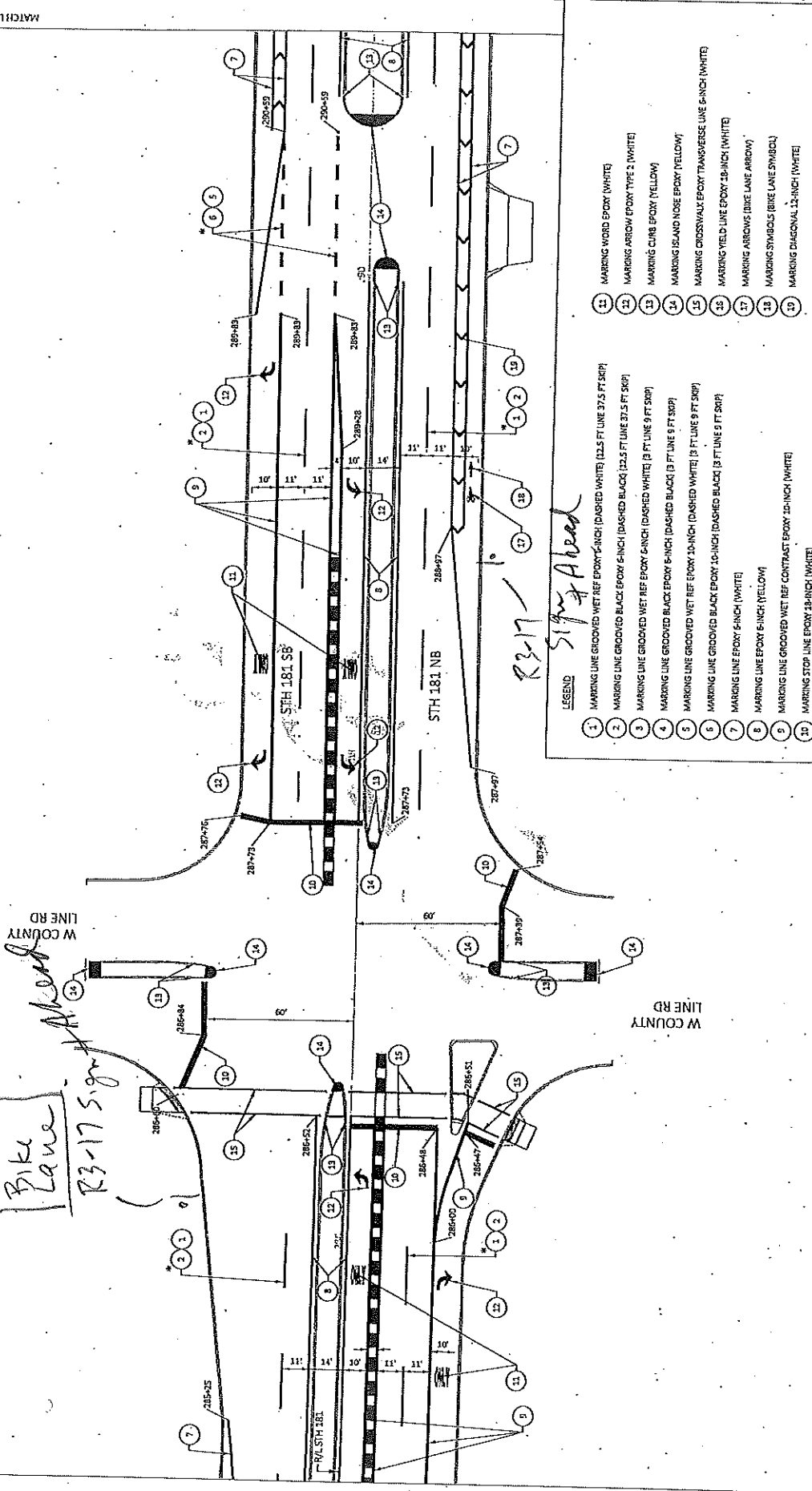
*R3-17 Sign Ahead*

*Sign Ahead*

2

MATCH LINE 2914+00

2



- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 5-INCH (DASHED WHITE) (22.5 FT LINE 37.5 FT SKIP)
  - 2 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (22.5 FT LINE 37.5 FT SKIP)
  - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (9 FT LINE 9 FT SKIP)
  - 4 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (9 FT LINE 9 FT SKIP)
  - 5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (DASHED WHITE) (9 FT LINE 9 FT SKIP)
  - 6 MARKING LINE GROOVED BLACK EPOXY 10-INCH (DASHED BLACK) (9 FT LINE 9 FT SKIP)
  - 7 MARKING LINE EPOXY 6-INCH (WHITE)
  - 8 MARKING LINE EPOXY 6-INCH (YELLOW)
  - 9 MARKING LINE GROOVED WET REF CONTRAST EPOXY 10-INCH (WHITE)
  - 10 MARKING STOP LINE EPOXY 18-INCH (WHITE)
  - 11 MARKING WORD EPOXY (WHITE)
  - 12 MARKING ARROW EPOXY TYPE 2 (WHITE)
  - 13 MARKING CURB EPOXY (YELLOW)
  - 14 MARKING ISLAND NOSE EPOXY (YELLOW)
  - 15 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
  - 16 MARKING YIELD LINE EPOXY 18-INCH (WHITE)
  - 17 MARKING ARROWS (BIKE LANE ARROW)
  - 18 MARKING SYMBOLS (BIKE LANE SYMBOL)
  - 19 MARKING DIAGONAL 12-INCH (WHITE)

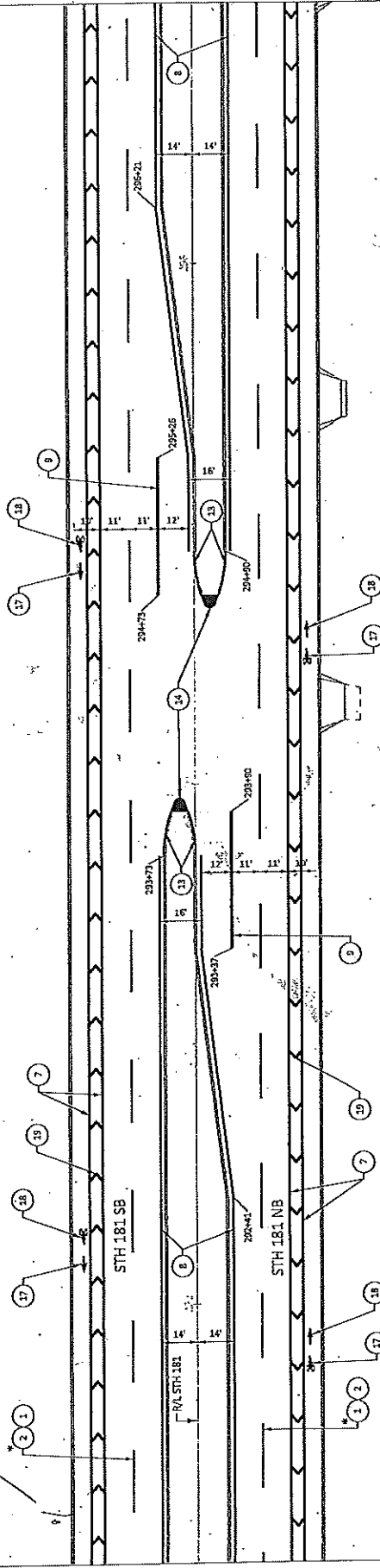
PROJECT NO: 2729-07-70  
 FILE NAME: INFO\3133700\2005\SMMP\PLAN\02400-PK.DWG  
 COUNTY: OZAUKEE  
 HWY: STH 181  
 PAVEMENT MARKING  
 PLOT BY: WANG, WANG, HENG  
 PLOT NAME:  
 PLOT DATE: 6/7/2005 10:03 AM  
 SHEET 11  
 FACT SCALE: 1/8"=1'-0"

MATCH LINE 297+00



NOTE: PROPOSED LINEWORK IS SCREENED FOR CLARITY

*Handwritten note:* 12/13/18

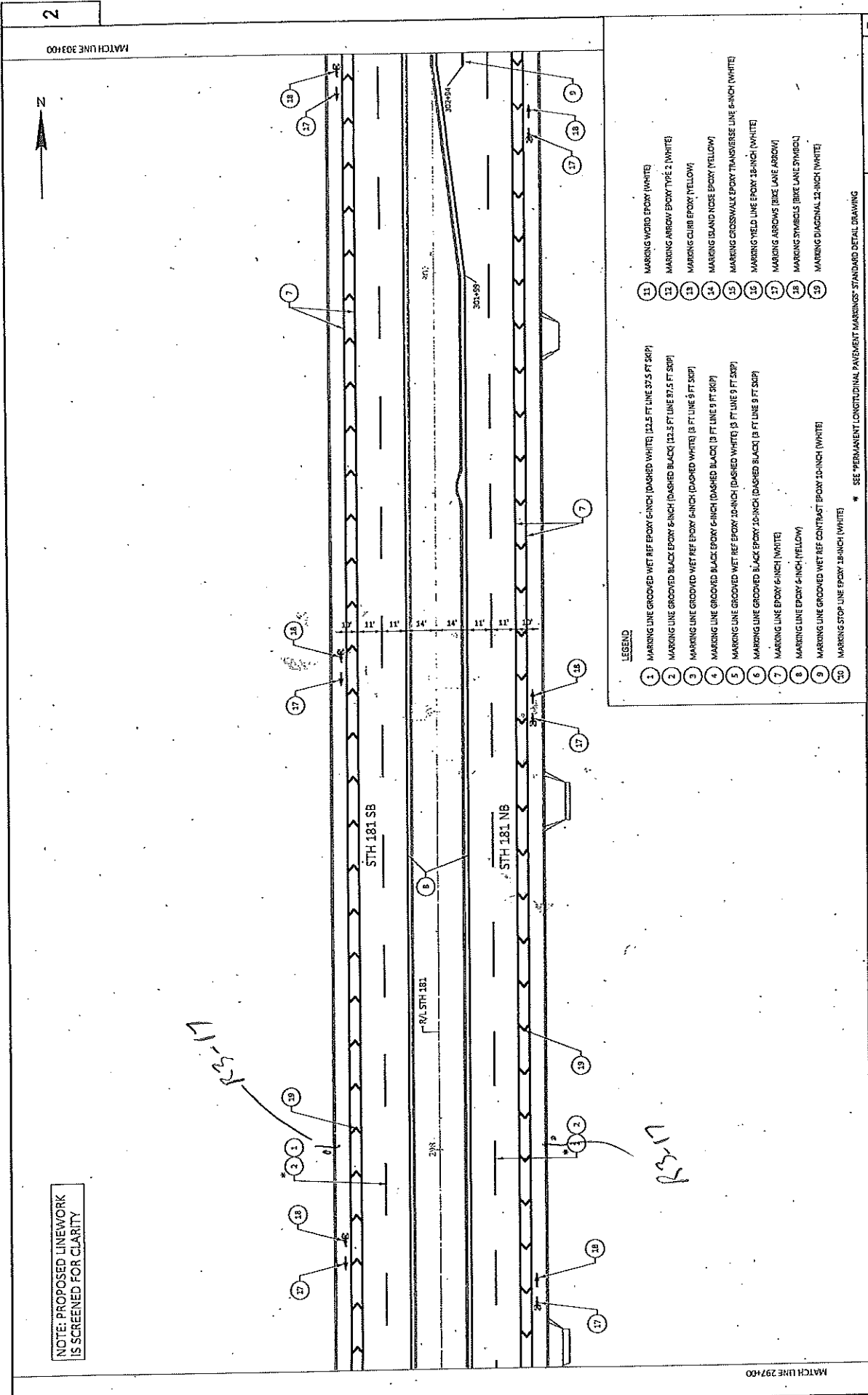


MATCH LINE 291+00

- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (22.5 FT LINE 37.5 FT STRIP)
  - 2 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (22.5 FT LINE 37.5 FT STRIP)
  - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT STRIP)
  - 4 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (3 FT LINE 9 FT STRIP)
  - 5 MARKING LINE GROOVED WET REF EPOXY 5-INCH (DASHED WHITE) (3 FT LINE 9 FT STRIP)
  - 6 MARKING LINE GROOVED BLACK EPOXY 5-INCH (DASHED BLACK) (3 FT LINE 9 FT STRIP)
  - 7 MARKING LINE EPOXY 6-INCH (WHITE)
  - 8 MARKING LINE EPOXY 6-INCH (YELLOW)
  - 9 MARKING LINE GROOVED WET REF CONTRACT EPOXY 10-INCH (WHITE)
  - 10 MARKING STOP LINE EPOXY 3-INCH (WHITE)
  - 11 MARKING WORD EPOXY (WHITE)
  - 12 MARKING ARROW EPOXY TYPE 2 (WHITE)
  - 13 MARKING CURB EPOXY (YELLOW)
  - 14 MARKING ISLAND NOSE EPOXY (YELLOW)
  - 15 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
  - 16 MARKING YIELD LINE EPOXY 28-INCH (WHITE)
  - 17 MARKING ARROWS (BIKE LANE ARROW)
  - 18 MARKING SYMBOLS (BIKE LANE SYMBOL)
  - 19 MARKING DIAGONAL 12-INCH (WHITE)

\* SEE PERMANENT LONGITUDINAL PAVEMENT MARKINGS STANDARD DETAIL DRAWING

PROJECT NO: 2729-07-70	COUNTY: OZAUKEE	HWY: STH 181	SHEET		
FILE NAME: \\WORK\2017\2018\2019\2020\2021\2022\2023\2024\2025\2026\2027\2028\2029\2030\2031\2032\2033\2034\2035\2036\2037\2038\2039\2040\2041\2042\2043\2044\2045\2046\2047\2048\2049\2050\2051\2052\2053\2054\2055\2056\2057\2058\2059\2060\2061\2062\2063\2064\2065\2066\2067\2068\2069\2070\2071\2072\2073\2074\2075\2076\2077\2078\2079\2080\2081\2082\2083\2084\2085\2086\2087\2088\2089\2090\2091\2092\2093\2094\2095\2096\2097\2098\2099\2100\2101\2102\2103\2104\2105\2106\2107\2108\2109\2110\2111\2112\2113\2114\2115\2116\2117\2118\2119\2120\2121\2122\2123\2124\2125\2126\2127\2128\2129\2130\2131\2132\2133\2134\2135\2136\2137\2138\2139\2140\2141\2142\2143\2144\2145\2146\2147\2148\2149\2150\2151\2152\2153\2154\2155\2156\2157\2158\2159\2160\2161\2162\2163\2164\2165\2166\2167\2168\2169\2170\2171\2172\2173\2174\2175\2176\2177\2178\2179\2180\2181\2182\2183\2184\2185\2186\2187\2188\2189\2190\2191\2192\2193\2194\2195\2196\2197\2198\2199\2200\2201\2202\2203\2204\2205\2206\2207\2208\2209\2210\2211\2212\2213\2214\2215\2216\2217\2218\2219\2220\2221\2222\2223\2224\2225\2226\2227\2228\2229\2230\2231\2232\2233\2234\2235\2236\2237\2238\2239\2240\2241\2242\2243\2244\2245\2246\2247\2248\2249\2250\2251\2252\2253\2254\2255\2256\2257\2258\2259\2260\2261\2262\2263\2264\2265\2266\2267\2268\2269\2270\2271\2272\2273\2274\2275\2276\2277\2278\2279\2280\2281\2282\2283\2284\2285\2286\2287\2288\2289\2290\2291\2292\2293\2294\2295\2296\2297\2298\2299\2300\2301\2302\2303\2304\2305\2306\2307\2308\2309\2310\2311\2312\2313\2314\2315\2316\2317\2318\2319\2320\2321\2322\2323\2324\2325\2326\2327\2328\2329\2330\2331\2332\2333\2334\2335\2336\2337\2338\2339\2340\2341\2342\2343\2344\2345\2346\2347\2348\2349\2350\2351\2352\2353\2354\2355\2356\2357\2358\2359\2360\2361\2362\2363\2364\2365\2366\2367\2368\2369\2370\2371\2372\2373\2374\2375\2376\2377\2378\2379\2380\2381\2382\2383\2384\2385\2386\2387\2388\2389\2390\2391\2392\2393\2394\2395\2396\2397\2398\2399\2400\2401\2402\2403\2404\2405\2406\2407\2408\2409\2410\2411\2412\2413\2414\2415\2416\2417\2418\2419\2420\2421\2422\2423\2424\2425\2426\2427\2428\2429\2430\2431\2432\2433\2434\2435\2436\2437\2438\2439\2440\2441\2442\2443\2444\2445\2446\2447\2448\2449\2450\2451\2452\2453\2454\2455\2456\2457\2458\2459\2460\2461\2462\2463\2464\2465\2466\2467\2468\2469\2470\2471\2472\2473\2474\2475\2476\2477\2478\2479\2480\2481\2482\2483\2484\2485\2486\2487\2488\2489\2490\2491\2492\2493\2494\2495\2496\2497\2498\2499\2500\2501\2502\2503\2504\2505\2506\2507\2508\2509\2510\2511\2512\2513\2514\2515\2516\2517\2518\2519\2520\2521\2522\2523\2524\2525\2526\2527\2528\2529\2530\2531\2532\2533\2534\2535\2536\2537\2538\2539\2540\2541\2542\2543\2544\2545\2546\2547\2548\2549\2550\2551\2552\2553\2554\2555\2556\2557\2558\2559\2560\2561\2562\2563\2564\2565\2566\2567\2568\2569\2570\2571\2572\2573\2574\2575\2576\2577\2578\2579\2580\2581\2582\2583\2584\2585\2586\2587\2588\2589\2590\2591\2592\2593\2594\2595\2596\2597\2598\2599\2600\2601\2602\2603\2604\2605\2606\2607\2608\2609\2610\2611\2612\2613\2614\2615\2616\2617\2618\2619\2620\2621\2622\2623\2624\2625\2626\2627\2628\2629\2630\2631\2632\2633\2634\2635\2636\2637\2638\2639\2640\2641\2642\2643\2644\2645\2646\2647\2648\2649\2650\2651\2652\2653\2654\2655\2656\2657\2658\2659\2660\2661\2662\2663\2664\2665\2666\2667\2668\2669\2670\2671\2672\2673\2674\2675\2676\2677\2678\2679\2680\2681\2682\2683\2684\2685\2686\2687\2688\2689\2690\2691\2692\2693\2694\2695\2696\2697\2698\2699\2700\2701\2702\2703\2704\2705\2706\2707\2708\2709\2710\2711\2712\2713\2714\2715\2716\2717\2718\2719\2720\2721\2722\2723\2724\2725\2726\2727\2728\2729\2730\2731\2732\2733\2734\2735\2736\2737\2738\2739\2740\2741\2742\2743\2744\2745\2746\2747\2748\2749\2750\2751\2752\2753\2754\2755\2756\2757\2758\2759\2760\2761\2762\2763\2764\2765\2766\2767\2768\2769\2770\2771\2772\2773\2774\2775\2776\2777\2778\2779\2780\2781\2782\2783\2784\2785\2786\2787\2788\2789\2790\2791\2792\2793\2794\2795\2796\2797\2798\2799\2800\2801\2802\2803\2804\2805\2806\2807\2808\2809\2810\2811\2812\2813\2814\2815\2816\2817\2818\2819\2820\2821\2822\2823\2824\2825\2826\2827\2828\2829\2830\2831\2832\2833\2834\2835\2836\2837\2838\2839\2840\2841\2842\2843\2844\2845\2846\2847\2848\2849\2850\2851\2852\2853\2854\2855\2856\2857\2858\2859\2860\2861\2862\2863\2864\2865\2866\2867\2868\2869\2870\2871\2872\2873\2874\2875\2876\2877\2878\2879\2880\2881\2882\2883\2884\2885\2886\2887\2888\2889\2890\2891\2892\2893\2894\2895\2896\2897\2898\2899\2900\2901\2902\2903\2904\2905\2906\2907\2908\2909\2910\2911\2912\2913\2914\2915\2916\2917\2918\2919\2920\2921\2922\2923\2924\2925\2926\2927\2928\2929\2930\2931\2932\2933\2934\2935\2936\2937\2938\2939\2940\2941\2942\2943\2944\2945\2946\2947\2948\2949\2950\2951\2952\2953\2954\2955\2956\2957\2958\2959\2960\2961\2962\2963\2964\2965\2966\2967\2968\2969\2970\2971\2972\2973\2974\2975\2976\2977\2978\2979\2980\2981\2982\2983\2984\2985\2986\2987\2988\2989\2990\2991\2992\2993\2994\2995\2996\2997\2998\2999\3000	PLANT DATE: 6/27/2023 10:52 AM	PLANT BY: YANG, WANG, NGOC	PLANT NAME: STH 181	PROJECT SCALE: 1 IN=8 FT	WSP/COAS-PRHT-12



NOTE: PROPOSED LINENWORK IS SCREENED FOR CLARITY

- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (22.5 FT LINE 37.5 FT SKIP)
  - 2 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (22.5 FT LINE 37.5 FT SKIP)
  - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
  - 4 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (3 FT LINE 9 FT SKIP)
  - 5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
  - 6 MARKING LINE GROOVED BLACK EPOXY 10-INCH (DASHED BLACK) (3 FT LINE 9 FT SKIP)
  - 7 MARKING LINE EPOXY 6-INCH (WHITE)
  - 8 MARKING LINE EPOXY 6-INCH (YELLOW)
  - 9 MARKING LINE GROOVED WET REF CONTRAST EPOXY 10-INCH (WHITE)
  - 10 MARKING STOP LINE EPOXY 18-INCH (WHITE)
  - 11 MARKING WORD EPOXY (WHITE)
  - 12 MARKING ARROW EPOXY TYPE 2 (WHITE)
  - 13 MARKING CURB EPOXY (YELLOW)
  - 14 MARKING ISLAND NOSE EPOXY (YELLOW)
  - 15 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
  - 16 MARKING YIELD LINE EPOXY 18-INCH (WHITE)
  - 17 MARKING ARROWS (BIRE LAKE ARROW)
  - 18 MARKING SYMBOLS (BIRE LAKE SYMBOL)
  - 19 MARKING DIAGONAL 12-INCH (WHITE)
- \* SEE PERMANENT LONGITUDINAL PAVEMENT MARKINGS STANDARD DETAIL DRAWING

PROJECT NO: 2729-07-70	COUNTY: OZAUKEE	HWY: STH 181	SHEET
FILE NAME: W:\PROJECTS\2729-07-70\2729-07-70-SHEETS\PAVING LAYOUT MARK - PA1	DATE: 6/27/23 10:52 AM	DESIGNER: YANS, WANG, NENG	SCALE: 1/8"=1'-0"
DRAWN BY: YANS, WANG, NENG			PROJECT: STH 181
E			

Attachment: SE-45-BIKE 1 STH 181 City of Mequon bike lane marking and signing 6-16-25 (RESOLUTION 4224 : STH 181 SMMA Buffered Bike





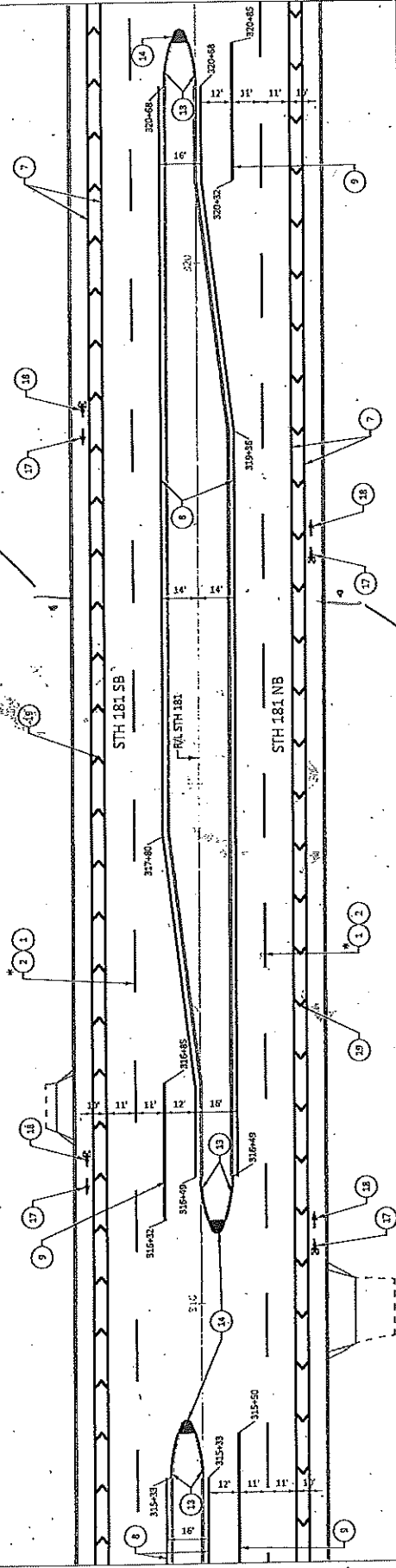
2

MATCH LINE 321+00



NOTE: PROPOSED LINEWORK IS SCREENED FOR CLARITY

R3-17



- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (22.5 FT LINE 37.5 FT STOP)
  - 2 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (22.5 FT LINE 37.5 FT STOP)
  - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (9 FT LINE 9 FT STOP)
  - 4 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (9 FT LINE 9 FT STOP)
  - 5 MARKING LINE GROOVED WET REF EPOXY 30-INCH (DASHED WHITE) (9 FT LINE 9 FT STOP)
  - 6 MARKING LINE GROOVED BLACK EPOXY 30-INCH (DASHED BLACK) (9 FT LINE 9 FT STOP)
  - 7 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
  - 8 MARKING LINE GROOVED WET REF CONTRAST EPOXY 30-INCH (WHITE)
  - 9 MARKING STOP LINE EPOXY 18-INCH (WHITE)
  - 10 MARKING WORD EPOXY (WHITE)
  - 11 MARKING ARROW EPOXY TYPE 2 (WHITE)
  - 12 MARKING CURB EPOXY (YELLOW)
  - 13 MARKING ISLAND NOSE EPOXY (YELLOW)
  - 14 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
  - 15 MARKING YIELD LINE EPOXY 18-INCH (WHITE)
  - 16 MARKING ARROWS (BIKE LANE ARROW)
  - 17 MARKING SYMBOLS (BIKE LANE SYMBOL)
  - 18 MARKING DIAGONAL 12-INCH (WHITE)
  - 19 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- \* SEE "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" STANDARD DETAIL DRAWING

