

GREEN LAKE COUNTY

571 County Road A, Green Lake, WI 54941

Original Post Date: 02/02/2021 Revised Post Date: 02/09/2021

The following documents are included in the packet for the Highway Committee on 02/10/2021:

- 1) Agenda
- 2) Minutes of 01/13/2021
- 3) Traffic Speed Studies, CTH A and CTH F *added CTH A Lane Width Reduction Information
- 4) Financials December 2020
- 5) Commissioner's Report
- 6) Added Material Bid Results (Asphalt, Pulverizing, Culverts, Crushed Stone and Road Oil)



GREEN LAKE COUNTY HIGHWAY DEPARTMENT

Office: 920-294-4060 FAX: 920-294-4066

Highway Committee Meeting Notice

Date: February 10, 2021 Time: 4:00 pm

The Green Lake County Highway Committee will meet via virtual communication with limited available seating at the Green Lake County Government Center, County Board Room #0902, 571 County Rd A, Green Lake WI

AGENDA

Committee Members

David
Abendroth
Chuck Buss
Dennis
Mulder
Robert

Schweder Charlie

Wielgosh

Becky Pence, Secretary

- 1. Call to Order
- 2. Certification of Open Meeting Law
- 3. Pledge of Allegiance
- 4. Approval of Minutes 01/13/2021
- 5. Public Comment
- 6. Traffic Speed Studies
 - CTH A, Town of Brooklyn from STH 23/49 Intersection to CTH K East Intersection
 - CTH F, Town of Berlin from the Berlin City Limits/Forest Ridge Road to CTH V Intersection
- 7. Material Bids
 - Asphaltic Concrete Pavement and Pulverizing/Relay
 - Culverts
 - Crushed Stone & Gravel
 - Road Oil/Application
- 8. Financial Reports
- 9. Commissioner's Report
- 10. Future Meeting Date
 - Regular Meeting March 10, 2021
- 11. Future Agenda items for action & discussion
- 12. Adjourn

Due to the COVID-19 Pandemic, this meeting will be conducted and available through in person attendance (6 ft. social distancing required and face masks required) or audio/visual communication. Remote access can be obtained through the following link.

Join Zoom Meeting

https://zoom.us/j/97816739019?pwd=V1IxUFdiamlGMVZzTU9XMVN0TWRjdz09

Meeting ID: 978 1673 9019

Passcode: 383331 Dial by your location

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 929 436 2866 US (New York)

Kindly arrange to be present, if unable to do so, please notify our office. Sincerely, Becky Pence

Please note: Meeting area is accessible to the physically disabled. Anyone planning to attend who needs visual or Audio assistance, should contact the Highway Office, 920-294-4060 not later than 3 days before date of the meeting.

HIGHWAY COMMITTEE MEETING January 13, 2021

The meeting of the Highway Committee was called to order by Vice Chair Wielgosh at 4:00 PM on Wednesday January 13, 2021 in the County Board Room, and via Zoom format at the Government Center, Green Lake, WI. The requirements of the open meeting law were certified as being met. The Pledge of Allegiance was recited.

Present: David Abendroth, Absent:

Chuck Buss,

Dennis Mulder, via Zoom

Robert Schweder, Charlie Wielgosh

Other county employees Present: Barry Mashuda, Highway Commissioner; Becky Pence, Administrative Assistant; Harley Reabe, County Board Chair; Liz Otto, County Clerk; Others Present via Zoom: Dawn Klockow, Corporation Counsel; Cathy Schmit, County Administrator

Approval of Minutes 10/14/20

Motion/second (Abendroth/Buss) to approve the Minutes of 0/13/21 upon correction of Packer City bid price. All Ayes. Motion Carried.

Public Comment None

Ordinance Amending Chapter 257 Vehicles, All-Terrain/Utility-Terrain

Motion/second (Schweder/Buss) to approve the Ordinance Amending Chapter 257 Vehicles, All-Terrain/Utility-Terrain as presented. All Ayes. Motion Carried.