PROJECT NO: 2729-07-70	COUNTY: OZAUKEE	HWY: STH 181	SHEET: E
FILE NAME: I:\PROJECTS\2729-07-70\2729-07-70-PAV.DWG	DATE: 6/2/2013 10:42 AM	PLOT DATE: 6/2/2013 10:42 AM	PLOT SCALE: 1"=40' FT
PAVEMENT MARKING		SHEET	

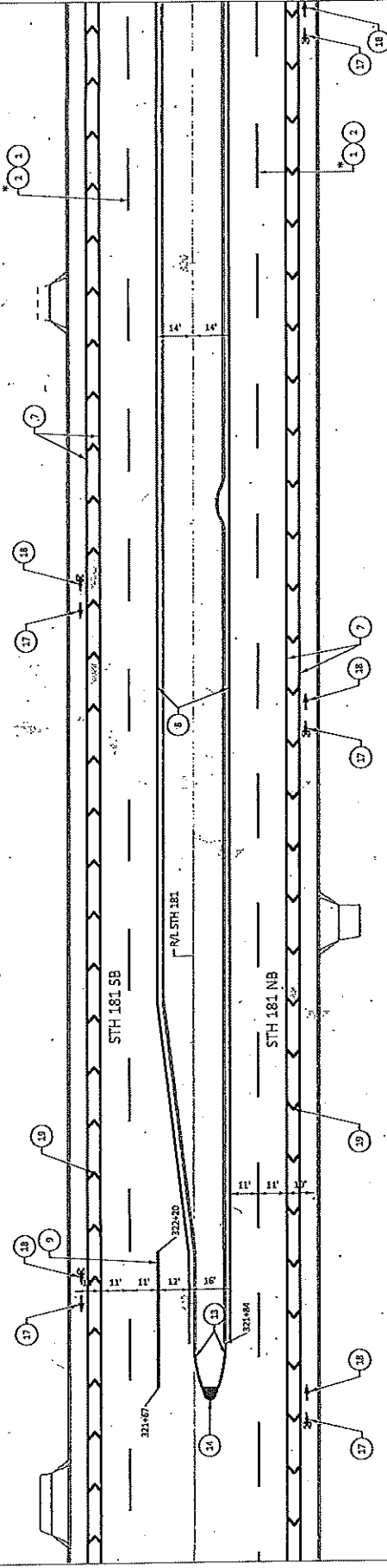
Attachment: SE-45-BIKE 1 STH 181 City of Mequon bike lane marking and signing 6-16-25 (RESOLUTION 4224 : STH 181 SMMA Buffered Bike

2

MATCH LINE 327400



NOTE: PROPOSED LINEWORK IS SCREENED FOR CLARITY



MATCH LINE 321400

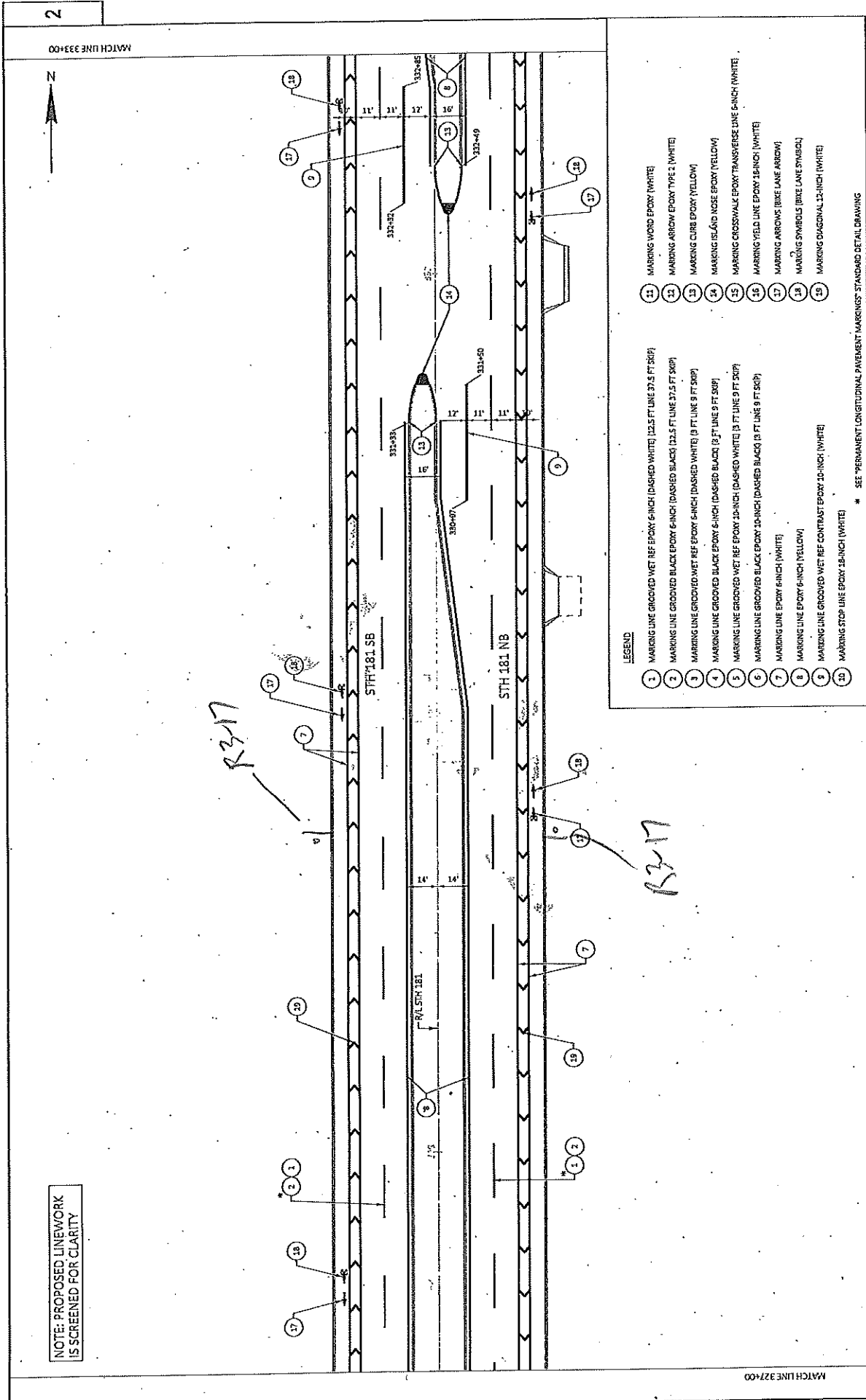
**LEGEND**

1	MARRING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (22.5 FT LINE 37.5 FT SKIP)	11	MARRING WORD EPOXY (WHITE)
2	MARRING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (22.5 FT LINE 37.5 FT SKIP)	12	MARRING ARROW EPOXY TYPE 2 (WHITE)
3	MARRING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)	13	MARRING CURB EPOXY (YELLOW)
4	MARRING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (3 FT LINE 9 FT SKIP)	14	MARRING ISLAND NOSE EPOXY (YELLOW)
5	MARRING LINE GROOVED WET REF EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)	15	MARRING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
6	MARRING LINE GROOVED BLACK EPOXY 10-INCH (DASHED BLACK) (3 FT LINE 9 FT SKIP)	16	MARRING YIELD LINE EPOXY 18-INCH (WHITE)
7	MARRING LINE EPOXY 6-INCH (WHITE)	17	MARRING ARROWS (BIKE LANE ARROW)
8	MARRING LINE EPOXY 6-INCH (YELLOW)	18	MARRING SYMBOLS (BIKE LANE SYMBOL)
9	MARRING LINE GROOVED WET REF CONTRAST EPOXY 10-INCH (WHITE)	19	MARRING DIAGONAL 12-INCH (WHITE)
10	MARRING STOP LINE EPOXY 18-INCH (WHITE)		

\* SEE PERMANENT LONGITUDINAL PAVEMENT MARRINGS STANDARD DETAIL DRAWING

PROJECT NO: 2729-07-70	COUNTY: OZAUKEE	HWY: STH 181	SHEET: EE
FILE NAME: A:\PROJECTS\2020\2020SHEETPACK\2020-PM.DWG	DATE: 06/22/2023 08:52 AM	PLT BY: YANGLIANG WANG	PLT NAME: 1.1840.FLT
LAYOUT NAME: PHIL			WEIGHT: 0.0000

2



NOTE: PROPOSED LINENWORK IS SCREENED FOR CLARITY

- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (22.5 FT LINE 37.5 FT SKIP)
  - 2 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (22.5 FT LINE 37.5 FT SKIP)
  - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (9 FT LINE 9 FT SKIP)
  - 4 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (9 FT LINE 9 FT SKIP)
  - 5 MARKING LINE GROOVED WET REF EPOXY 20-INCH (DASHED WHITE) (9 FT LINE 9 FT SKIP)
  - 6 MARKING LINE GROOVED BLACK EPOXY 20-INCH (DASHED BLACK) (9 FT LINE 9 FT SKIP)
  - 7 MARKING LINE EPOXY 6-INCH (WHITE)
  - 8 MARKING LINE EPOXY 6-INCH (YELLOW)
  - 9 MARKING LINE GROOVED WET REF CONTRAST EPOXY 20-INCH (WHITE)
  - 10 MARKING STOP LINE EPOXY 2-INCH (WHITE)
  - 11 MARKING WORD EPOXY (WHITE)
  - 12 MARKING ARROW EPOXY TYPE 2 (WHITE)
  - 13 MARKING CURB EPOXY (YELLOW)
  - 14 MARKING ISLAND NOSE EPOXY (YELLOW)
  - 15 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
  - 16 MARKING YIELD LINE EPOXY 2-INCH (WHITE)
  - 17 MARKING ARROWS (BIKE LANE ARROW)
  - 18 MARKING SYMBOLS (BIKE LANE SYMBOL)
  - 19 MARKING DIAGONAL 12-INCH (WHITE)
  - 20 MARKING STOP LINE EPOXY 2-INCH (WHITE)

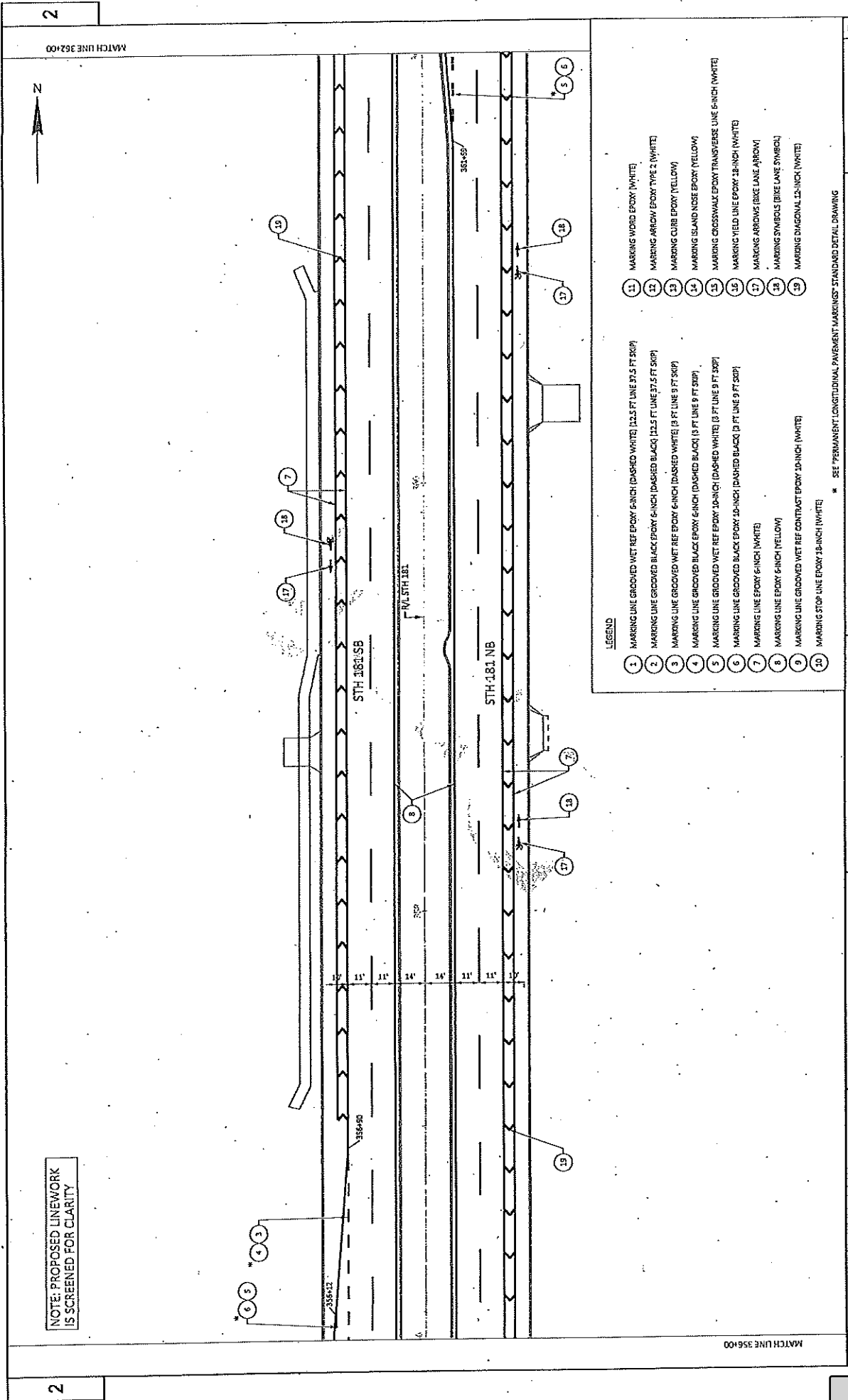
PROJECT NO: 2729-07-70	COUNTY: DZAUKEE	PAVEMENT MARKING	SHEET
FILE NAME: \\NRS\GIS\272907\272907PLAN\272907PLAN.DWG	PLAT DATE: 6/27/2013 10:52 AM	PLAT BY: WANG, WANG, HONG	PLAT SCALE: 1 INCH = 30 FT
HWY: STH 181	SEE "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" STANDARD DETAIL DRAWING		VIDEO/ROADS SHEET 42











NOTE: PROPOSED LINWORK IS SCREENED FOR CLARITY

- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) [12.5 FT LINE 30.5 FT SKIP]
  - 2 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) [12.5 FT LINE 37.5 FT SKIP]
  - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) [9 FT LINE 9 FT SKIP]
  - 4 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) [9 FT LINE 9 FT SKIP]
  - 5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (DASHED WHITE) [9 FT LINE 9 FT SKIP]
  - 6 MARKING LINE GROOVED BLACK EPOXY 10-INCH (DASHED BLACK) [9 FT LINE 9 FT SKIP]
  - 7 MARKING LINE EPOXY 6-INCH (WHITE)
  - 8 MARKING LINE EPOXY 6-INCH (YELLOW)
  - 9 MARKING LINE GROOVED WET REF CONTRAST EPOXY 10-INCH (WHITE)
  - 10 MARKING STOP LINE EPOXY 18-INCH (WHITE)
  - 11 MARKING WORD EPOXY (WHITE)
  - 12 MARKING ARROW EPOXY TYPE 2 (WHITE)
  - 13 MARKING CURB EPOXY (YELLOW)
  - 14 MARKING SLAND NOSE EPOXY (YELLOW)
  - 15 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
  - 16 MARKING YIELD LINE EPOXY 18-INCH (WHITE)
  - 17 MARKING ARROWS (BIKE LANE ARROW)
  - 18 MARKING SYMBOLS (BIKE LANE SYMBOL)
  - 19 MARKING DIAGONAL 12-INCH (WHITE)
- \* SEE PERMANENT LONGITUDINAL PAVEMENT MARKINGS STANDARD DETAIL DRAWING

PROJECT NO: 2729-07-70	COUNTY: OZAUKEE	SHEET: E
FILE NAME: N:\PROJECTS\27290706\GHEP\PLAN\02501-PAV.DWG	DATE: 6/2/2023 10:33 AM	PROJECT NAME: HWY: STH 181
LAYOUT NAME: PM17	PLOT DATE: 6/2/2023 10:33 AM	PLOT NAME: PAVEMENT MARKING
	PLOT SCALE: 1 INCH = 30 FT	WSP/CDMS SHEET 42

2

MATCH LINE 381100



N ESSEX DR

N ESSEX DR

R3-17

- LEGEND
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) [12.5 FT LINE 37.5 FT SKIP]
  - 2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED BLACK) [12.5 FT LINE 37.5 FT SKIP]
  - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) [9 FT LINE 9 FT SKIP]
  - 4 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED BLACK) [9 FT LINE 9 FT SKIP]
  - 5 MARKING LINE GROOVED WET REF EPOXY 18-INCH (DASHED WHITE) [9 FT LINE 9 FT SKIP]
  - 6 MARKING LINE GROOVED WET REF EPOXY 18-INCH (DASHED BLACK) [9 FT LINE 9 FT SKIP]
  - 7 MARKING LINE EPOXY 6-INCH (WHITE)
  - 8 MARKING LINE EPOXY 6-INCH (YELLOW)
  - 9 MARKING LINE GROOVED WET REF CONTRAST EPOXY 18-INCH (WHITE)
  - 10 MARKING STOP LINE EPOXY 18-INCH (WHITE)
  - 11 MARKING WORD EPOXY (WHITE)
  - 12 MARKING ARROW EPOXY TYPE 2 (WHITE)
  - 13 MARKING CURB EPOXY (YELLOW)
  - 14 MARKING ISLAND NOSE EPOXY (YELLOW)
  - 15 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
  - 16 MARKING YIELD LINE EPOXY 18-INCH (WHITE)
  - 17 MARKING ARROWS (BIKE LANE ARROW)
  - 18 MARKING SYMBOLS (BIKE LANE SYMBOL)
  - 19 MARKING DIAGONAL 12-INCH (WHITE)
- \* SEE "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" STANDARD DETAIL DRAWING

R3-17 + END

NOTE: PROPOSED LINENWORK IS SCREENED FOR CLARITY

2

MATCH LINE 362400

PROJECT NO: 2729-07-70  
 COUNTY: OZAUKEE  
 HWY: STH 181  
 FILE NAME: \\NPS\CD\272907\08\ASPECT\PLAN\2429-07-70.DWG  
 LAYOUT NAME: PH18  
 PAVEMENT MARKING  
 PLOT DATE: 6/27/2013 2:03:38 AM  
 PLOT BY: YANG, WANG, HENG  
 PLOT NAME:  
 PLOT SCALE: 1"=60' FT  
 SHEET  
 E1  
 WESTPAGES.PLOT14

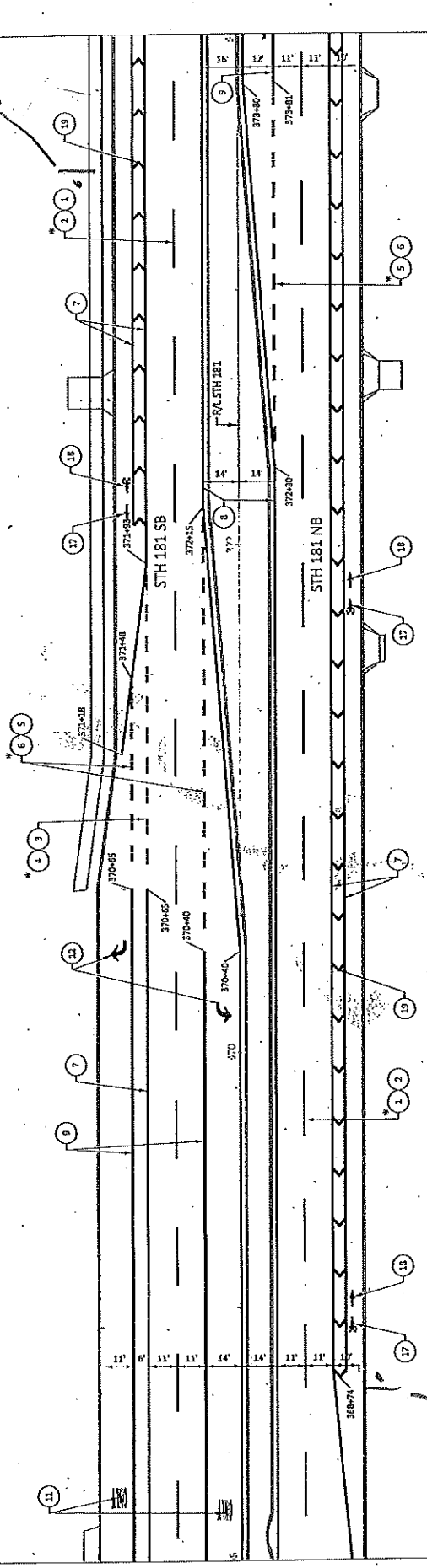
2

MATCH LINE 374+00



NOTE: PROPOSED LINENWORK IS SCREENED FOR CLARITY

*Handwritten:* 33-17



- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
  - 2 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (12.5 FT LINE 37.5 FT SKIP)
  - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
  - 4 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (3 FT LINE 9 FT SKIP)
  - 5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
  - 6 MARKING LINE GROOVED BLACK EPOXY 10-INCH (DASHED BLACK) (3 FT LINE 9 FT SKIP)
  - 7 MARKING LINE EPOXY 6-INCH (WHITE)
  - 8 MARKING LINE EPOXY 6-INCH (YELLOW)
  - 9 MARKING LINE GROOVED WET REF CONTRAST EPOXY 10-INCH (WHITE)
  - 10 MARKING STOP LINE EPOXY 12-INCH (WHITE)
  - 11 MARKING WORD EPOXY (WHITE)
  - 12 MARKING ARROW EPOXY TYPE 2 (WHITE)
  - 13 MARKING CURB EPOXY (YELLOW)
  - 14 MARKING ISLAND NOSE EPOXY (YELLOW)
  - 15 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
  - 16 MARKING YIELD LINE EPOXY 18-INCH (WHITE)
  - 17 MARKING ARROWS (BIKE LANE ARROW)
  - 18 MARKING SYMBOLS (BIKE LANE SYMBOL)
  - 19 MARKING DIAGONAL 12-INCH (WHITE)

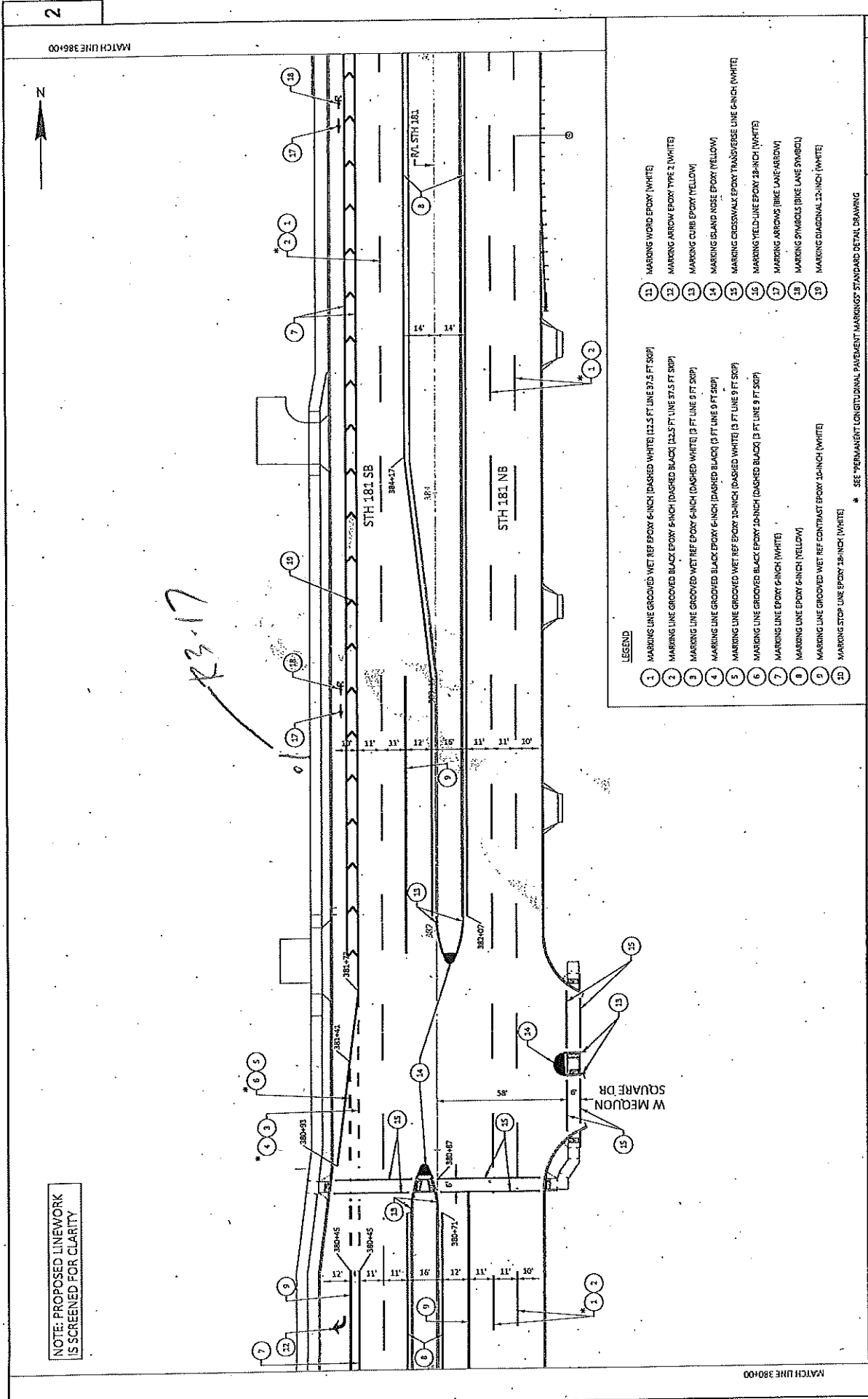
\* SEE "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" STANDARD DETAIL DRAWING

PROJECT NO.: 2729-07-70  
 COUNTY: OZAUKEE  
 HWY: STH 181  
 FILE NAME: W:\PROJECTS\272907\SPRINT\PLAN\94301-PA.DWG  
 LAYOUT NAME: PA19  
 PLOT DATE: 6/22/2019 3:23:33 AM  
 PLOT BY: YAKA, WANG, HONG  
 PLOT MARK: 1 IN=60 FT  
 SHEET: E

2

MATCH LINE 368+00





NOTE: PROPOSED LINENWORK IS SCREENED FOR CLARITY

- LEGEND**
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (22.5 FT LINE 27.5 FT SKIP)
  - 2 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (22.5 FT LINE 27.5 FT SKIP)
  - 3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
  - 4 MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED BLACK) (3 FT LINE 9 FT SKIP)
  - 5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP)
  - 6 MARKING LINE GROOVED BLACK EPOXY 10-INCH (DASHED BLACK) (3 FT LINE 9 FT SKIP)
  - 7 MARKING LINE EPOXY 6-INCH (WHITE)
  - 8 MARKING LINE EPOXY 6-INCH (YELLOW)
  - 9 MARKING STOP LINE EPOXY 10-INCH (WHITE)
  - 10 MARKING STOP LINE EPOXY 10-INCH (WHITE)
  - 11 MARKING WORD EPOXY (WHITE)
  - 12 MARKING ARROW EPOXY TYPE 2 (WHITE)
  - 13 MARKING CURB EPOXY (YELLOW)
  - 14 MARKING ISLAND NOSE EPOXY (YELLOW)
  - 15 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
  - 16 MARKING YIELD-LINE EPOXY 18-INCH (WHITE)
  - 17 MARKING ARROWS (BIKE LANE-ARROW)
  - 18 MARKING SYMBOLS (BIKE LANE SYMBOL)
  - 19 MARKING DIAGONAL 12-INCH (WHITE)
  - 20

PROJECT NO: 2729-07-70 COUNTY: OZAUKEE HWY: STH 181 SHEET: E

FILE NAME: \\RVP05\312520709\DRY\PLANS\202505-PM.DWG LAYOUT NAME: PM2

DATE: 07/20/25 08:33 AM PLAN DATE: 07/20/25 08:33 AM PLAN NAME: WANG, WANG, MENG PLAN SCALE: 1 IN=8 FT

\* SEE PERMANENT LONGITUDINAL PAVEMENT MARKINGS STANDARD DETAIL DRAWING





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

[www.cityofmequonwi.gov](http://www.cityofmequonwi.gov)

Office of Engineering

**TO: Public Works Committee**  
**FROM: Kristen Lundeen, Director of Public Works/City Engineer**  
**DATE: August 12, 2025**  
**SUBJECT: RESOLUTION 4225 A Resolution Authorizing Execution of a State/Municipal Maintenance Agreement (SMMA) and a State/Municipal Financial Agreement (SMFA) with the Wisconsin Department of Transportation for Traffic Signal Enhancements at the Intersection of Mequon and Cedarburg Roads, and Block Style Crosswalk Enhancements on Mequon Road (at Cedarburg Road, Riverland Road/Riverland Court, Robin Lane, Lilac Lane and Market Street)**

### **Background**

The Wisconsin Department of Transportation (WisDOT) has passed the 60% design milestone for the Mequon Road project from Cedarburg Road to Port Washington Road. The proposed project includes:

- Pavement mill and fill, with some base patching
- Replacement of 4 traffic signals: Cedarburg Road, Eastgate Drive, River Road and Range Line Road
- Correcting curb ramps
- Miscellaneous concrete work on the bridge over the Milwaukee River along with a deck seal
- Reconstructing the crossing at the railroad crossing and updating the R/R signal

The project is currently planned for a September 2027 let, which could be accelerated pending available funding.

### **Analysis**

The City of Mequon has a permit on Mequon Road for the median plantings and the mid-block crosswalks. The City requested enhanced, block-style crosswalks in place of the existing standard striping, to increase the visibility of the pedestrian and bicycle crossings. Enhanced, block-style crosswalks were previously installed at the Cedarburg Road intersection. The City also requested black traffic signals at the Cedarburg Road intersection, consistent with Town Center standards.

As those requests are more expensive than the standard alternative, the City and WisDOT must enter into a State/Municipal Financial Agreement where the City will pay for its portion of the requested work. Maintenance of the items included in the permits are required under the State/Municipal Maintenance Agreement.

**Fiscal Impact**

Table 1: Summary of Costs includes the breakdown of Municipal Funds estimated for the project. The mid-block crossings range from \$2,300 - \$2,900 each and will be funded through the Road Program capital account. The block crosswalk at Cedarburg Road is \$17,000 and the black traffic signals are \$17,500 and will be funded by the Town Center TIF.

Ongoing maintenance of the pavement markings and landscaping are incorporated into annual budget requests.

**Recommendation**

A recommendation from the Public Works Committee is forthcoming on August 12, 2025.

**Attachments:**

2270-06-70 STH57 CMequon STH 167-CTH\_W SMMA (PDF)

2270-06-00\_70 STH57 CMequon STH 167-CTH\_W (PDF)

COMMON COUNCIL  
OF THE  
CITY OF MEQUON

RESOLUTION 4225

A Resolution Authorizing Execution of a State/Municipal Maintenance Agreement (SMMA) and a State/Municipal Financial Agreement (SMFA) with the Wisconsin Department of Transportation for Traffic Signal Enhancements at the Intersection of Mequon and Cedarburg Roads, and Block Style Crosswalk Enhancements on Mequon Road (at Cedarburg Road, Riverland Road/Riverland Court, Robin Lane, Lilac Lane and Market Street)

**RECITALS**

A. The Wisconsin Department of Transportation (WisDOT) is planning to mill and repave STH167 (Mequon Road) from Cedarburg Road east to Port Washington Road.

B. WisDOT will include block style crosswalks at the intersections of Riverland Road/Court, Robin Lane, Lilac Lane and Market Street at the request of the City of Mequon at a total financial obligation of \$10,500, which will be funded by the Road Program Capital Account.

C. WisDOT will include block style crosswalks at the intersection of Cedarburg Road and Mequon Road at the request of the City of Mequon at a total financial obligation of \$17,000, which will be funded by the Town Center Tax Incremental District.

D. WisDOT will include black traffic signals at the intersection of Cedarburg Road and Mequon Road at the request of the City of Mequon at a total financial obligation of \$17,500, which will be funded by the Town Center Tax Incremental District.

E. Should the Town Center Tax Incremental District close prior to invoicing from WisDOT, the balance of the expenditures owed shall be funded by the Road Program Capital Account.

F. Maintenance of the block crosswalks and cost for the colored traffic signals shall be the responsibility of the City of Mequon and incorporated into the existing permit agreements.

G. WisDOT is requesting approval of an agreement obligating the City to the long-term maintenance of the permitted crosswalks, sidewalks and landscaping.

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

1. Staff is authorized to enter into a State/Municipal Funding Agreement for the block crosswalks and colored traffic signal installation, subject to any clerical, technical and/or legal changes deemed necessary and appropriate by the City Attorney.


2. The Mayor and the City Clerk are authorized and directed to execute and deliver the same.

\_\_\_\_\_  
Approved by: Andrew Nerbun, Mayor

Date Approved: August 12, 2025

I certify that the foregoing Resolution was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on August 12, 2025.

\_\_\_\_\_  
Caroline Fochs, City Clerk

	<b>STATE/MUNICIPAL MAINTENANCE AGREEMENT</b>	Date: July 23, 2025 ID: 2270-06-70 Road Name: W Mequon Rd (STH 57) Limits: 500' S OF STH 167 TO CTH W County: Ozaukee
---	--	---

The signatory **City of Mequon**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect this agreement to include the associated maintenance responsibilities hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 84.07(1) of the Statutes. Wisconsin statutes, Wisconsin Administrative Code, and State policy serve as the defining documents for State Highway maintenance responsibilities.

**DESCRIPTION OF FACILITY:**

**Facility description upon completion of State project – As determined by project ID 2270-06-70**

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages [2] – [3]); is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State, delivery to the Municipality and upon fully executed signature of associated, applicable State Municipal Financial Agreement for project 2270-06-70. The initiation and signature of the agreement will be subject to all the applicable federal and state regulations. No term or provision of neither the State/Municipal Maintenance Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Maintenance Agreement.

Signatures certify the content has not been altered by the municipality. Signed for and in behalf of the <b>City of Mequon</b> (Please sign in blue ink)	
Name (print)	Title
Signature	Date
Signed for and in behalf of the <b>State</b> (Please sign in blue ink)	
Name Brian Roper	Title <b>WisDOT SE Region Maintenance Chief</b>
Signature	Date

**TERMS AND CONDITIONS:**

1. In order to guarantee the Municipality’s foregoing agreements to maintain the facility to State standards, the

Attachment: 2270-06-70 STH57 CMequon STH 167-CTH\_W SMMA (RESOLUTION 4225 : Mequon Rd SMFA Crosswalks and Traffic Signal

Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold General Transportation Aids or monies otherwise due and payable by the State to the municipality, as determined by the State, for any maintenance the State must perform to the facility should the Municipality fail to comply with the agreement.

2. The State will not install any additional items, not necessitated for the safe and efficient flow of traffic, to a state highway facility without the Municipality agreeing to maintain those items. The State is responsible for maintaining the through travel way of any given highway facility under the State's jurisdiction including:
  - (a) The energy, operation, repair and replacement of traffic signals and associated street lighting required for the signalized intersections within the limits of this agreement for:
    1. Signalized intersections N East Gate Dr, N River Rd, N Range Line Rd, N Port Washington Rd
  - (b) Signing and pavement marking necessitated for the safe and efficient flow of traffic except those items listed in #3.
  - (c) Drainage elements including curb and gutter, stormwater inlets, and storm sewer as well as street sweeping.
  - (d) Permitting authority of utilities and access control on all State Trunk, US and Interstate Highways.
3. The Municipality shall at its own cost and expense maintain all portions within the specified limits of this agreement that lie within its jurisdiction for such maintenance through statutory requirements in a manner satisfactory to the State and shall make ample provision for such maintenance each year to include:
  - (a) Maintain all items outside, and under, the travel way to include, but not limited to, sidewalks, pedestrian refuge islands and landscaping features (refer to attachment A).
  - (b) Remove snow and ice from sidewalks and pedestrian refuge islands.
  - (c) Maintain clear right-of-way of all encroachments.
  - (d) Maintain crosswalk pavement markings at unsignalized intersections and mid-block crossings in accordance with the signing and marking agreement if completed as part of this project. Refer to Attachment B.
  - (e) Maintain signs and pavement markings not necessary for the safe and efficient movement of traffic (no parking signs, wayfinding signs, etc.) in accordance with the signing and marking agreement if completed as part of this project.
  - (f) Maintain and accept responsibility for the following as applicable to this agreement:
 

{Insert/delete any of the following statements as applicable to the limits of this agreement:}

    1. Structures: clearance of snow and/or ice from the sidewalk on the structure.
    2. Grass: mowing, repair tire ruts in turf, weed control, litter removal where landscaping was approved by permit, refer to Attachment A.
    3. Landscaping: removal and replacement of dead plant material, pruning, watering as permitted within the defined limits in the Work in Highway Right of Way Permit (Attachment A). Spray of vegetation in roadway cracks/joints at the Municipality discretion.
    4. Other (please identify): utilities: water, sanitary, block crosswalks at Riverland Rd / N. Riverland Ct, N. Robin Ln, N. Lilac Ln, W. Market St, Refer to Attachment B. Black power coating (paint) on signals at Cedarburg Rd.
4. The Municipality, within the specified limits, agrees to:

(a) Prohibit angle parking.

(b) Regulate parking along the highway. The Municipality will file a parking declaration with the State.

1. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
5. The Municipality will coordinate with the State to obtain any necessary Work on Right-of-Way Permits for maintenance performed on or within the state highway facility or state right-of-way.
6. This agreement does not remove the current municipal maintenance responsibility.
7. The State or Municipality may request an amendment to this agreement to include specific features later requested by the Municipality throughout the design process.
8. Upon completion of construction project, 2270-06-70, the Municipality will assume all afore mentioned maintenance responsibilities.

APPLICATION/PERMIT TO WORK ON HIGHWAY RIGHT-OF-WAY

s.36.07(2), 36.16 and other applicable Wis. Stats.

SPECIAL PERMIT PROVISIONS

The following checked provisions apply to this permit:

GENERAL

- 1. The applicant shall contact the Transportation District Chief Maintenance Engineer at the address and telephone number indicated on the face of this permit to arrange for a District representative to inspect the work site. No work under this permit shall be accomplished prior to his/her arrival.
2. The applicant shall notify the Transportation District Chief Maintenance Engineer at the address and telephone number indicated on the face of this permit prior to the completion of the work authorized and at a time that enables District personnel ample opportunity to inspect the work before the applicant's employees leave the site.
3. Construction by open-trench methods is authorized only if the permitted installation can be accomplished in advance of the highway paving. If this cannot be accomplished, the permitted facility shall be jacked and/or dry augured.
4. At any location where open-trench installation across highway pavements is authorized, the surfacing shall be saw-cut full depth to enable it to be restored with smooth joints.
5. All excavations shall be back-filled in accordance with the attached detail.
6. Vegetation shall not be cut or trimmed without the consent of the owner. Nontarget trees and shrubs shall not be damaged.
7. Trimming is limited to only that which is necessary to afford safe clearance. This does not authorize clear swath cutting.
8. The vegetation to be removed shall be surveyed and inspected jointly with the District Chief Maintenance Engineer's designated representative prior to any work commencing on the highway right-of-way.

ROADSIDE PLANTING

- 9. Trees and other plant materials may be planted only in such locations and in such species as indicated on the attached plans or as specified in the field by the Transportation District Chief Maintenance Engineer or his representative.
10. The applicant shall maintain all plantings by watering and mulching when necessary during the first growing season. The applicant may replace dead or dying plantings at any time.
11. No sign or marker identifying the plantings may be placed within the limits of the highway right-of-way.
12. The Department agrees to provide reasonable care and maintenance of the plantings to the extent of its usual and customary procedure in relation to any and all roadside vegetation.
13. The Department accepts no responsibility for loss that may occur to the plantings. The applicant shall be fully aware that the plantings are subject to mortality; thinning; normal hazards due to maintenance operations, snow control, and public utility installation or alteration; trimming or removal if and when the plantings cause restrictions to sight distance or hazardous snow and ice conditions on the highway; possible destruction should reconstruction of the highway be undertaken; and possible partial or complete abandonment or obliteration or return to private ownership if future changes in highway location should be made.

7) SEE ATTACHED SPECIAL PERMIT PROVISIONS

Form containing location description, applicant name, address, and work location details. Includes fields for 'Location Description', 'Applicant Name and Address', 'Type of Work Proposed', and 'Proposed Work Location'.

It is understood and agreed that approval is subject to the applicant's full compliance with the pertinent Statutes, as well as any codes, rules, regulations, and permit requirements of other jurisdictional agencies. The applicant shall also comply with all permit provisions, superimposed notes, and detail drawings, which may be added by the Department.

Any alteration of this form by the applicant is prohibited and may be cause to revoke this permit.

Applicant Name and Address: CITY OF MEQUON, 11333 N. CEDARBURG ROAD, MEQUON, WI 53092-1930. Signature: Lee Szymbrorski, City Administrator, dated 4/26/99.

Transportation District Location and Telephone Number: WI DEPT. OF TRANSPORTATION, Trans. District Two, 2000 Pewaukee Rd., Suite A, Pewaukee, WI 53107-0798. Date Application Received: 4/24/99.

The applicant shall contact the Transportation District Office at the Telephone Number given at right NOT LESS THAN 3 WORKING DAYS prior to the start of the permitted work to arrange for a District Representative to locate and mark the existing traffic signal lines. No work under this permit shall be accomplished prior to the District Representative's arrival.

Permit Number: 200283, Issuance Date: 4-27-99.

Division of Highways Permit Approval

Signature: R.P. Cole

45-2M-99

INDEMNIFICATION

Any transfer, whether voluntary or involuntary, of ownership or control of any property constructed, placed or operated by or on behalf of the applicant that remains on the State property or right-of-way pursuant to this permit shall not release Applicant from any of the indemnification requirements of this permit, unless the State is notified of such transfer in writing. Any acceptance by any other person or entity, whether voluntary, or ownership or control of any property constructed, placed or operated by or on behalf of the Applicant that remains on the State's property or right-of-way pursuant to this permit, shall include acceptance of all of the indemnification requirements of this permit by the other person or entity receiving ownership or control.

Notwithstanding the foregoing, a private contractor or subcontractor with the State under Chapter 84 Wisconsin Statutes, that fails to comply with sections 66.047 and 132.0175 Wisconsin Statutes (1985-1986), remains subject to the payment to the Applicant of the actual cost of repair of intentional or negligent damage by the contractor or subcontractor to any property, lines or facilities placed by or on behalf of the Applicant pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way, and remains subject to payment to the Applicant for losses due to personal injury or death resulting from negligence by the contractor or subcontractor.

Notwithstanding the foregoing, if the State, its officers, employees and agents, fail to comply with sections 66.047 and 132.0175 Wisconsin Statutes (1985-1986), the State or its officers, employees and agents, remain subject to the payment to the Applicant of the actual cost of repair of willful and intentional damage by the State, or its officers, employees and agents, to any property, lines or facilities placed by or on behalf of the Applicant pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way, and remain subject to payment to the Applicant for losses due to personal injury or death resulting from negligence by the State, its officers, employees and agents.

No indemnification of private contractors or subcontractors with the State under Chapter 84 Wisconsin Statutes, shall apply in the event of willful and intentional damage by such private contractors or subcontractors to the property, lines and facilities of the Applicant located on the highway right-of-way pursuant to this permit or any other permit issued by the State for the location of property, lines or facilities on highway right-of-way.

PERMIT PROVISIONS AND CONDITIONS OF APPROVAL

Pursuant to the Wisconsin Statutes, this permit is granted to allow performance of that specific work described over which the Department of Transportation has permit authority. The following provisions and any attached provisions shall govern.

- 1. No part of the permitted work shall be commenced until warning signs, devices and methods adequate to protect the public are in place and fully functional. Warning signs and devices shall conform to the appropriate sizes, designs and arrangements specified within the Wisconsin Manual on Uniform Traffic Control Devices, current edition. It shall be the responsibility of the applicant to provide and maintain at least the quantity of signs and devices therein described, but to also supplement those with such additional signs, devices and flags as are necessary to functionally protect persons and property from injury or damage at all times and under all conditions, including changed or changing conditions. Warning signs, devices and methods shall be in place and protectively functional prior to the commencement of any of the permitted works within the limits of the highway right-of-way, and shall protect the public until all permit-associated works are complete.
2. Vehicles, equipment and materials shall be regulated by the applicant to assure consistently safe conditions. Particular care shall be exercised at all times to assure a safe traffic environment at and near the site of the work. These requirements pertain while the work operations are in active progress, as well as during periods of work shutdown. Any discovered violation of this permit, and particularly as regards any failing to maintain a safe traffic and general public environment will require an immediate cure by the applicant to stop or progress of the work, and may result in revocation of the permit and expulsion from the highway right-of-way.

3. All operations shall be performed without obstructing nor closing all or any part of any highway traffic lane unless specifically sanctioned by the Department.

4. All costs for constructing and maintaining the permitted facilities shall be the obligation of the applicant. The permitted facilities shall, if necessary, be altered at the expense of the applicant to facilitate alteration, improvement, safety control, or maintenance of the highway, as may be ordered by the Department.

5. The permit does not transfer any land, nor give, grant or convey any land right, right in land, nor easement.

6. The permit authorizes only the described works of and/or the authority for the facilities of any other, either by present or future installation.

7. Any disturbance to, operation within, or use of a highway median is expressly prohibited, unless specifically sanctioned by the Department.

8. Construction methods and restorations shall be in accordance with applicable parts of the Department's Standard Specifications for Road and Bridge Construction, current edition.

9. The applicant shall assure that proper erosion control measures are implemented prior to and at all times during work operations. The applicant shall also be responsible for providing and maintaining erosion control measures to protect all restored areas upon completion of the permitted works until the replacement vegetation achieves sustained growth.

10. No direct access for the installation, maintenance or repair of any permitted facility shall derive from the travel lane or shoulder of any freeway, nor from any ramp or interchange, except access rendered imperative by an actual emergency. In the latter event, contact shall be established by the applicant with the Wisconsin State Patrol and with the Transportation District Office indicated on the face of this permit by the earliest means possible.

11. Permitted facilities shall be located as defined within this permit. Any part of the facility found to be otherwise located shall be subject to correction by and at the cost of the applicant to such extent as the Department may specify. Any facility or part thereof which is located other than as the permit defines occupies such location solely at the risk of the applicant. Accordingly, if the same is undetected or is suffered to remain in variance to the permit, the applicant agrees to hold the State, its employees, agents and officers harmless and free of any cost, claim or liability associated with any accidental damage to such facility which may result from a highway construction, maintenance, traffic control, or right-of-way management function.

12. All highway facilities disturbed by the permitted works or associated operations shall be restored promptly. Restoration is not accomplished voluntarily, without delay, if the Department may issue a notice setting a time-certain by which the restoration must be complete. If the applicant fails to satisfactorily complete all restorations within the time thus established, the Department may arrange directly for all needed restorations, and all costs associated with such restorations and the arrangements therefor shall be a cost-obligation of the applicant. The applicant agrees to pay any and all such costs.

13. Any brush, trash or waste materials resulting from the permitted works shall be removed from the highway right-of-way. No tree or shrub shall be cut, trimmed or damaged to facilitate the installation or maintenance of the permitted facility except as authorized by the owner of such tree or shrub. See Wisconsin Statutes 86.03(2)(4), 36.16(3), and 182.017(5). Disposal of such materials off the right-of-way shall be in accordance with applicable solid waste disposal regulations.

14. Upon completion of the work and restorations, written notice shall be filed within 10 calendar days with the District Chief Maintenance Engineer of the Transportation District Office indicated on the face of the permit.

15. Operations and safety precautions pertinent to any trenching, tunneling, or excavation activities shall comply with the most strict requirements of all applicable regulations and codes, including, but not limited to, those of the Wisconsin Department of Industry, Labor and Human Relations.

16. Smooth and finished slopes shall be constructed at any location where any graded portion of the highway right-of-way meets the lands of the adjacent property owner.

17. Any excavat on authorized within the limits of any normal highway pavement or shoulder area shall be backfilled with suitable granular material, placed in lifts or layers 12" or less each in depth, and compacted mechanically to the compaction of the adjacent and undisturbed ground or material. Water flooding and the use of moisture in excess of necessity to facilitate mechanical compaction are prohibited. Any subsequent bearings, settlements, or other faultings attributable to the permitted works shall be repaired to the satisfaction of the Department at the applicant's expense. Temporary sheeting and shoring shall be used as necessary to prevent soil caving in trenches and tunnels.

18. Any curb, gutter, sidewalk, driveway, gravel base, ballast or shoulder material, or other element of the highway right-of-way or facility disturbed by the permitted works shall be restored in kind to the qualities, grades, compactions and conditions at least equal to those prevailing ahead of the permitted work operations and all to the satisfaction of the Chief Maintenance Engineer of the Transportation District Office indicated on the face of this permit.

19. Any tuffred area of the right-of-way disturbed by the permitted works shall be restored with fine-graded topsoil having a depth of not less than 4 inches, and reseeded to perennial grass, or sodded to the satisfaction of the Department.

20. In the opinion of the District Chief Maintenance Engineer, the permitted works or facilities obstruct highway drainage, unduly increase the difficulty of highway maintenance, or in any other manner adversely affect a highway interest, the applicant shall, upon notice, cure the fault as directed, and restore the highway facility to the satisfaction of the Department.

21. For jacked or augered installations across and beneath any freeway, no vehicle, equipment nor material shall be any nearer to any freeway travel lane than the jacking pits; and no jacking pit shall be any nearer to the outer edge of the nearest freeway lane than 30 feet.

22. The applicant is responsible to assure that the site of construction is secure against any hazard to the public, both when the site is attended and during off-hours, any holiday, and the hours of night when the site is unattended.

23. The applicant should be aware that future upgrading of the highway may require the adjustment of part or all of the permitted facility in order to conform to the State's Utility Accommodation Policy.

24. The covers of manholes, shut-off and regulator valves, and like facilities shall be adjusted to the level of the immediately adjacent grades.

25. No vehicle, equipment or material relating to the permitted work shall be parked or stored within the limits of the highway right-of-way except such as are actively engaged in the work operation.

26. No greater length of trench shall be open at any time than is necessary to maintain essential progress of the work.

SPECIAL PERMIT PROVISIONS

1. The work shall proceed in an orderly and systematic manner without interference with traffic, highway service, maintenance operations, or any of the facilities of the highway or utilities in conjunction with the highway.
2. In the event the plantings become unsightly, the highway authority may issue a notice, setting forth a time - certain by which restoration is restored to an acceptable condition. Should the permittee fail to satisfactorily complete any required restoration, the highway authority may arrange for the needful restoration, and all costs associated, shall be a cost - obligation of the permittee. The permittee agrees to pay any and all costs, within 60 calendar days of the state billing.
3. Accomplishment of any part of the permitted work shall evidence the permittee's agreement to fully comply with and be bound by the permit in all its parts.
4. The first hundred (100) feet back of the median nose shall be kept clear of any plantings and no plantings or shrub beds shall be placed in medians adjacent to left turn shadow lanes, or medians less than 15 feet in width.
5. Because of limited planting space, no plants shall be placed within 6 feet of the highway median curb.
6. All plant beds shall provide for uninterrupted median drainage.
7. Plant material of the shade or ornamental tree variety shall be placed as not to restrict the view of official highway signage within the median and shade tree species shall be maintained to allow for a 13 foot, 6 inch height over the pavement lane.
8. The applicant agrees to maintain all turf areas of the median within the permitted limits. This shall include mowing and weed control. Fertilization and watering of the median turf is at the discretion of the applicant..

1999 BEAUTIFICATION PROJECT PLANT LISTING

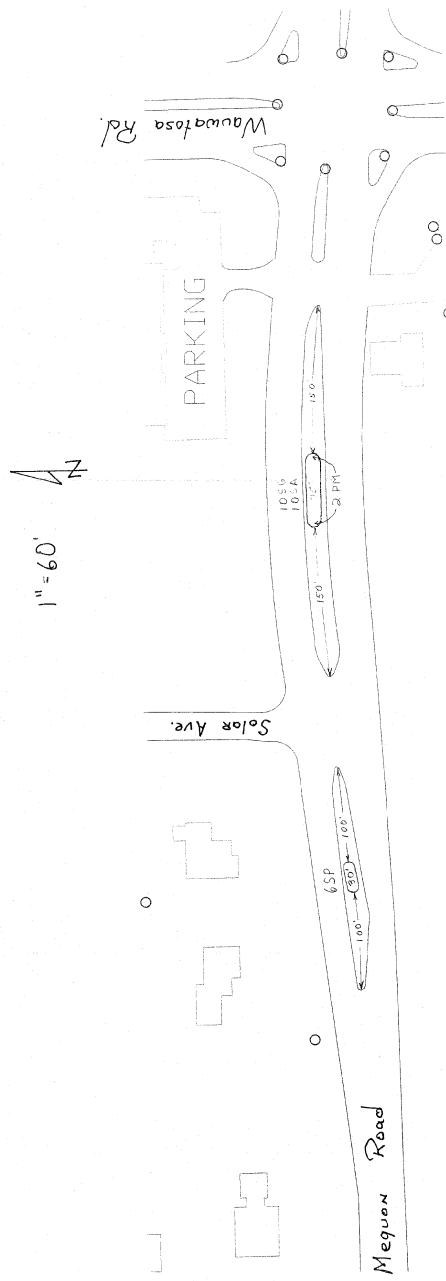
Key	Botanical Name	Common Name	Qty.	Size	Remarks	Spacing
<b>CANOPY TREES</b>						
AP	Acer platanoides "Parkway" oval	Norway Maple	6	2"	B&B	35' o.c.
FA	Corylus Coluna	Turkish Filbert or Hazel	3	2"	B&B	35' o.c.
FC	Fraxinus pennsylvanica "Cimmaron"	Green Ash	5	2"	B&B	35' o.c.
FS	Fraxinus pennsylvanica "Summit"	Green Ash	4	2"	B&B	35' o.c.
GS	Gleditsia triacanthos "Skyline"	Thornless Common Honeylocust	3	2"	B&B	35' o.c.
GT	Gleditsia triacanthos "Shademaster"	Thornless Common Honeylocust	6	2"	B&B	35' o.c.
GD	Gymnocladus dioicus	Kentucky Coffeetree	5	2"	B&B	35' o.c.
TS	Tilia tomentosa "Sterling"	Silver linden	5	2"	B&B	35' o.c.
GA	Ginkgo biloba "Autumn Gold"	Ginkgo, Maidenhair Tree	5	2"	B&B	35' o.c.
UP	Ulmus parvifolia "Allee"	Lacebark Elm	4	1 1/2"	B&B	35' o.c.
<b>ORNAMENTALS</b>						
<b>EVERGREENS</b>						
PM	Pinus Mugho	Mugho Pine	6	18-24"	B&B	6'
PN	Pinus nigra	Austrian Pine	4	6-7'	B&B	35'
JK	Juniperus chinensis "Ketteri"	Chinese Juniper	6	4-5'	B&B	6'
JM	Juniperus chinensis "Maneyi"	Chinese Juniper	9	18-24"	Cont.	6'
<b>GRASSES</b>						
MS	Miscanthus	Silver Maiden Grass	16	4 12" pot	Cont.	
AB	Andropogon gerardii	Big Bluestem		4 1/2" pot	Cont.	
CL	Chasmanthrum latifolium	Sea Oats				
EB	Elymus	Blue Lyme Grass		4 1/2" pot	Cont.	
PV	Panicum virgatum	Switch Grass	24	4 1/2" pot	Cont.	

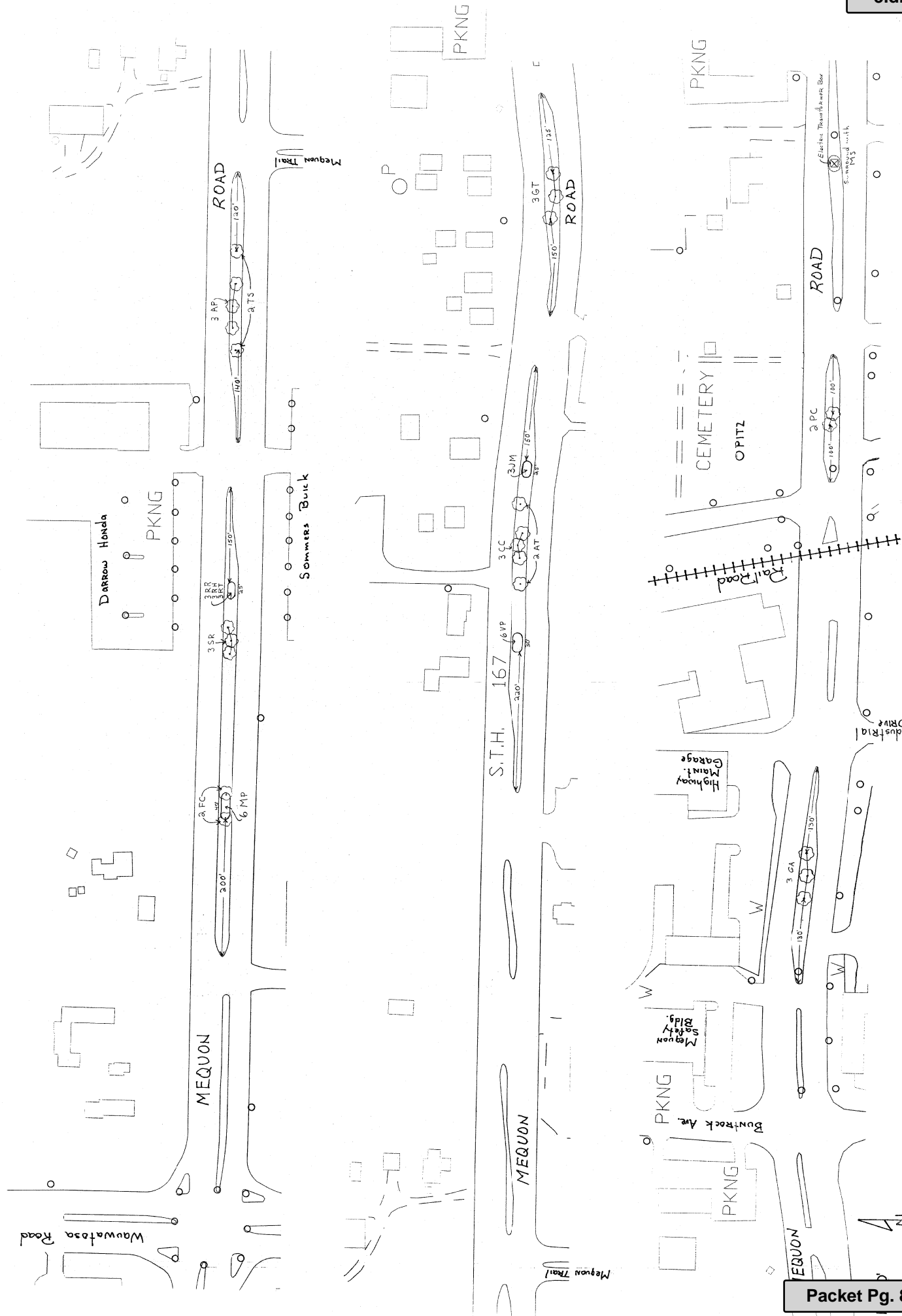
Key	Botanical Name	Common Name	Qty.	Size	Remarks	Spacing
<b>SHRUBS</b>						
RT	Rhus typhinia	Staghorn Sumac	12	4-5'	Cont.	5'
CA	Caragana arborescens	Siberian Pea Shrub	6	2-3'	Cont.	5'
MP	Myrica pennsylvanica	Northern Bayberry	6	18-24"	Cont.	5'
SP	Syringa persica	Persian Lilac	6	3-4'	Cont.	6-8'
RA	Rhus aromatica	Fragrant Sumac	10	18-24"	Cont.	6-8'
EA	Euonymus alatus	Winged Burning Bush		42-48"	B&B	5'
VD	Viburnum dentatum	Arrowood Viburnum	6	3-4'	B&B	8-10'
VT	Viburnum Trilobum	American Cranberry Bush	5	3-4'	Cont.	1-10'
VP	Viburnum Prunifolium	Blackhaw Viburnum	6	3-4'	B&B	10-12'
CR	Cornus racemosa	Gray Dogwood		3-4'	B&B	5'
CS	Cornus sericea	Redtwig Dogwood	10	4-5'	Cont.	6-8'
RR	Rosa rugosa	Rogosa Rose "Blanc" Double de	3	18"	Cont.	5-6'
RH	Rosa rugosa "Hansa"	Courbert White	3	18"	Cont.	5-6'
RT	Rosa rugosa "Therese Bugnet"	Rogosa Rose "Hansa" Double Red	3	18"	Cont.	5-6'
SG	Spirea	Rogosa Rose Double Pink	3	18"	Cont.	5-6'
SA	Spirea	Goldflame	10	24-30"	Cont.	4-6'
SA	Spirea	Anthony Waterer	10	24-30"	Cont.	4-6'
<b>SMALL TREES</b>						
AT	Acer truntatam "Norwegian Sunset "Pacific Sunset"	Purpleblow Maple, Shantung Maple	4	2"	B&B	30'
AG	Acer ginnala "Flame"	Amur Maple (Clump)	3	4-5'	B&B	20'
CC	Crataegus crugalli inermis	Cockspur hawthorn (Clump)	6	6-7'	B&B	20'
SR	Syringa reticulata	Japanese Tree Lilac (Clump)	6	6-7'	B&B	20'
PC	Pyrus "Cleveland Select"	Ornamental Pear (Tree form)	5	2"	B&B	20'
<b>PERENNIALS</b>						
	Scabiosa "Isaac House	Pincushion Flower		4 1/2" pot	Cont.	15"
	Veronica spicata	Spike Speedwell		4 1/2" pot	Cont.	12"
	Heuchera sanguinea	Coral Bells		4 1/2" pot	Cont.	15"
	Dianthus Allwood	Allwood Pinks		4 1/2" pot	Cont.	12"
	Geum quellyon	Mrs. Bradshaw		4 1/2" pot	Cont.	12"
	Coreopsis lanceolata	Lanceleaf Tickseed		4 1/2" pot	Cont.	15"
	Hemerocallis	Daylily		4 1/2" pot	Cont.	24"
	Rudbeckia goldsturm	Showy Coneflower		4 1/2" pot	Cont.	15"
	Echinacea	Purple Coneflower		4 1/2" pot	Cont.	15"
	Lavandula angustifolia	Lavender		4 1/2" pot	Cont.	12"
	Sedum "Autumn Joy"	Hybrid Sedum		4 1/2" pot	Cont.	12"
	Salvia "Superba"	Flowering Sage		4 1/2" pot	Cont.	18"

1999 BEAUTIFICATION PROJECT PLANT LISTING

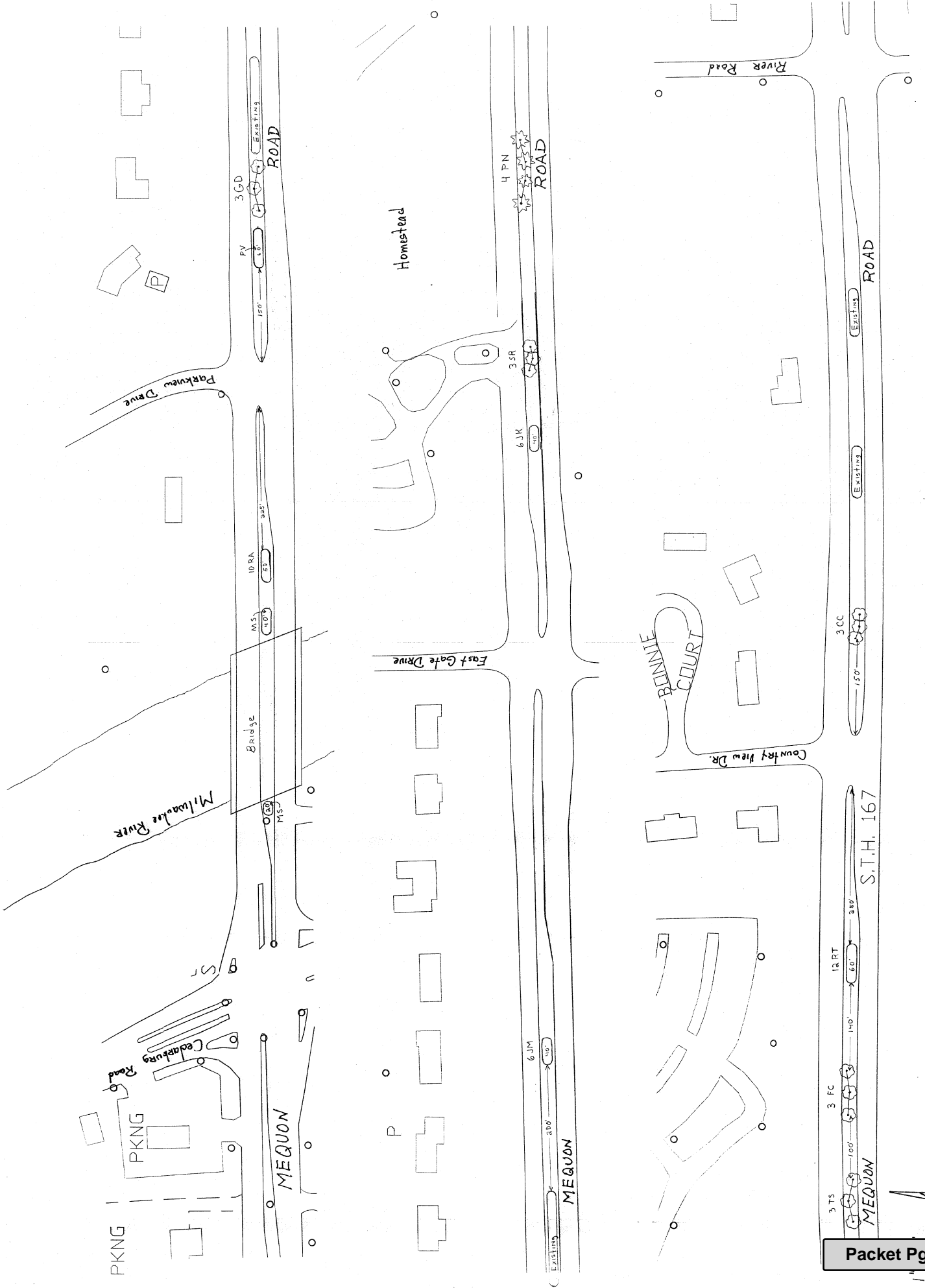
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CL	Chasmanthrum latifolium	Sea Oats				
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PV	Panicum virgatum	Switch Grass	24	4 1/2" pot	Cont.	

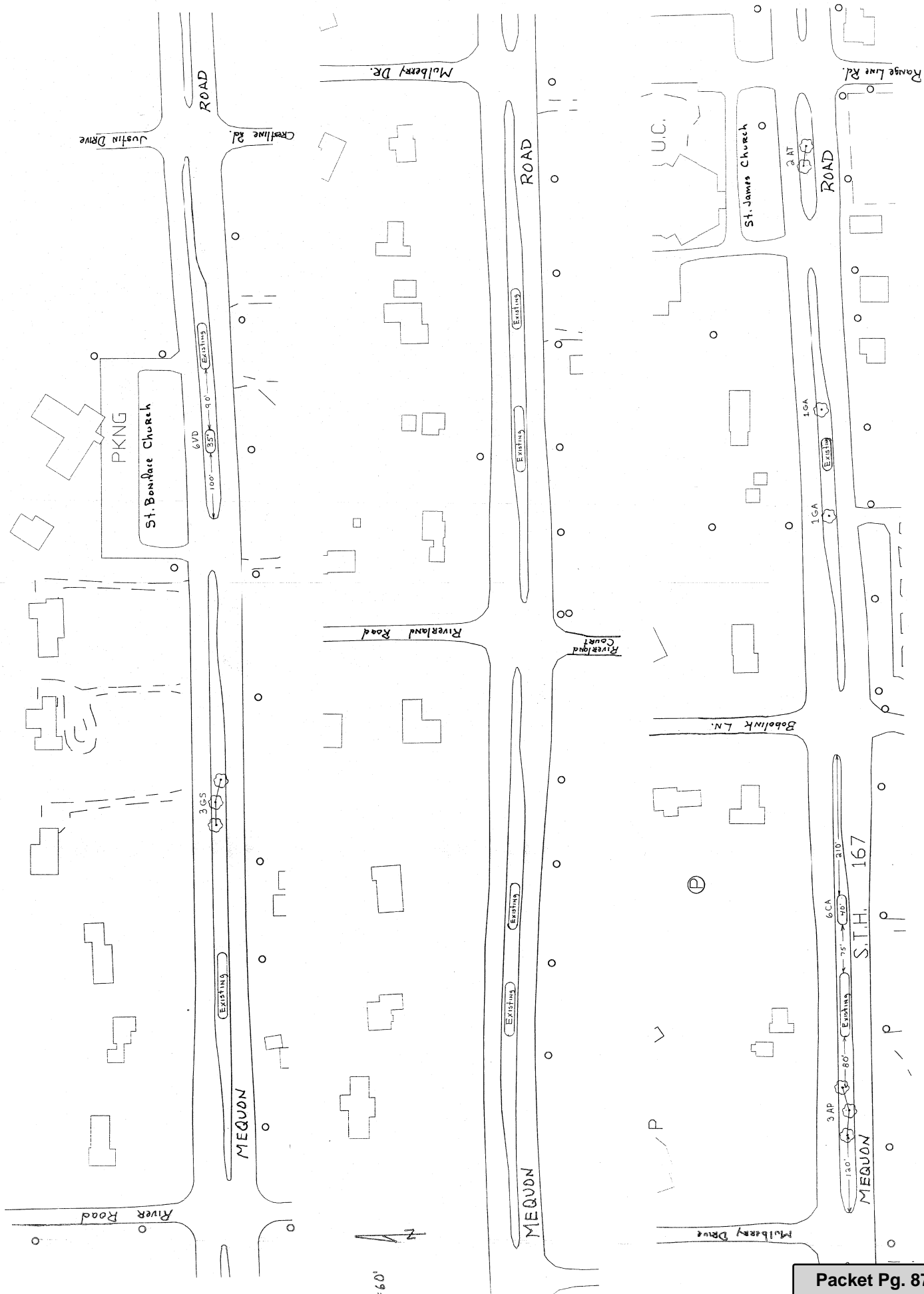
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RA	Rhus aromatica	Fragrant Sumac	10	18-24"	Cont.	6-8'
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VD	Viburnum dentatum	Arrowood Viburnum	6	3-4'	B&B	8-10'
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	Geum quellyon	Mrs. Bradshaw		4 1/2" pot	Cont.	12"
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	Rudbeckia goldsturm	Showy Coneflower		4 1/2" pot	Cont.	15"
	Echinacea	Purple Coneflower		4 1/2" pot	Cont.	15"
	Lavandula angustifolia	Lavender		4 1/2" pot	Cont.	12"
	Sedum "Autumn Joy"	Hybrid Sedum		4 1/2" pot	Cont.	12"
	Salvia "Superba"	Flowering Sage		4 1/2" pot	Cont.	18"



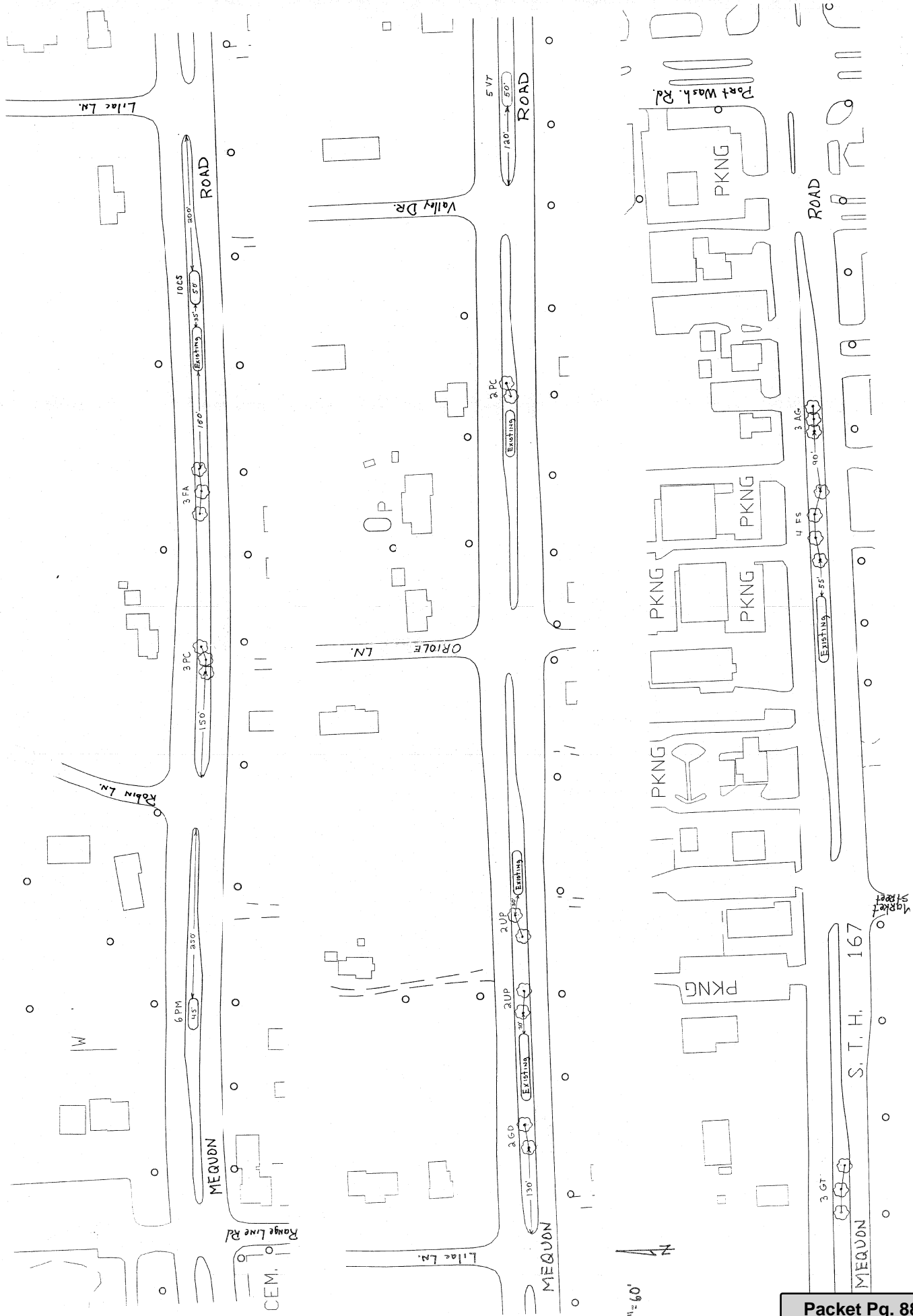


Attachment: 2270-06-70 STH57 CMequon STH 167-CTH\_W SMMA (RESOLUTION 4225 : Mequon Rd SMFA Crosswalks and Traffic Signal





Attachment: 2270-06-70 STH57 CMequon STH 167-CTH\_W SMMA (RESOLUTION 4225 : Mequon Rd SMFA Crosswalks and Traffic Signal



Attachment: 2270-06-70 STH57 CMequon STH 167-CTH\_W SMMA (RESOLUTION 4225 : Mequon Rd SMFA Crosswalks and Traffic Signal

## APPLICATION/PERMIT FOR PEDESTRIAN CROSSWALK MARKING

Wisconsin Department of Transportation  
DT2136 3/2006 s.86.07(2) Wis. Stats.

When approved, this permit documents the terms and conditions for use by the Municipality for installation and/or maintenance of pedestrian crosswalk marking on highways under the jurisdiction of the Wisconsin Department of Transportation. The applicant must obtain this approved permit prior to marking the crosswalk.

Submit the completed application to the WisDOT Regional Office that has maintenance jurisdiction of the state trunk highway in the county where the crossing will be located. A single application will be made for each pedestrian crossing.

Applicant - Municipality City of Mequon		County <b>Ozaukee</b>	
Mailing Address 11333 N. Cedarburg Rd Mequon, Wis 53092 Attn: Timothy Weyker, Deputy Director of Public Works		Area Code - Telephone Number 262-236-8145 FAX Number	
Type of Project <input checked="" type="checkbox"/> Improvement Project Agreement <input type="checkbox"/> Retrofit Agreement <input type="checkbox"/> Maintenance Permit			
Location: On Highway - Direction STH 57/167		At Intersecting Street Riverland Rd, North Robin Lane, N. Lilac Lane, W Market St, Cedarburg Rd	
		Or (If not at intersection) Distance      ft. from Intersecting Street	
Type of Crosswalk Marking (Design, dimensions and material) <input type="checkbox"/> Minimum standard, 6" lines, 6' gap <input checked="" type="checkbox"/> Other, Attach detail & reason Material: <input type="checkbox"/> Paint <input checked="" type="checkbox"/> Epoxy <input type="checkbox"/> Preformed <input type="checkbox"/> Other, (Specify)		School Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Speed Limit 40 mph
Operational features <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No    Curb Ramps at Sidewalks at Location <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No    Signalized Intersection <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No    Pedestrian Indications <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No    Meets ADA Requirements		Pedestrian Count	List supplemental signing to be used crosswalk warning signs
		Reasoning for Crosswalk Pedestrian Safety. Part of project 2270-06-70	

### Crosswalk Marking Installation Conditions

1. WisDOT's Policy for *Crosswalk Marking* is made a part of this permit agreement. By entering into this agreement, the Municipality agrees to the terms and cost arrangements in this policy document.
2. The design, installation and operation shall comply with Chapter 3 of the Wisconsin Manual of Uniform Traffic Control Devices.
3. During the installation and/or maintenance, the permittee shall follow all pertinent provisions for work zone traffic control as provided in Part 6 of the Wisconsin Manual of Uniform Traffic Control Devices.
4. The permittee shall coordinate the installation with the WisDOT Regional Office and other right-of-way users (i.e., utilities, adjacent property owners, etc.).
5. The permittee shall repair any damage to the pavement and/or right-of-way caused by installation or maintenance of equipment. Failure to do so promptly will result in permit revocation.
6. The permittee shall notify WisDOT after layout of the authorized work has been completed, but prior to the installation of any markings.
7. Permitted facilities shall be located as defined within this permit. Any part of the facility found to be otherwise located shall be subject to correction by and at the cost of the applicant to such extent as the WisDOT Regional Office may specify.
8. The permittee should be aware that future upgrading of the highway will remove the permitted crosswalk. A future permit will be needed to replace the crosswalk.

It is understood and agreed that approval is subject to the applicant's full compliance with the pertinent Statutes, as well as any codes, rules, regulations, and permit requirements of other jurisdictional agencies. The applicant shall also comply with all permit conditions, superimposed notes, and detail drawings, which may be added by WisDOT. Any alteration of this form by the applicant is prohibited and may be cause to revoke this permit.

The undersigned certifies that he/she is authorized to sign this application on behalf of the named unit of government.

X Timothy Weyker DEPUTY DIRECTOR OF PUBLIC WORKS 8/5/25  
 (Authorized Representative) (Title) (Date)

### Approved for the Wisconsin Department of Transportation

Permit Number = Region (NC, NE, NW, SE, or SW) - County Number - Three-digit, consecutive permit number

Permit Number
SE-45-10r

X Karen Martens (262) 548-6892 8/5/25  
 (Regional Authorized Representative) (Area Code - Telephone Number) (Date)

Attachment: 2270-06-70 STH57 CMequon STH 167-CTH\_W SMMA (RESOLUTION 4225 : Mequon Rd SMFA Crosswalks and Traffic Signal

### INDEMNIFICATION

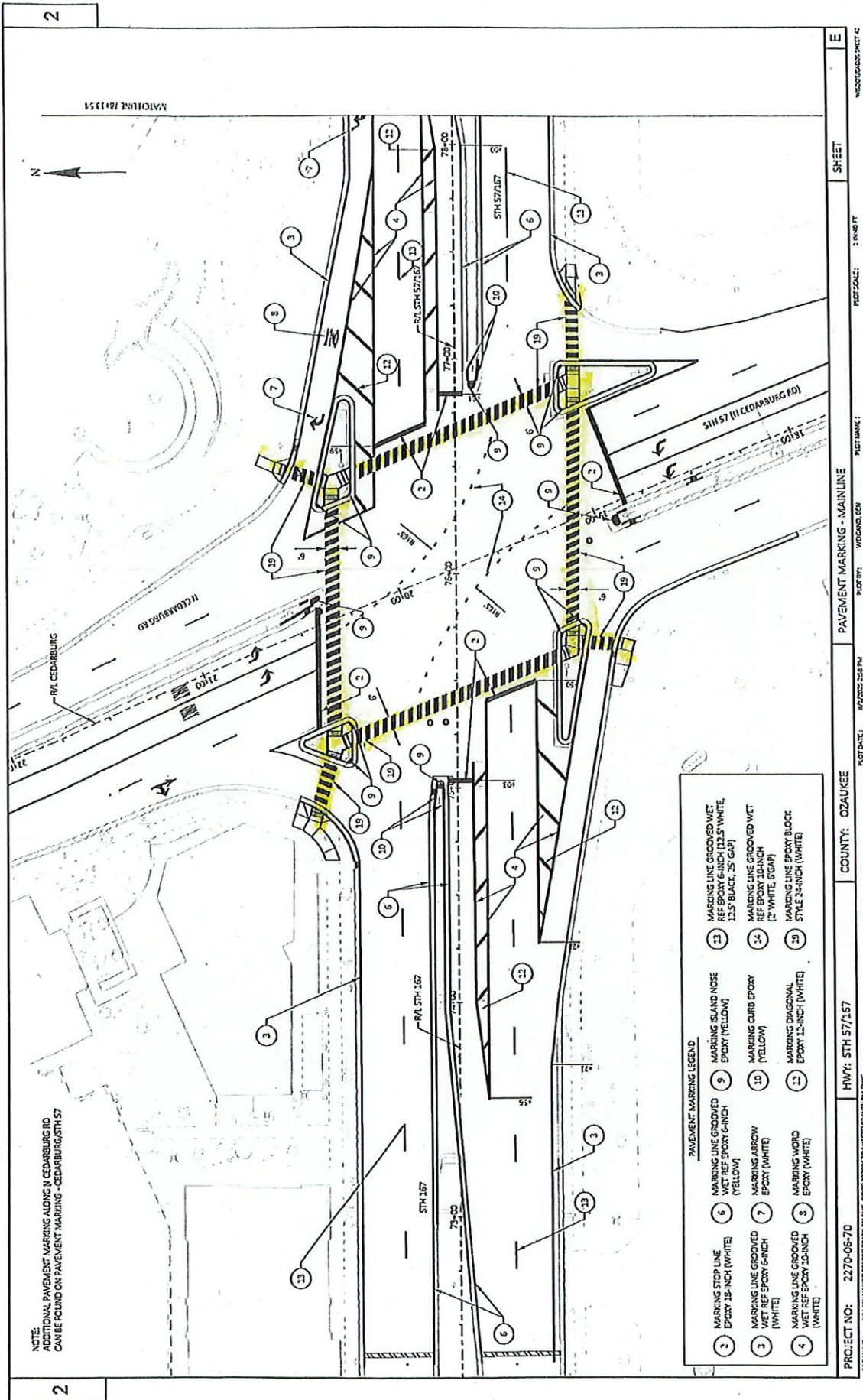
The Applicant shall save and hold the State, its officers, employees, agents, and all private and governmental contractors and subcontractors with the State under Chapter 84 Wisconsin Statutes, harmless from actions of any nature whatsoever (including any by Applicant itself) which arise out of, or are connected with, or are claimed to arise out of or be connected with any of the work done by the Applicant, or the construction or maintenance of facilities by the Applicant, pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way, (1) while the Applicant is performing its work, or (2) while any of the Applicant's property, equipment, or personnel, are in or about such place or the vicinity thereof, or (3) while any property constructed, placed or operated by or on behalf of Applicant remains on the State's property or right-of-way pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way; including without limiting the generality of the foregoing, all liability, damages, loss, expense, claims, demands and actions on account of personal injury, death or property loss to the State, its officers, employees, agents, contractors, subcontractors or frequenters; to the Applicant, its employees, agents, contractors, subcontractors, or frequenters; or to any other persons, whether based upon, or claimed to be based upon, statutory (including, without limiting the generality of the foregoing, worker's compensation), contractual, tort, or whether or not caused or claimed to have been caused by active or inactive negligence or other breach of duty by the State, its officers, employees, agents, contractors, subcontractors or frequenters; Applicant, its employees, agents, contractors, subcontractors or frequenters; or any other person. Without limiting the generality of the foregoing, the liability, damage, loss, expense, claims, demands and actions indemnified against shall include all liability, damage, loss, expense, claims, demands and actions for damage to any property, lines or facilities placed by or on behalf of the Applicant pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way in the past or present, or that are located on any highway or State property or right-of-way with or without a permit issued by the State, for any loss of data, information, or material; for trademark, copyright or patent infringement; for unfair competition or infringement of personal or property rights of any kind whatever. The Applicant shall at its own expense investigate all such claims and demands, attend to their settlement or other disposition, defend all actions based thereon and pay all charges of attorneys and all other costs and expenses of any kind arising from any such liability, damage, loss, claims, demands and actions.

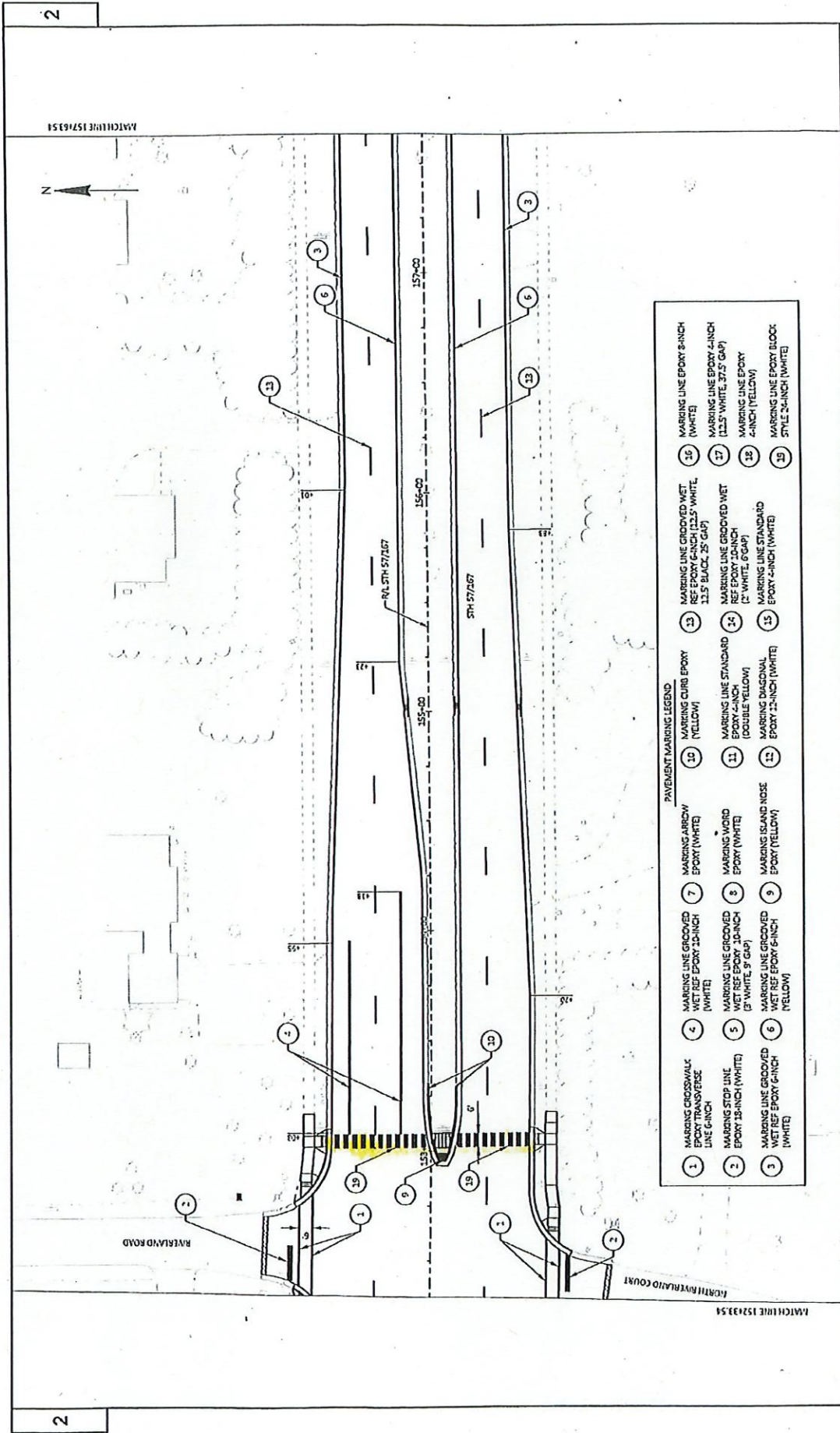
Any transfer, whether voluntary or involuntary, of ownership or control of any property constructed, placed or operated by or on behalf of the Applicant that remains on the State's property or right-of-way pursuant to this permit shall not release Applicant from any of the indemnification requirements of this permit, unless the State is notified of such transfer in writing. Any acceptance by any other person or entity, whether voluntary or involuntary, of ownership or control of any property constructed, placed or operated by or on behalf of the Applicant that remains on the State's property or right-of-way pursuant to this permit, shall include acceptance of all of the indemnification requirements of this permit by the other person or entity receiving ownership or control.

Notwithstanding the foregoing, a private contractor or subcontractor with the State under Chapter 84 Wisconsin Statutes, that fails to comply with sections 66.047 and 182.0175 Wisconsin Statutes (1985-1986), remains subject to the payment to the Applicant of the actual cost of repair of intentional or negligent damage by the contractor or subcontractor to any property, lines or facilities placed by or on behalf of the Applicant pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way, and remains subject to payment to the Applicant for losses due to personal injury or death resulting from negligence by the contractor or subcontractor.

Notwithstanding the foregoing, if the State, or its officers, employees and agents, fail to comply with sections 66.047 and 182.0175 Wisconsin Statutes (1985-1986), the State or its officers, employees and agents, remain subject to the payment to the Applicant of the actual cost of repair of willful and intentional damage by the State, or its officers, employees and agents, to any property, lines or facilities placed by or on behalf of the Applicant pursuant to this permit or any other permit issued by the State for location of property, lines or facilities on highway right-of-way, and remain subject to payment to the Applicant for losses due to personal injury or death resulting from negligence by the State, its officers, employees and agents.

No indemnification of private contractors or subcontractors with the State under Chapter 84 Wisconsin Statutes, shall apply in the event of willful and intentional damage by such private contractors or subcontractors to the property, lines and facilities of the Applicant located on the highway right-of-way pursuant to this permit or any other permit issued by the State for the location of property, lines or facilities on highway right-of-way.

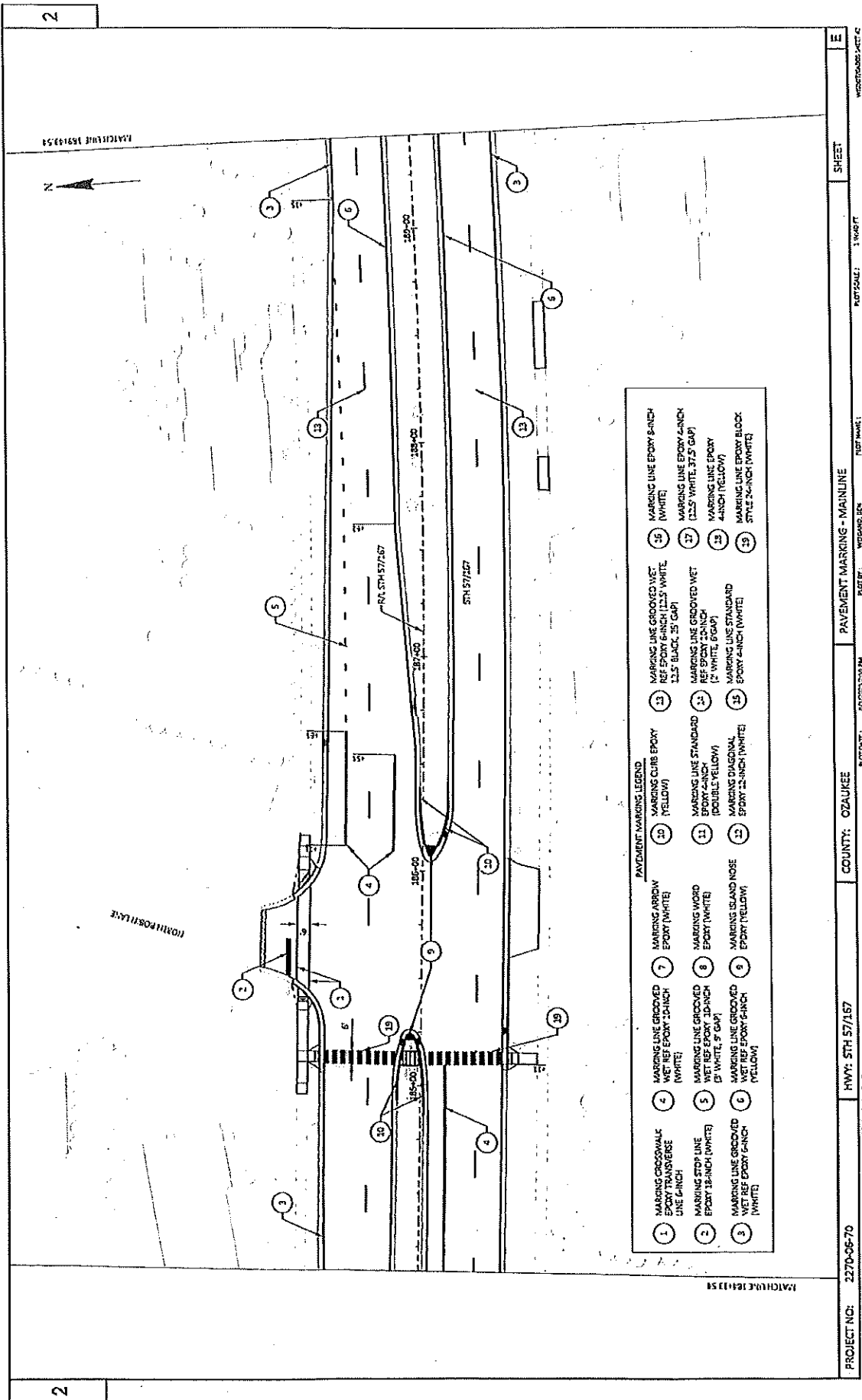




PAVEMENT MARKING LEGEND

1 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	4 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	7 MARKING ARROW EPOXY (WHITE)	10 MARKING CURB EPOXY (YELLOW)	13 MARKING LINE GROOVED WET REF EPOXY 4-INCH (12.5' WHITE, 25' GAP)	16 MARKING LINE EPOXY 8-INCH (WHITE)
2 MARKING STOP LINE EPOXY 18-INCH (WHITE)	5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (3' WHITE, 9' GAP)	8 MARKING WORD EPOXY (WHITE)	11 MARKING LINE STANDARD EPOXY 4-INCH (DOUBLE YELLOW)	14 MARKING LINE GROOVED WET REF EPOXY 4-INCH (2' WHITE, 6' GAP)	17 MARKING LINE EPOXY 4-INCH (11.5' WHITE, 37.5' GAP)
3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	9 MARKING ISLAND HOSE EPOXY (YELLOW)	12 MARKING DIAGONAL EPOXY 12-INCH (WHITE)	15 MARKING LINE STANDARD EPOXY 4-INCH (WHITE)	18 MARKING LINE EPOXY 4-INCH (YELLOW)
					19 MARKING LINE EPOXY BLOCK STYLE 24-INCH (WHITE)

PROJECT NO: 2270-06-70 HWY: STH 57/167 COUNTY: OZAUKEE PAVEMENT MARKING - MAINLINE SHEET E  
 FILE NAME: Y:\WORK\2270-06-70\2270-06-70-0001\2270-06-70-0001-PLAN-2.DWG NOT DATE: 4/2/2015 10:39 AM NOT BY: WEGAND, BEN

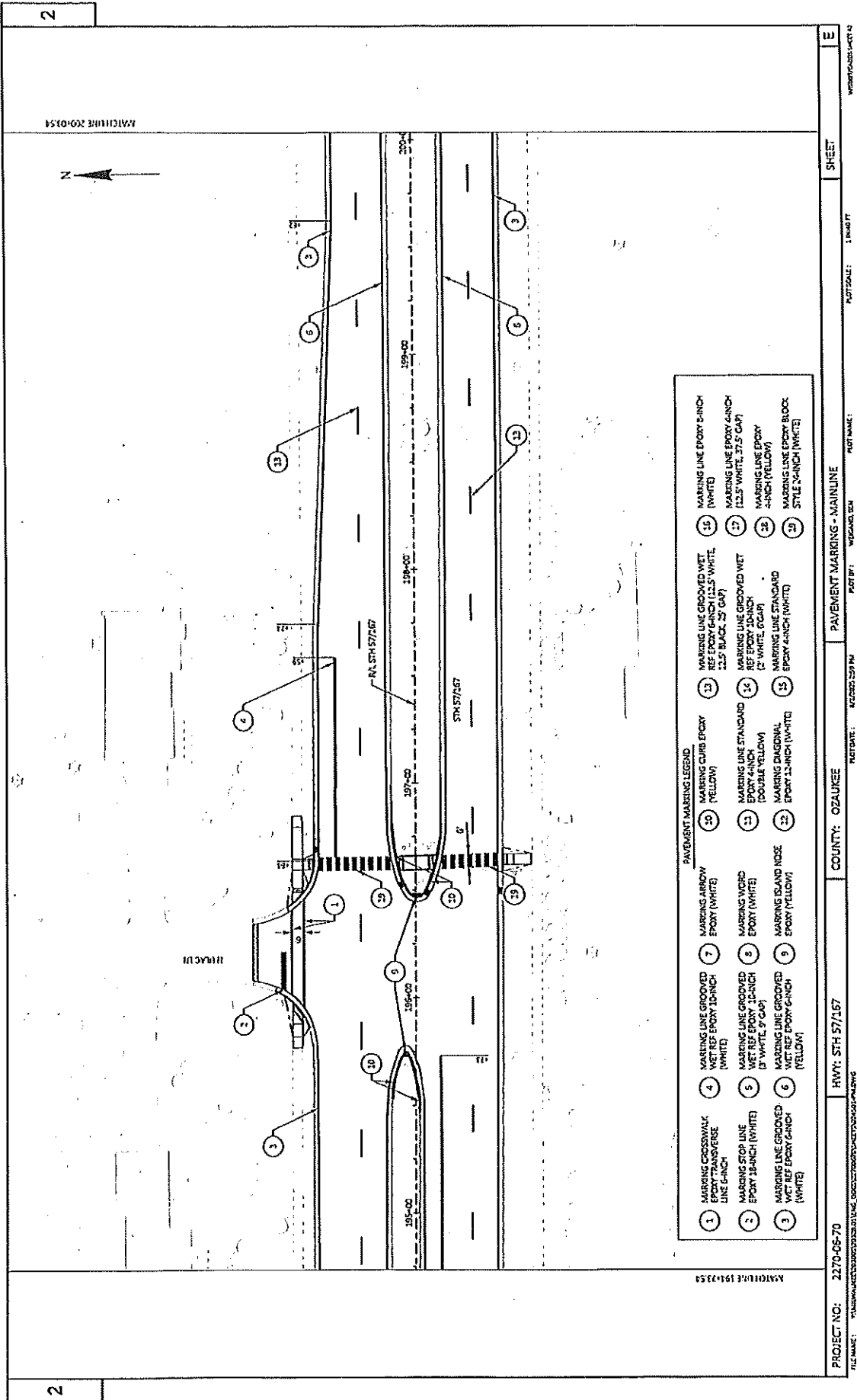


PAVEMENT MARKINGS LEGEND

1 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	7 MARKING ARROW EPOXY (WHITE)	13 MARKING LINE GROOVED WET REF EPOXY 4-INCH (2.5" WHITE, 3" GAP)	19 MARKING LINE EPOXY 4-INCH (WHITE)
2 MARKING STOP LINE EPOXY 18-INCH (WHITE)	8 MARKING WORD EPOXY (WHITE)	14 MARKING LINE GROOVED WET REF EPOXY 2-INCH (2" WHITE, 6" GAP)	20 MARKING LINE GROOVED WET REF EPOXY 4-INCH (2.5" WHITE, 3" GAP)
3 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	9 MARKING ISLAND NOSE EPOXY (YELLOW)	15 MARKING LINE STANDARD (DOUBLE YELLOW)	21 MARKING LINE EPOXY 4-INCH (2.5" WHITE, 3" GAP)
4 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	10 MARKING CURVE EPOXY (YELLOW)	16 MARKING LINE STANDARD (DOUBLE YELLOW)	22 MARKING LINE EPOXY (4-INCH YELLOW)
5 MARKING LINE GROOVED WET REF EPOXY 30-INCH (WHITE, 9" GAP)	11 MARKING LINE STANDARD (DOUBLE YELLOW)	17 MARKING LINE STANDARD (DOUBLE YELLOW)	23 MARKING LINE EPOXY (4-INCH YELLOW)
6 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	12 MARKING ISLAND NOSE EPOXY (YELLOW)	18 MARKING LINE STANDARD (DOUBLE YELLOW)	24 MARKING LINE EPOXY BLOCK (WHITE)

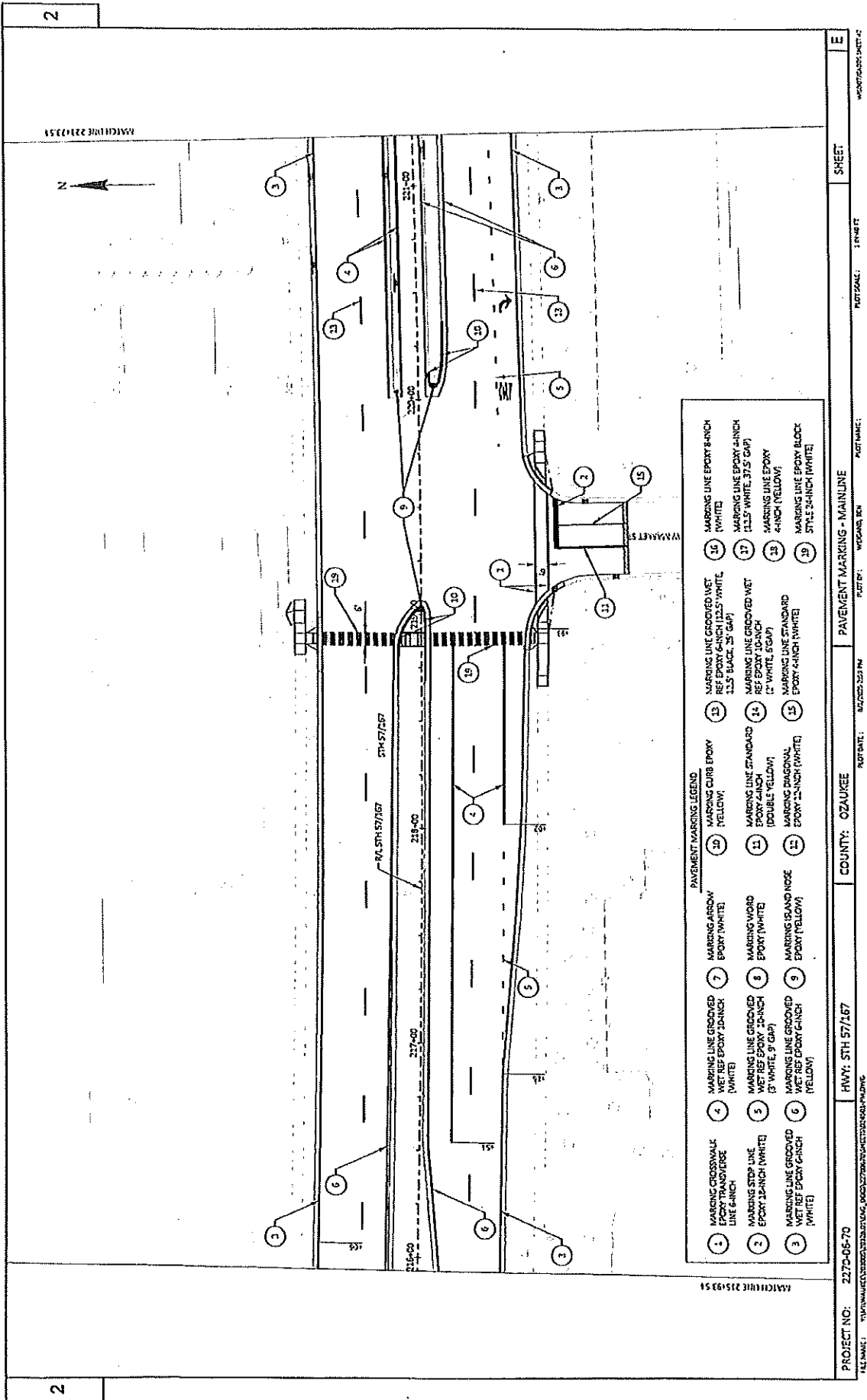
PROJECT NO: 2270-06-70 HWY: STH 57/167 COUNTY: OZAUKEE DATE: 07/2023 2:57 PM PLOT DATE: 08/04/2023 PLOT NAME: PLOT SCALE: 1"=40' FT SHEET 11

FILE NAME: \\P:\WORK\PROJECTS\2270-06-70\2270-06-70-0001\2270-06-70-0001-001\2270-06-70-0001-001-001.dwg DATE PLOT: 08/04/2023 11:00:07 AM



PAVEMENT MARKING LEGEND

1 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	4 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	7 MARKING ARROW EPOXY (WHITE)	10 MARKING CURB EPOXY (YELLOW)	13 MARKING LINE GROOVED WET REF EPOXY 4-INCH (2.5" BACK, 2" GAP)	16 MARKING LINE EPOXY 6-INCH (WHITE)
2 MARKING STOP LINE EPOXY 18-INCH (WHITE)	5 MARKING LINE GROOVED WET REF EPOXY 10-INCH (3" WHITE, 9" GAP)	8 MARKING WORD EPOXY (WHITE)	11 MARKING LINE STANDARD EPOXY 4-INCH (DOUBLE YELLOW)	14 MARKING LINE GROOVED WET REF EPOXY 4-INCH (2" WHITE, 2" GAP)	17 MARKING LINE EPOXY 4-INCH (13.5" WHITE, 37.5" GAP)
3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	6 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	9 MARKING ISLAND NOSE EPOXY (YELLOW)	12 MARKING DIAGONAL EPOXY 12-INCH (WHITE)	15 MARKING LINE STANDARD EPOXY 4-INCH (WHITE)	18 MARKING LINE EPOXY BLOCK STYLE 4-INCH (WHITE)



PAVEMENT MARKINGS LEGEND

1 MARKING CROSSWALK EPOXY TRANSPARENT LINE 6-INCH	4 MARKING LINE GROOVED WET REF EPOXY 3/4-INCH (WHITE)	7 MARKING ARROW EPOXY (WHITE)	10 MARKING CURB EPOXY (YELLOW)	13 MARKING LINE GROOVED WET REF EPOXY 4-INCH (12.5' WHITE, 2.5' BLACK, 25' GAP)	16 MARKING LINE EPOXY 8-INCH (WHITE)
2 MARKING STOP LINE EPOXY 2 1/2-INCH (WHITE)	5 MARKING LINE GROOVED WET REF EPOXY 3/4-INCH (3" WHITE, 9" GAP)	8 MARKING WORD EPOXY (WHITE)	11 MARKING LINE STANDARD EPOXY 4-INCH (DOUBLE YELLOW)	14 MARKING LINE GROOVED WET REF EPOXY 1/4-INCH (2" WHITE, 6" GAP)	17 MARKING LINE EPOXY 4-INCH (12.5' WHITE, 37.5' GAP)
3 MARKING LINE GROOVED WET REF EPOXY 3/4-INCH (WHITE)	6 MARKING LINE GROOVED WET REF EPOXY 3/4-INCH (YELLOW)	9 MARKING BAND NOSE EPOXY (YELLOW)	12 MARKING DIAGONAL EPOXY 2 1/2-INCH (WHITE)	15 MARKING LINE STANDARD EPOXY 4-INCH (WHITE)	18 MARKING LINE EPOXY (BLACK) 5 1/2-INCH (WHITE)

PROJECT NO: 2270-06-70 HWY: STH 57/167 COUNTY: OZAUKEE

DATE: 11/20/2020


DESIGNER: BURNS & MCDONNELL

CONTRACTOR: WEGGANS, INC

SCALE: 1"=40'-0"

SHEET: 1 OF 1



	<p align="center"><b>STATE/MUNICIPAL FINANCIAL AGREEMENT FOR A STATE- LET HIGHWAY PROJECT</b></p>	<p>Date: July 23, 2025  I.D.:2270-06-00/20/70  Road Name: STH 57  Title: C MEQUON, W MEQUON ROAD  Limits: 500' S OF STH 167 TO CTH W  County: Ozaukee  Roadway Length: 3.04 miles</p>
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The signatory **City of Mequon**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

**NEEDS AND ESTIMATE SUMMARY:**

**Existing Facility - Describe and give reason for request:** Improvement

**Proposed Improvement - Nature of work:** As determined by project scoping.

**Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality:** A nominal amount is included to cover items in paragraph 4 (to be adjusted in the final plan). Items to be 100% locally funded include block crosswalks and decorative (painted) signals.

Attachment: 2270-06-00\_70 STH57 CMequon STH 167-CTH\_W (RESOLUTION 4225 : Mequon Rd SMFA Crosswalks and Traffic Signal

**TABLE 1: SUMMARY OF COSTS**

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
2270-06-00 Preliminary Engineering: Plan Development	\$ 733,200	\$ 733,200	100%	\$ -	0%
2270-06-20 Real Estate Acquisition: Acquisition	\$ 160,000	\$ 160,000	100%	\$ -	0%
2270-06-70 <sup>1</sup> Construction: Roadway	\$ 8,720,000	\$ 8,720,000	100%	\$ -	0%
<i>subtotal 2270-06-70:</i>	<i>\$ 8,720,000</i>	<i>\$ 8,720,000</i>		<i>\$ -</i>	
<b>Non-Participating</b>					
Riverland Rd/Ct crosswalk	\$ 2,900	\$ -	0%	\$ 2,900	100%
Robin Ln Crosswalk	\$ 2,500	\$ -	0%	\$ 2,500	100%
Lilac Ln Crosswalk	\$ 2,300	\$ -	0%	\$ 2,300	100%
Market St Crosswalk	\$ 2,800	\$ -	0%	\$ 2,800	100%
Cedarburg Rd Crosswalk	\$ 17,000	\$ -	0%	\$ 17,000	100%
Colored Signals @ Cedarbug Rd	\$ 17,500	\$ -	0%	\$ 17,500	100%
<i>subtotal non-participating:</i>	<i>\$ 45,000</i>	<i>\$ -</i>	<i>0%</i>	<i>\$ 45,000</i>	<i>100%</i>
<b>Total Cost Distribution</b>	<b>\$ 9,658,200</b>	<b>\$ 9,613,200</b>		<b>\$ 45,000</b>	

1. Estimates include construction engineering.

See Item 8 of Terms and Conditions.

This request is subject to the terms and conditions that follow (pages [2] – [4]); is made by the undersigned under proper authority to make such request for the designated Municipality, and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. A review of the existing State Municipal Maintenance Agreement (SMMA) or creation of a new SMMA signed by the Municipality and the State shall be completed in conjunction with this agreement. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

<b>Signed for and in behalf of the City of Mequon</b>	
Name	Title
Signature	Date
<b>Signed for and in behalf of the State</b>	
Name Tony Barth	Title: SE Region Planning Chief
Signature	Date

Attachment: 2270-06-00\_70 STH57 CMequon STH 167-CTH\_W (RESOLUTION 4225 : Mequon Rd SMFA Crosswalks and Traffic Signal

**TERMS AND CONDITIONS:**

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.
2. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
  - (a) Design engineering and state review services.
  - (b) Real Estate necessitated for the improvement.
  - (c) Compensable utility adjustment and railroad force work necessitated for the project.
  - (d) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
  - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
  - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
  - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
  - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
  - (i) Replacement of existing driveways, in kind, necessitated by the project.
  - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
3. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following items:
  - (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
  - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
  - (c) Roadway and bridge width in excess of standards.
  - (d) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
  - (e) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability

for all suits, actions, or claims resulting from the sanitary sewer and water system construction.

- (f) Parking lane costs.
  - (g) Coordinate, clean up, and fund any hazardous materials encountered for city utility construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
4. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
  5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
  6. The work will be administered by the State and may include items not eligible for federal/state participation.
  7. The Municipality shall, in cooperation with the State, assist with public relations for the project and announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
  8. Basis for local participation:
    - a. Funding for preliminary engineering 100% State
    - b. Funding for real estate required for standard roadway construction, 100% State.
    - c. Funding for compensable utilities required for standard roadway construction, 100% Municipal.
    - d. Funding for construction of standard roadway items – 100% State.
    - e. Funding for non-participating items including block crosswalks and colored signals 100% Municipality.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right-of-way, or participate in construction of a project that merits local involvement.



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

[www.cityofmequonwi.gov](http://www.cityofmequonwi.gov)

Office of Engineering

**TO: Public Works Committee**  
**FROM: Kristen Lundeen, Director of Public Works/City Engineer**  
**DATE: August 12, 2025**  
**SUBJECT: RESOLUTION 4221 A Resolution Declaring the Public Necessity and Adopting a Relocation Order for the Ranch Road Lift Station E Reconstruction Project**

### **Background**

In March 2024, the property at 2010 Ranch Road was listed for sale. On March 12, 2024, the Common Council authorized a resolution declaring the necessity and establishing the relocation order for the relocation and reconstruction of sanitary sewer Lift Station E and authorizing the purchase of the property at 2010 West Ranch Road. In May 2024, the Sewer Utility District Commission (SUDC) authorized 2010 West Ranch Road as the location for the construction of a new Lift Station E.

Since this time, Sewer Utility staff and the City's design consultant, ATI, have transitioned the project to the project site and progressed through preliminary into final design. The intent is to submit the design to MMSD and WDNR in mid-August. If all legal documents and regulatory approvals are granted as anticipated, the project will be bid later this fall, with a projected contract award in December. Thereafter, it is anticipated that it will take more than a year to complete construction of the new lift station, a transition of operations, and a decommissioning of the existing lift station.

In April this year, the Planning Commission approved a conditional use grant and approved the building and site plan for the lift station at 2010 Ranch Road. Subsequently, the City hosted an onsite neighborhood meeting on May 29. Sewer Utility staff and members of the design team answered residents' questions and offered a tour of the property, including survey staking for building corners, driveway, tree removal, tree planting, additional street trees required by the Planning Commission, and other critical design features. Resident comments regarding natural landscaping in the rear yard and restoration of the land after the existing lift station is decommissioned will be incorporated into the final design.

As previously obligated by Resolution 4125, this agenda item also fulfills a requirement that the design plan be brought back to the SUDC after approval by the Planning Commission. For reference, a full project history, including documentation and details, are available here: <https://www.cityofmequonwi.gov/publicworks/page/lift-station-e-ranch-road-reconstruction>.

### **Analysis**

In addition to the generation of construction documents, the relocation of the lift station requires the following:

- Resolution of the status of 2010 Ranch Road in the River Bends Homes Association.
- Realignment of sanitary sewer easements for the final infrastructure layout.

The Relocation Order attached to this resolution authorizes staff to pursue the legal documents associated with those action items. With the authorization, the City Attorney and Sewer Utility staff can coordinate with the HOA to negotiate the appropriate legal documents.

### **Fiscal Impact**

The fiscal impact is pending appraisal. The outlot itself is listed by the assessor with a land value of \$0 and the outlot is already encumbered by a sanitary easement for the existing lift station and infrastructure.

Future authorization will further contemplate payment(s) in exchange for removing the property from the Homeowner's Association (HOA). While the amount is to be determined, the value would intend to supplement the HOA for the loss of the parcel, while eliminating the Sewer Utility from cumbersome annual payments.

### **Recommendation**

Wisconsin State Statute requires that the Relocation Order be authorized by the Public Works Committee and that recommendation is forthcoming on August 12, 2025. The resolution will be further recommended by the Sewer Utility District Commission on August 12, 2025.

#### Attachments:

Architectural Renderings (PDF)  
Ranch Road LS Relocation Order (PDF)  
Ranch Road - Schedule of Interests Acquired (PDF)

COMMON COUNCIL  
OF THE  
CITY OF MEQUON

RESOLUTION 4221

A Resolution Declaring the Public Necessity and Adopting a Relocation Order for the Ranch  
Road Lift Station E Reconstruction Project

**RECITALS**

A. The City of Mequon has determined it is necessary and in the public interest to replace and relocate the sanitary sewer lift station located on Ranch Road.

B. The Common Council has determined it necessary to acquire certain interests in property within the limits of the public improvement project as set forth in the Relocation Order, which is attached hereto as Exhibit A and incorporated herein by reference.

C. This Relocation Order is in accordance with Sections 32.05(1), 62.22(1)(a), 62.22(1m) and 62.22(4)(d) of the Wisconsin Statutes for the purpose of the within described public improvement project.

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

1. This Declaration of Public Necessity and Relocation Order is approved and adopted by the City of Mequon.

2. A certified copy of this resolution shall be filed with the Ozaukee County Clerk within twenty (20) days of its adoption and final approval.

3. City staff is authorized to proceed with the necessary acquisitions, including engaging an appraiser to complete the required appraisal(s).

\_\_\_\_\_  
Approved by: Andrew Nerbun, Mayor

Date Approved: August 12, 2025

I certify that the foregoing Resolution was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on August 12, 2025.

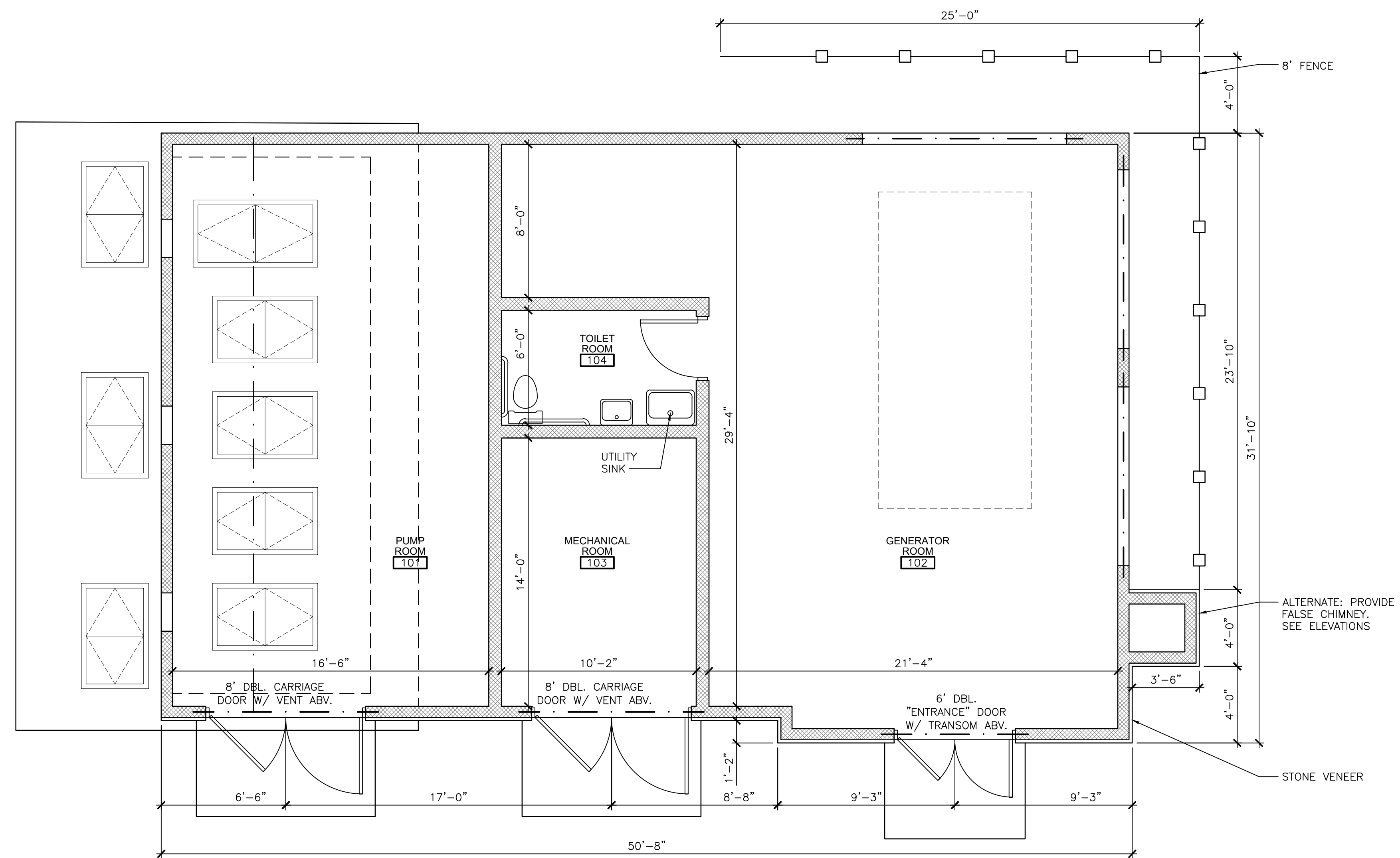
\_\_\_\_\_  
Caroline Fochs, City Clerk



**FLOOR PLAN**

Drawn by	Checked by
AMP	---

Revisions		
No.	Date	Description
	03.24.2025	PC Submittal



NOT FOR CONSTRUCTION

Attachment: Architectural Renderings (RESOLUTION 4221 : LS E Relocation Order)

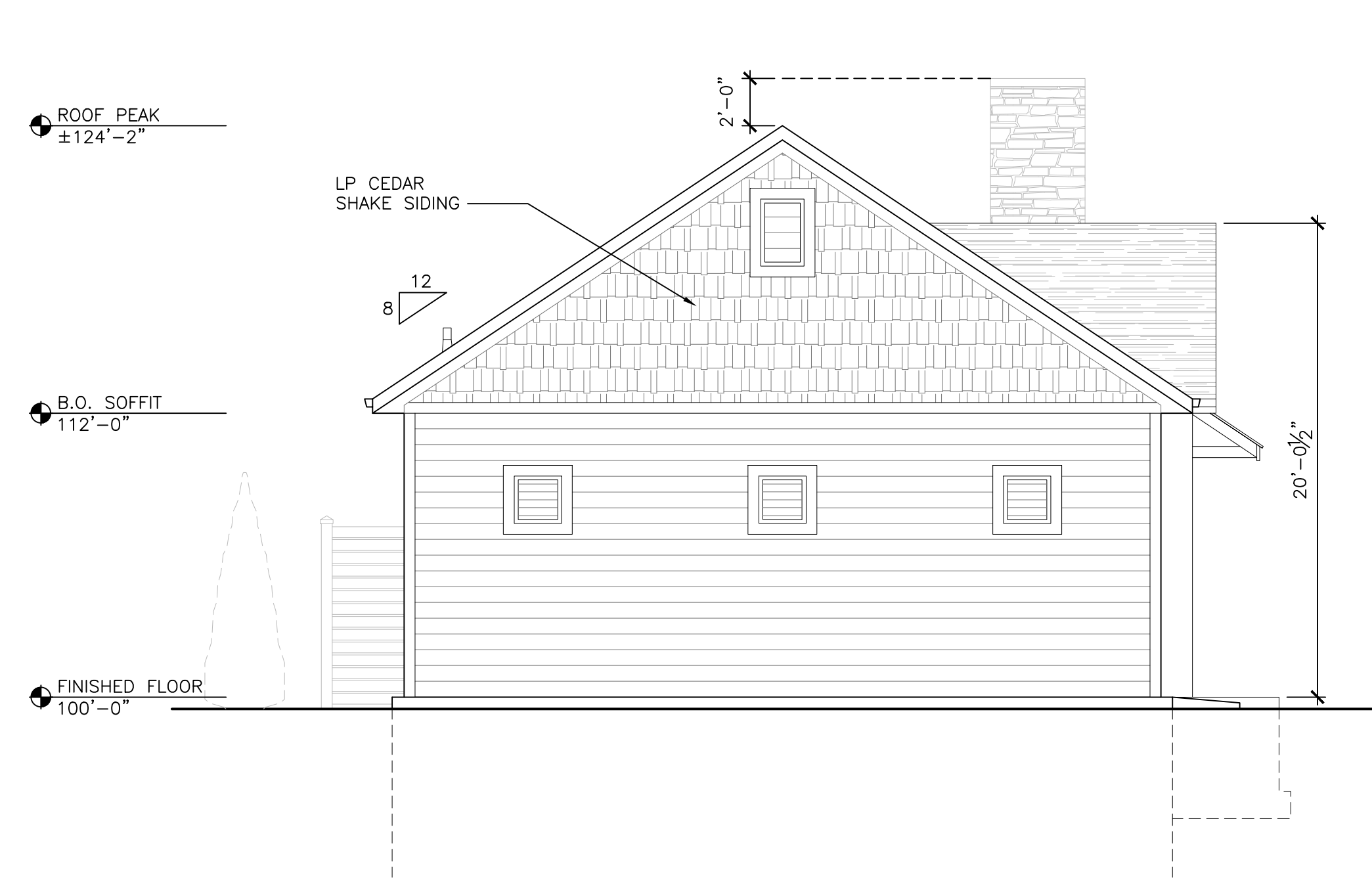
**EXTERIOR ELEVATIONS**

Drawn by	Checked by
AMP	---

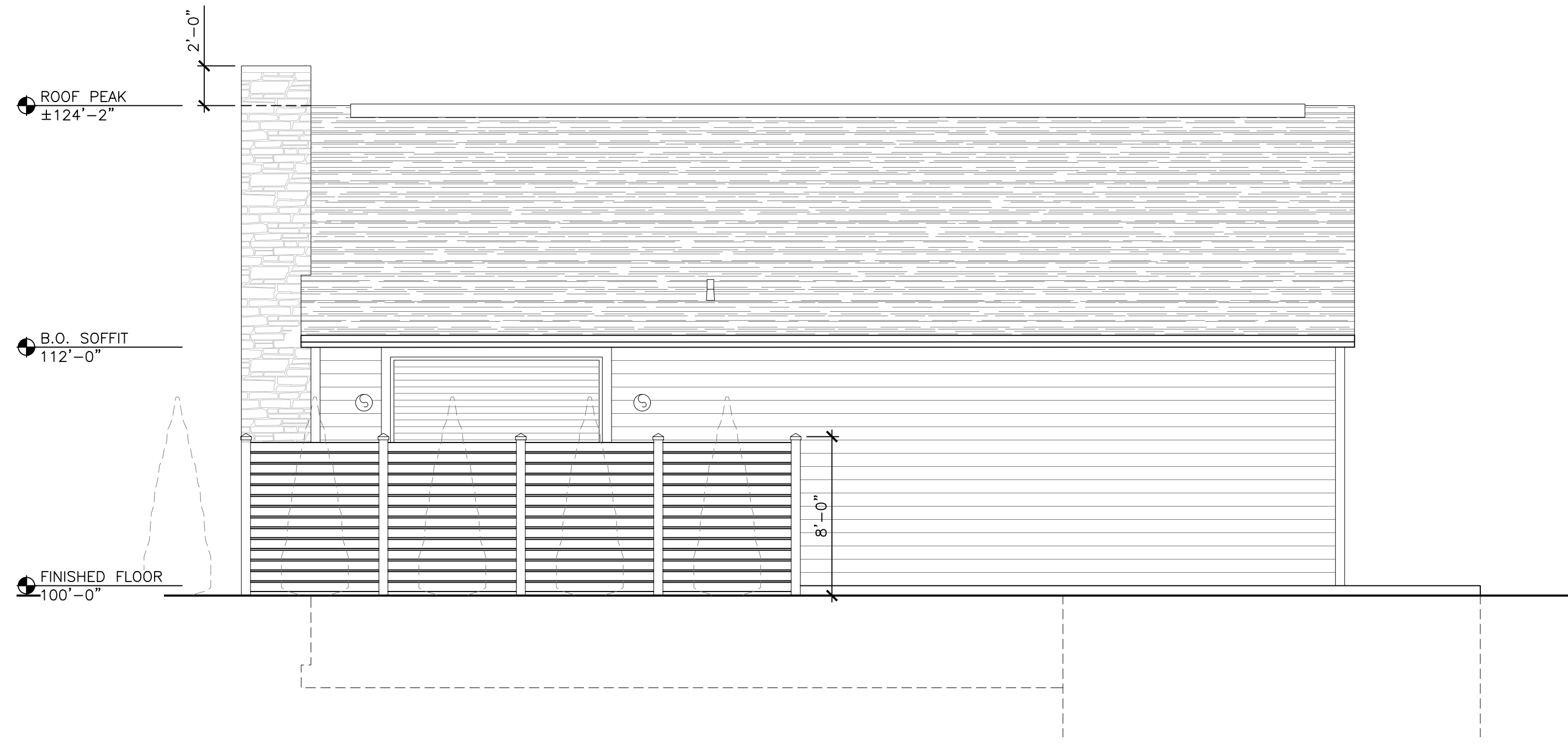
Revisions		
No.	Date	Description
	03.24.2025	PC Submittal

NOT FOR CONSTRUCTION

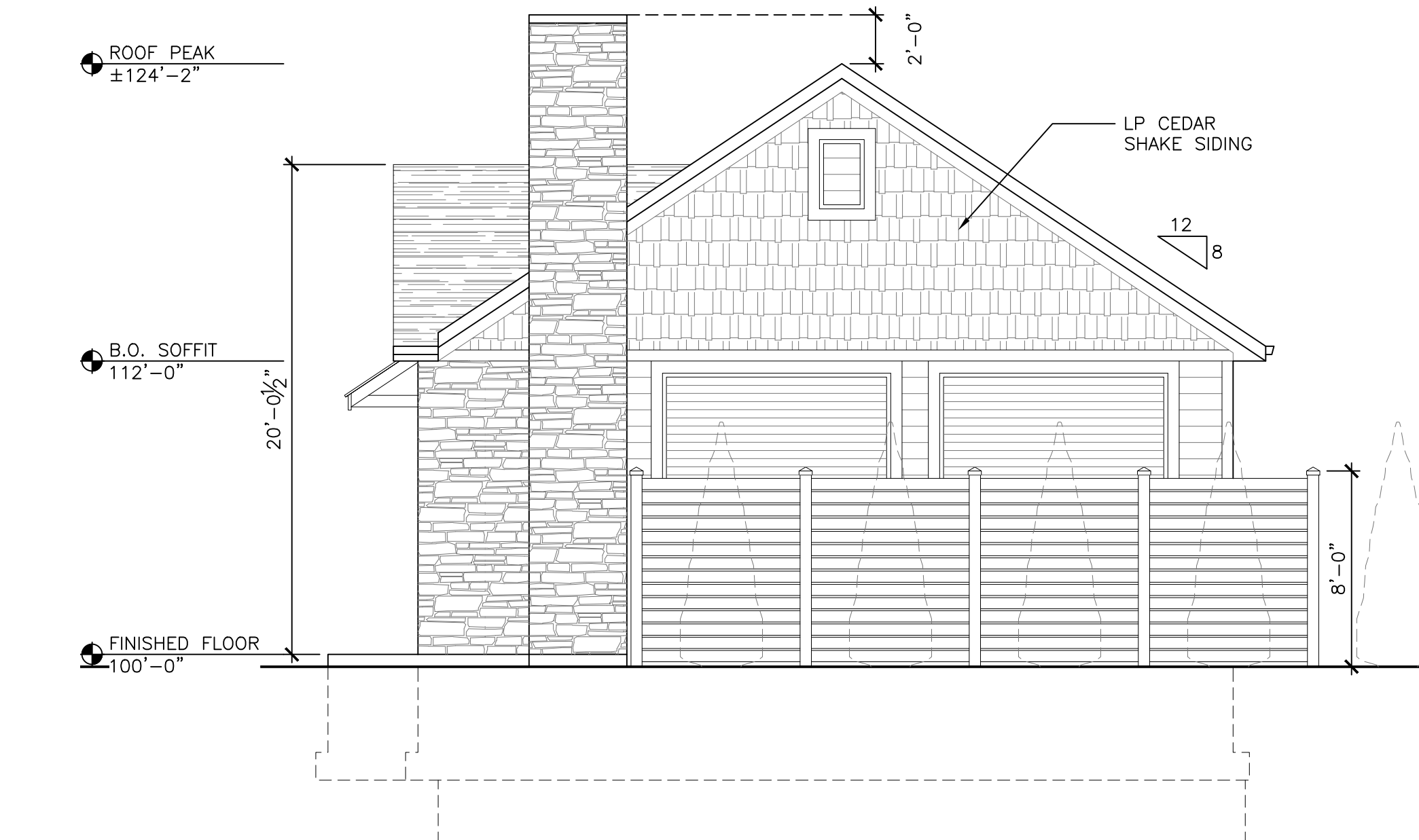
Attachment: Architectural Renderings (RESOLUTION 4221 : LS E Relocation Order)



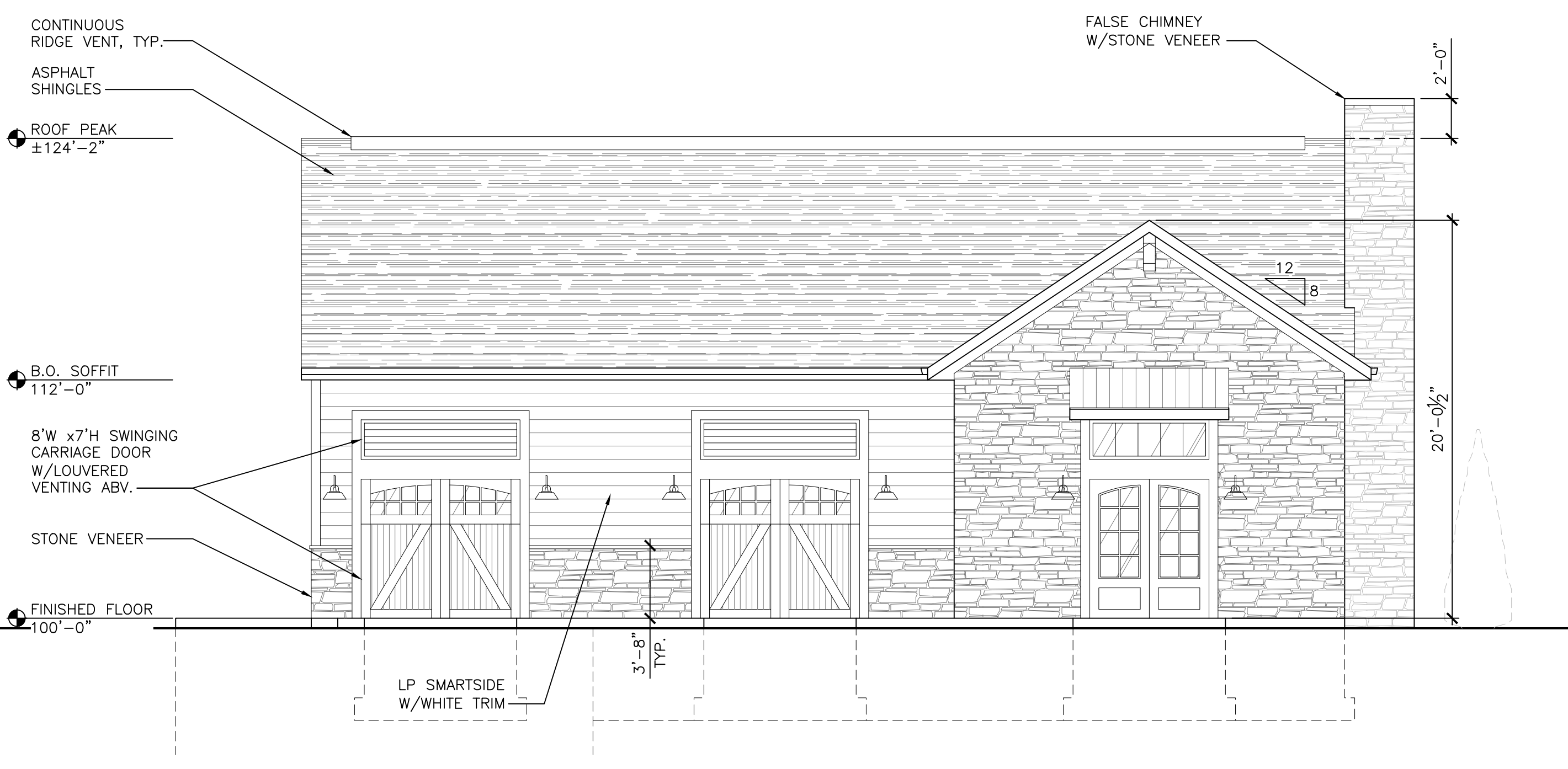
**WEST ELEVATION**  
SCALE: 3/16"=1'-0" (22x34); 3/32"=1'-0" (11x17) 4



**NORTH ELEVATION**  
SCALE: 3/16"=1'-0" (22x34); 3/32"=1'-0" (11x17) 3



**EAST ELEVATION**  
SCALE: 3/16"=1'-0" (22x34); 3/32"=1'-0" (11x17) 2



**SOUTH ELEVATION**  
SCALE: 3/16"=1'-0" (22x34); 3/32"=1'-0" (11x17) 1

**EXTERIOR ELEVATIONS**

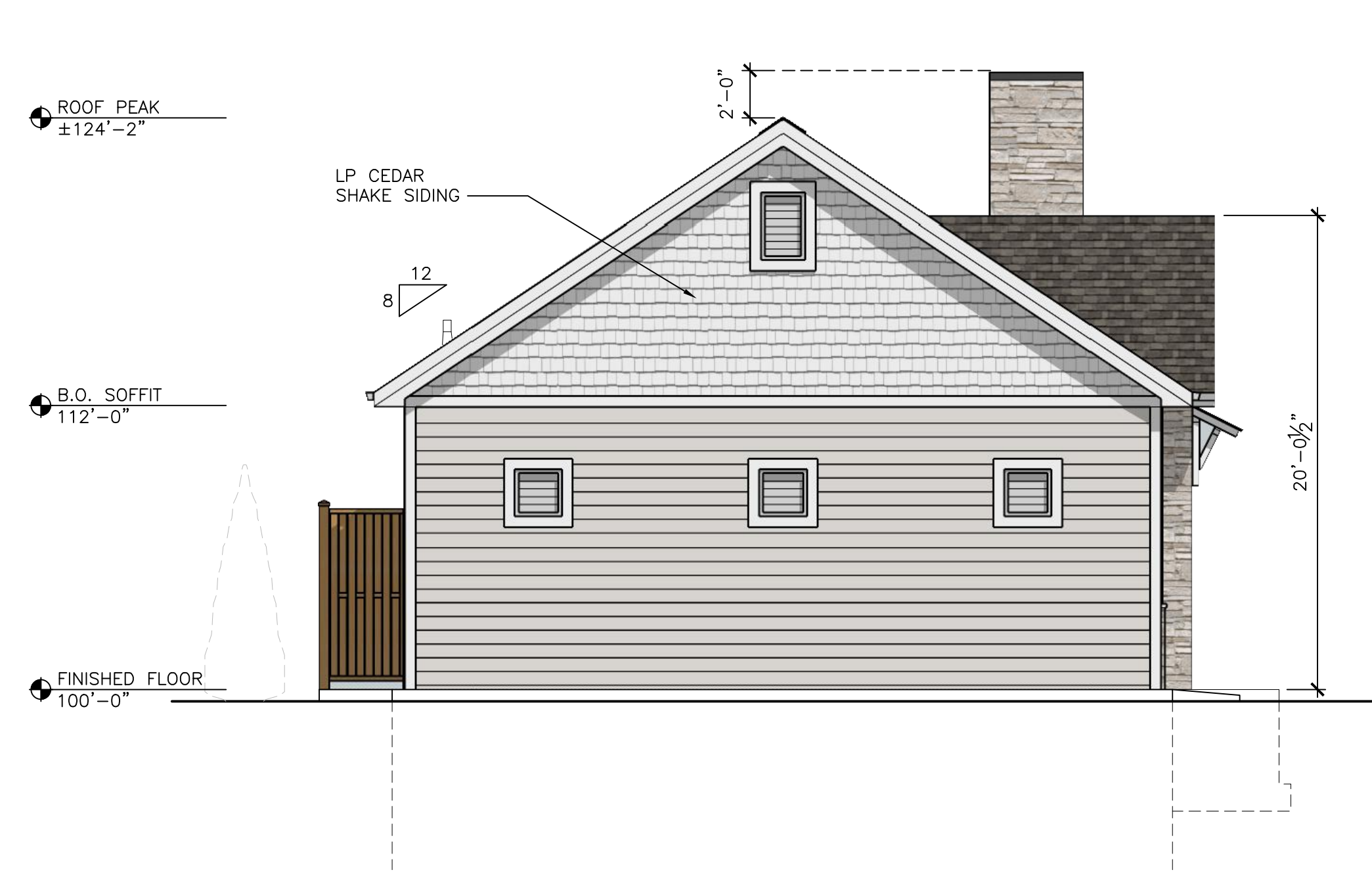
Drawn by	Checked by
AMP	---

Revisions		
No.	Date	Description
1	03.24.2025	PC Submittal

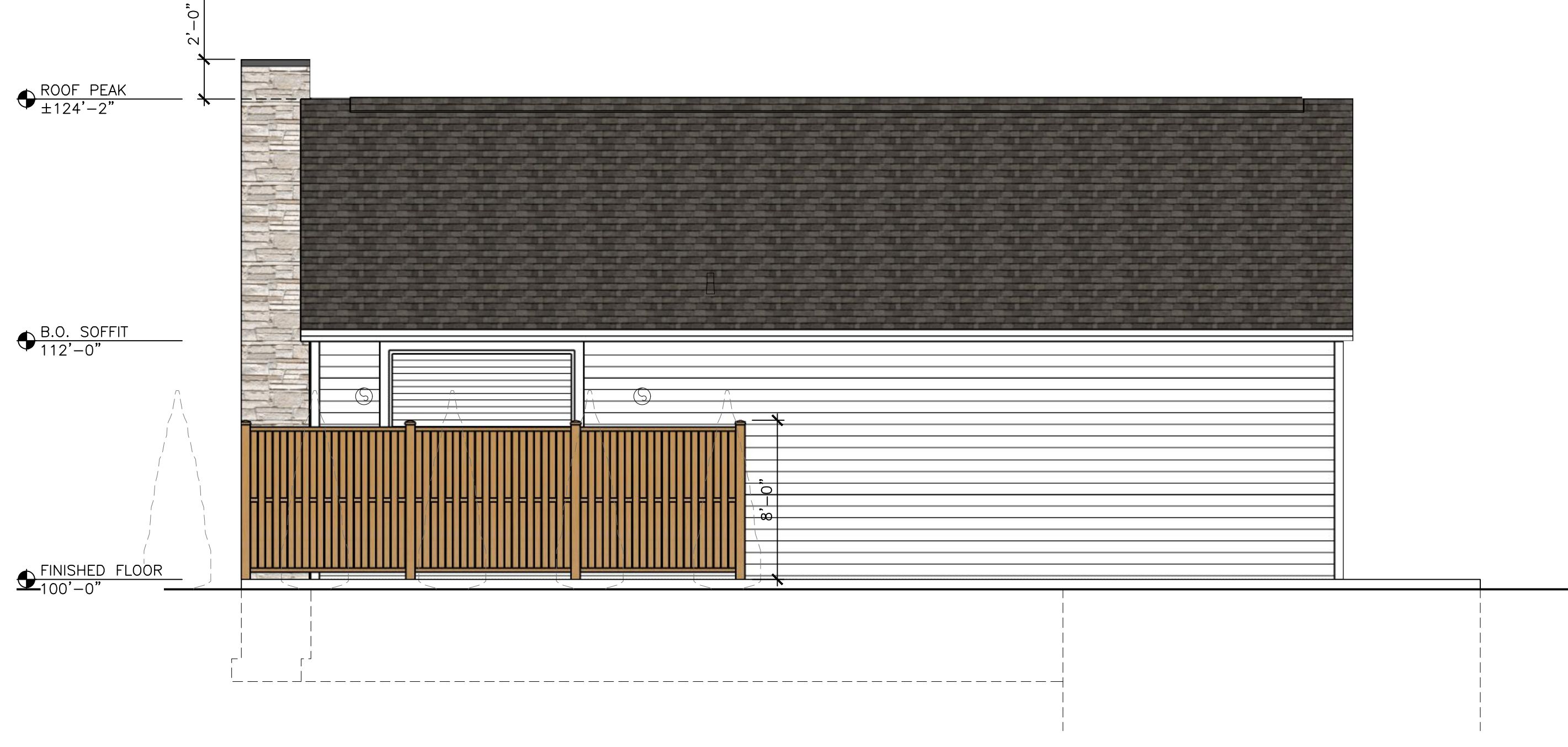
Sheet No.  
**A2.0**

NOT FOR CONSTRUCTION

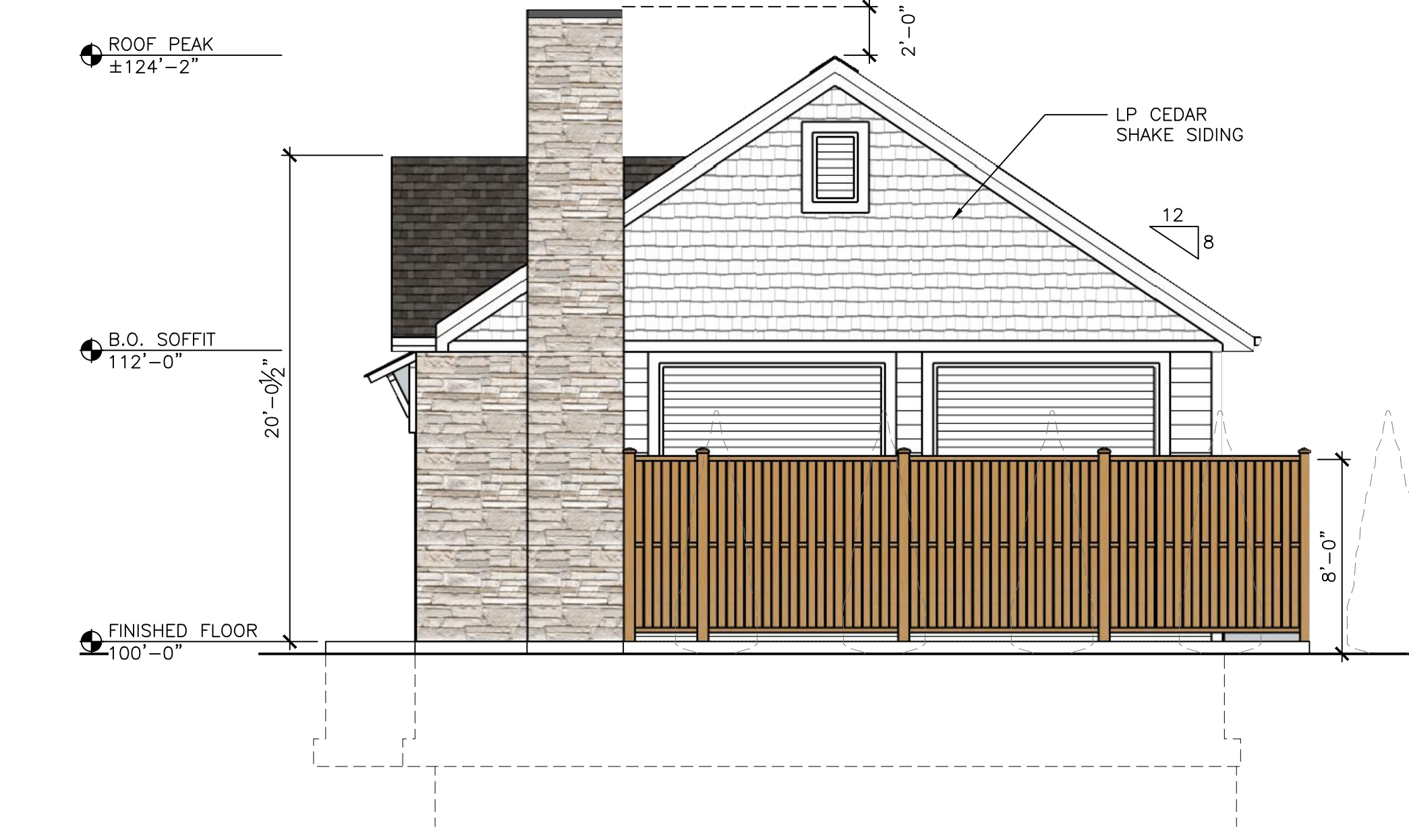
Attachment: Architectural Renderings (RESOLUTION 4221 : LS E Relocation Order)



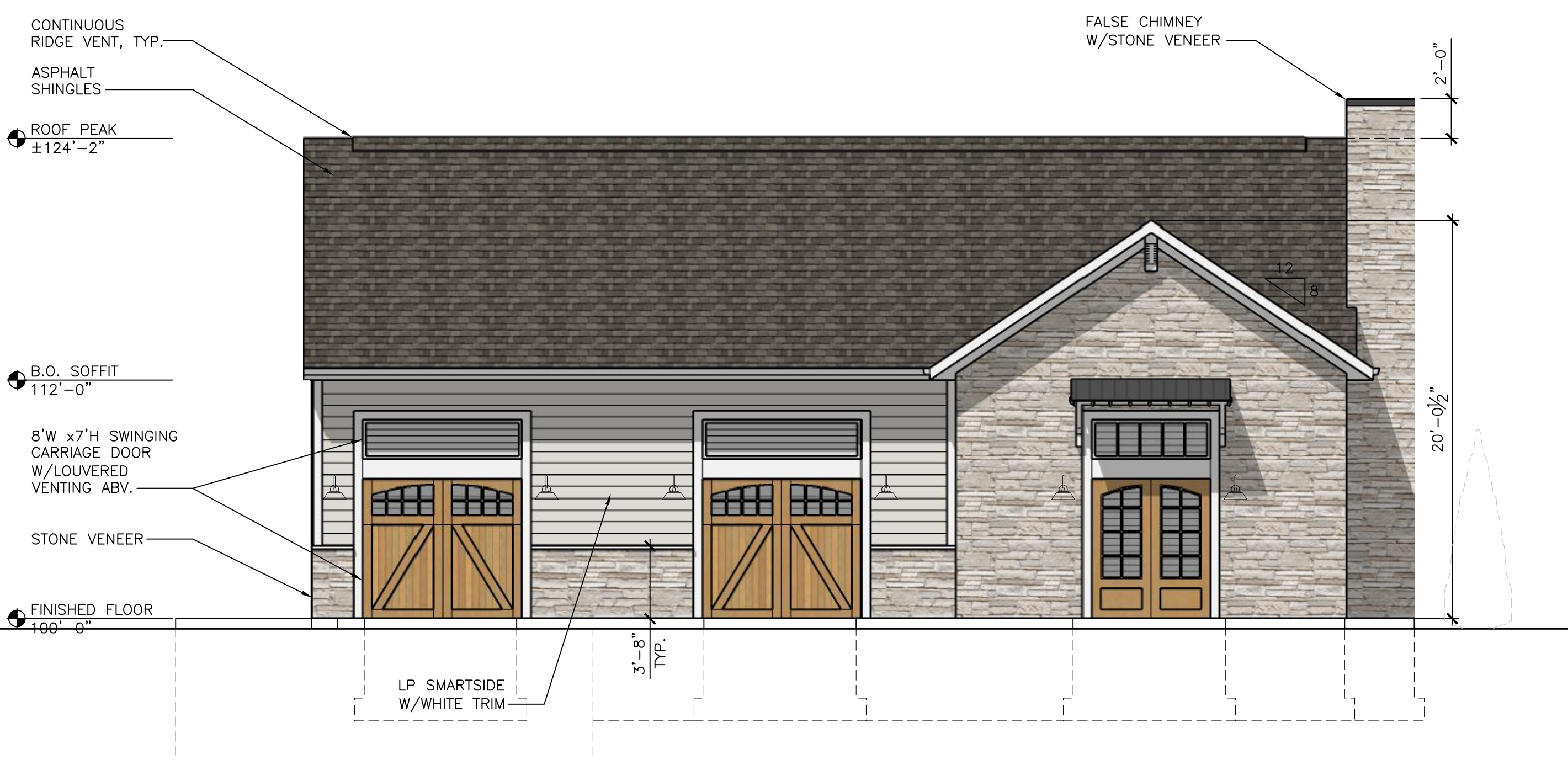
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SCALE: 3/16"=1'-0" (22x34); 3/32"=1'-0" (11x17) 4



**NORTH ELEVATION**  
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**EAST ELEVATION**  
SCALE: 3/16"=1'-0" (22x34); 3/32"=1'-0" (11x17) 2

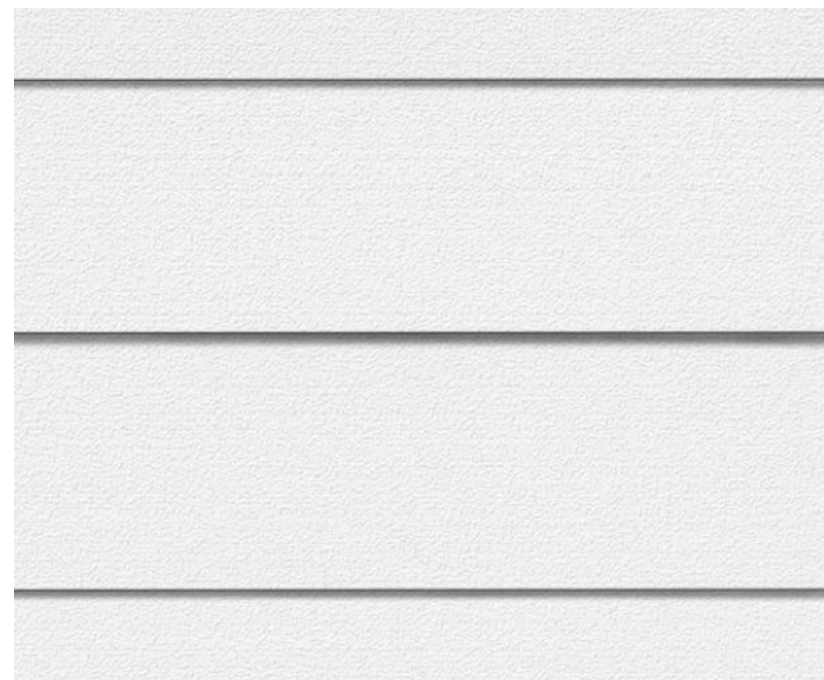


**SOUTH ELEVATION**  
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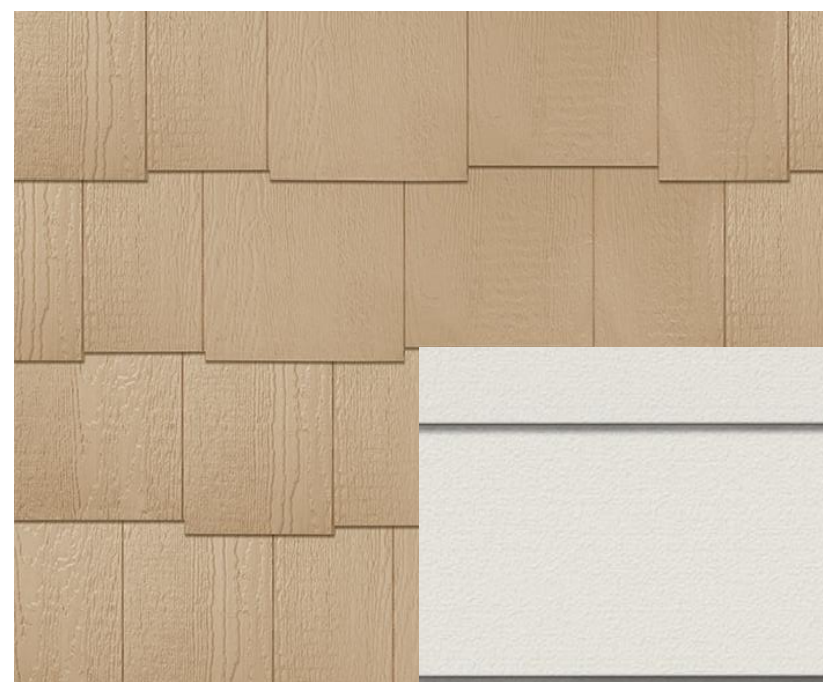
OAKRIDGE BY OWENS CORNING  
COLOR "DRIFTWOOD"

6

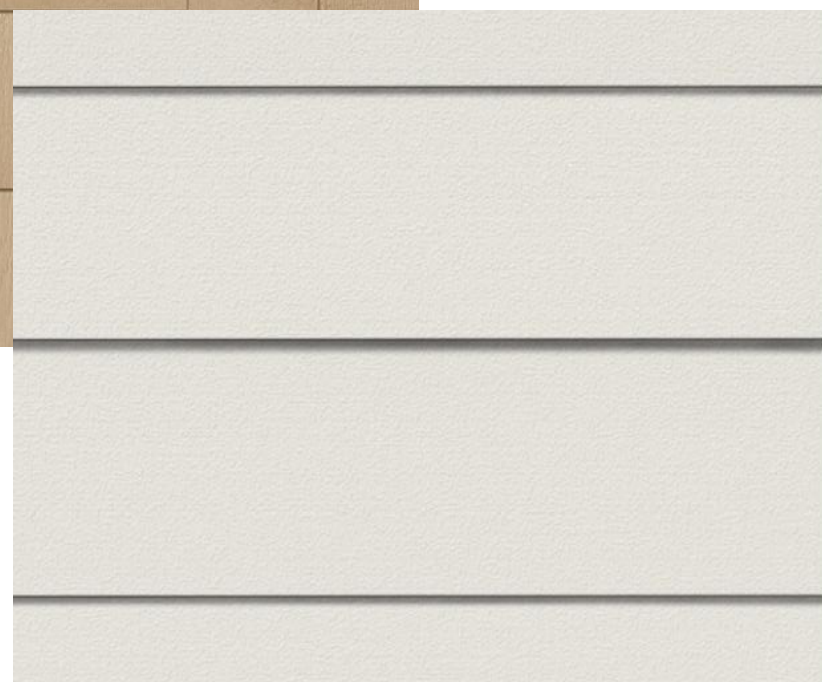


LP SMARTSIDE TRIM  
COLOR "SNOWSCAPE WHITE"

5



LP CEDAR SHAKES  
PAINT TO MATCH  
"DESERT STONE"



LP SMARTSIDE SIDING  
COLOR "DESERT STONE"

4



HALQUIST STONE VENEER  
GENEVA BLEND

3



RENDERING - VIEW FROM ROAD  
NOT TO SCALE

2



RENDERING - SOUTH ELEVATION  
NOT TO SCALE

1



Architect  
259 South Street, Suite A  
Waukesha, WI 53186  
p: 833-380-6180

Project Info. — 24169

Lift Station E  
Replacement

New Construction  
W Ranch Road  
Mequon, WI 53092

Sheet Title

RENDERINGS

Drawn by	Checked by
AMP	---

Revisions		
No.	Date	Description
	03.24.2025	PC Submittal

Sheet No.

A9.0

NOT FOR CONSTRUCTION



OAKRIDGE BY OWENS CORNING  
COLOR "DRIFTWOOD"

6



LP SMARTSIDE TRIM  
COLOR "SNOWSCAPE WHITE"

5



LP CEDAR SHAKES  
PAINT TO MATCH  
"DESERT STONE"

LP SMARTSIDE SIDING  
COLOR "DESERT STONE"

4



HALQUIST STONE VENEER  
GENEVA BLEND

3



RENDERING - NORTHEAST CORNER  
NOT TO SCALE

2



RENDERING - NORTHWEST CORNER  
NOT TO SCALE

1



Architect  
259 South Street, Suite A  
Waukesha, WI 53186  
p: 833-380-6180

Project Info. — 24169

### Lift Station E Replacement

New Construction  
W Ranch Road  
Mequon, WI 53092

Sheet Title

# RENDERINGS

Drawn by	Checked by
AMP	---

Revisions		
No.	Date	Description
	03.24.2025	PC Submittal

Sheet No.

# A9.1

NOT FOR CONSTRUCTION

# RELOCATION ORDER

Project	Municipality	County
Ranch Road Lift Station Replacement	City of Mequon	Ozaukee County

Description of Termini of Project

The project is located within the following:

River Bend Subdivision, a subdivision of part of the Southwest ¼ of the Northeast ¼ and the Southeast ¼ of the Northwest ¼ of Section 19, Township 9 North, Range 22 East, City of Mequon, Ozaukee County, Wisconsin

To properly establish, lay out, widen, enlarge, extend, construct, reconstruct, improve, or maintain a portion of the sanitary sewer system, including the construction of a new sanitary lift station and sanitary main, it is necessary to relocate or change and acquire certain lands or interests in lands as shown on the attached schedule of interests acquired for the above project.

To effect this change, pursuant to authority granted under Section 62.22, Wisconsin Statutes, the City of Mequon orders that:

1. The covenants, conditions, restrictions, reservations, limitations, uses, agreements, charges, assessments, easements, options and all other provisions as contained in the Plat of the River Bend subdivision shall be acquired by the City of Mequon in the name of the City of Mequon, pursuant to the provisions of Sections 62.22(1)(a), 62.22(1m) and 62.22(4)(d), Wisconsin Statutes, such that they shall not longer burden the property located at 2010 W. Ranch Road, Mequon, Wisconsin (Tax Key No. 15-096-0003.000).
2. The covenants, conditions, and restrictions contained in that certain Subdivision Development Agreement River Bend Subdivision recorded on October 2, 1972, in Volume 309, Page 24 as Document No. 251161, and as the same may have subsequently been amended shall be acquired by the City of Mequon in the name of the City of Mequon, pursuant to the provisions of Sections 62.22(1)(a), 62.22(1m) and 62.22(4)(d), Wisconsin Statutes, such that they shall not longer burden the property located at 2010 W. Ranch Road, Mequon, Wisconsin (Tax Key No. 15-096-0003.000).
3. The covenants, conditions, restrictions, reservations, limitations, uses, agreements, charges, assessments, easements, options and all other provisions of the Bylaws of the River Bend Homeowners Association shall be acquired by the City of Mequon in the name of the City of Mequon, pursuant to the provisions of Sections 62.22(1)(a), 62.22(1m) and 62.22(4)(d), Wisconsin Statutes, such that they shall not longer burden the property located at 2010 W. Ranch Road, Mequon, Wisconsin (Tax Key No. 15-096-0003.000).

Attachment: Ranch Road LS Relocation Order (RESOLUTION 4221 : LS E Relocation Order)

4. The required lands or interests in lands as shown on the attached Acquisition Map shall be acquired by the City of Mequon in the name of the City of Mequon, pursuant to the provisions of Sections 62.22(1)(a), 62.22(1m) and 62.22(4)(d), Wisconsin Statutes.

5. This order supersedes and amends any previous order issued by the City.

CITY OF MEQUON

ATTEST:

\_\_\_\_\_  
Andrew Nerbun, Mayor (Date)

\_\_\_\_\_  
Caroline Fochs, City Clerk

Attachment: Ranch Road LS Relocation Order (RESOLUTION 4221 : LS E Relocation Order)

**SCHEDULE OF INTERESTS ACQUIRED**

<b>Parcel</b>	<b>Owner and Address</b>	<b>Legal Description (and Tax Key #)</b>	<b>Interest Acquired</b>
<b>1</b>	River Bend Homes Association Inc	Outlot 1 River Bend Subdivision (150960000099)	Sanitary Easement and Rights under covenants and restrictions
<b>2</b>	William J & Melissa B Nimke  2042 W Ranch Road	Lot 1 River Bend Subdivision (150960001000)	Rights under covenants and restrictions
<b>3</b>	Dixie Lowin  2028 W Ranch Road	Lot 2 River Bend Subdivision (150960002000)	Rights under covenants and restrictions
<b>4</b>	City of Mequon  2010 W Ranch Road	Lot 3 River Bend Subdivision (150960003000)	Rights under covenants and restrictions
<b>5</b>	Kirk M Anderson and Jane F Anderson 2012 Revocable Trust  1928 W Ranch Road	Lot 4 River Bend Subdivision (150960004000)	Rights under covenants and restrictions
<b>6</b>	Cody Jorgensen  11639 N Hillside Lane	Lot 5 River Bend Subdivision (150960005000)	Rights under covenants and restrictions
<b>7</b>	Joyce A Madsen Living Trust  11645 N Hillside Lane	Lot 6 River Bend Subdivision (150960006000)	Rights under covenants and restrictions
<b>8</b>	Zachary Bailey & Rebecca English  1933 W River Bend Court	Lot 7 River Bend Subdivision (150960007000)	Rights under covenants and restrictions
<b>9</b>	Howard W & Roberta A Schlei  1935 W River Bend Court	Lot 8 River Bend Subdivision (150960008000)	Rights under covenants and restrictions
<b>10</b>	Annette Tonell & Barry Roth  1938 W River Bend Court	Lot 9 River Bend Subdivision (150960009000)	Rights under covenants and restrictions

<b>11</b>	Brian Barsch & Rebekah Barsch  1930 W River Bend Court	Lot 10 River Bend Subdivision (150960010000)	Rights under covenants and restrictions
<b>12</b>	Kathleen M Lorenz  11707 N Hillside Lane	Lot 11 River Bend Subdivision (150960011000)	Rights under covenants and restrictions

Attachment: Ranch Road - Schedule of Interests Acquired (RESOLUTION 4221 : LS E Relocation Order)



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

[www.cityofmequonwi.gov](http://www.cityofmequonwi.gov)

**Office of Engineering**

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**TO: Public Works Committee**  
**FROM: Kristen Lundeen, Director of Public Works/City Engineer**  
**DATE: August 12, 2025**  
**SUBJECT: Public Works Work Plan (8.12.25)**

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Attached for the Board's review is a copy of the final work plan for 2025.

Attachments:  
2025 Work Plan (8.12.25) (PDF)

<b>Month</b>	<b>Agenda Topics</b>
August	<ul style="list-style-type: none"> <li>• Resolution: Rescinding Authorization to Purchase Elgin Street Sweeper, and Ratifying the Purchase of a Bucher Municipal Street Sweeper</li> <li>• Resolution: Awarding the Road Improvements Design Contract for Lake Shore Drive and Mequon Road</li> <li>• Resolution: Authorizing Execution of a Permit Application with WisDOT for the Maintenance of Pavement Markings and Symbols on a Buffered Bicycle Lane Along Wauwatosa Road Between Mequon Road and Knightsbridge Drive</li> <li>• Resolution: Authorizing Execution of a SMMA and a SMFA with WisDOT for Traffic Signal Enhancements at the Intersection of Mequon and Cedarburg Roads, and Block Style Crosswalk Enhancements on Mequon Road (at Cedarburg Road, Riverland Road/Riverland Court, Robin Lane, Lilac Lane and Market Street)</li> </ul>
September	<ul style="list-style-type: none"> <li>• <i>Tentative:</i> A Resolution Authorizing a Second Amendment to the State/Municipal Financial Agreement (SMFA) with the Wisconsin Department of Transportation for Mequon Road (Connecting Highway) to Include Green Crosswalk Painting Replacement at the Ozaukee Interurban Trail</li> </ul>
October	<ul style="list-style-type: none"> <li>• <i>Tentative:</i> Discussion: Enterprise Lease Annual Report</li> </ul>
November	<ul style="list-style-type: none"> <li>• <i>Tentative:</i> Discussion: Road Program Recap</li> </ul>

**Future Agenda Topics**

- DPW Division Annual Report Presentations
- Drainage CIP Prioritization
- Policy language for structures (i.e. Little Free Library) within the building setback

**2025 Completed Items:**

<ul style="list-style-type: none"> <li>• Focus on Fleet</li> <li>• 2025 Road Program Overview</li> <li>• Resolution: City Facilities Cleaning Contract</li> <li>• Focus on Facilities</li> <li>• Resolution: Approval of Bicycle and Pedestrian Comprehensive Plan</li> <li>• Resolution: HVAC Preventative Maintenance Contract</li> <li>• Resolution: Fee Schedule Amendment</li> <li>• Resolution: Contract Award for Preemption at Weston Dr/Mequon Rd</li> <li>• Resolution: Authorization of Inspection Contracts with Various Consultants in Excess of \$25,000</li> <li>• Resolution: Cracksealing Contract Award</li> <li>• Resolution: Road Improvements Contract Award</li> <li>• Resolution: GSB-88 Contract Award</li> <li>• Resolution: Road Patching Contract Rejection</li> <li>• Resolution: We Energies Easement Adjacent to Swan Road (Mequon Nature Preserve)</li> <li>• Resolution: Authorization of Various Vendors in Excess of \$25,000</li> <li>• Discussion: Lake Shore Drive Road Program Public Information Approach/Schedule</li> <li>• Discussion: Highlight on Highways</li> <li>• Resolution: Ratifying City Hall HVAC Change Orders</li> <li>• Resolution: Approving WisDOT TLE (Mequon Road)</li> <li>• Resolution: Approving two WisDOT PLEs (Wauwatosa Road)</li> </ul>	<ul style="list-style-type: none"> <li>• Resolution: Awarding Donges Bay Road Turn Lane Design Contract to Harwood</li> <li>• Resolution: M-T Trails Right-of-Way Agreement Amendment</li> <li>• Resolution: Approving the Purchase of a Street Sweeper</li> <li>• Resolution: Rejecting Bids for the Port Washington Road Streetscape</li> </ul>
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Attachment: 2025 Work Plan (8.12.25) (10555 : Public Works Work Plan (8.12.25))