Purchase of (2) Scale Kiosks

Request for Quote received from AWS \$24,765.00 plus installation costs; Badger Scale \$23,624.00 plus installation costs; and Cream City Scale \$28,981.00. Option 2 Request for Quotes for Basic Kiosks (no IT Support required) received from Badger Scale \$20,797.92 plus installation costs; and Cream City Scale \$16,972.00.

Motion/section (Buss/Abendroth) to purchase the 2 Basic Scale Kiosks from Cream City Scale for \$16,972.00. All Ayes. Motion Carried.

Used Snow Blower Purchase

Commissioner updated Committee Members that a used snow blower was purchased for \$20,165.00 through the Wisconsin Surplus Auction. Commissioner Mashuda also explained the need for purchasing the snow blower. Discussion held, and questions answered. *Motion/second (Abendroth/Buss)* to approve the purchase. All Ayes. Motion Carried.

North Central Region Mutual Aid Agreement

Commissioner Mashuda explained the Intergovernmental Agreement between North Central Wisconsin Counties for Highway Department Mutual Aid in certain situations such as in emergencies, catastrophes, natural disasters, etc.

Motion/second (Buss/Abendroth) to approve the Agreement between North Central Wisconsin Counties for Highway Department Mutual Aid. All Ayes. Motion Carried.

Financial Reports

Highway financial reports were reviewed.

Commissioner's Report

Committee reviewed the Commissioner's Report.

Future Committee Meeting Date February 10, 2021.

Adjournment: Vice Chair Wielgosh adjourned the meeting at 4:26 PM

Submitted by, Becky Pence.

Highway Committee Secretary

Highway Committee January 13, 2021

CTH A Speed Study, Town of Brooklyn Traffic Safety Commission January 19 2021

At the January TSC meeting, the CTH A Speed Study prepared by MSA Professional Services was reviewed. After looking at the gathered speed and crash statistics, the committee came to the conclusion that lowering the speed limit in the study area could possibly have a negative effect. If lowered, there would be a greater deviation in the speeds traveled creating a greater risk of crashes.

A recommendation made by MSA is to narrow the driving lanes to 11'wide from the current 12' lanes. This would make the shoulder area wider giving more room for bikers and pedestrians. Narrowing the lanes tends to have a general traffic calming effect.

In addition, there are some recommendations to make the Park area safer. Possibly making it a one way loop (other than the boat launch area), entering at the north end and exiting the south end. The Highway Department could work with the Maintenance Department to make these changes if needed. Signage could also be installed on CTH A for enter/exit to reduce confusion for motorist wanting to visit the park.

Barry

CTH A SOUTH STREET – SPRING GROVE ROAD

Lane width reduction

Reducing driving lanes from 2-12' lanes to 2-11' lanes will leave on the average of 4' for bikes and pedestrians.

Length of white lines to be removed is a total of 22050'

Water Jetting removal @ \$.50 per foot = \$11,025.00

Diamond Blade Grinding @ \$.60 per foot = \$13,230.00

New white lines = \$2,700.00

Total = \$13,725.00 - \$15,930.00



CTH A Speed Study, Town of Brooklyn STH 23/49 Intersection to CTH K East Intersection

Green Lake County Highway Department Green Lake County, Wisconsin

Prepared by:

MSA Professional Services, Inc. 1702 Pankratz St Madison, WI 53704 Phone: 608-242-7779 www.msa-ps.com

Project No. 11507010



INTRODUCTION

This report contains the results of an Engineering and Traffic Speed Study for a portion of the existing CTH A roadway in the Town of Brooklyn, Green Lake County Wisconsin. The project area includes approximately 3.5 miles of CTH A beginning from the intersection of STH 23/49 and continuing south to the intersection at CTH K - East. CTH A is a 2-lane roadway with a rural cross section and is classified as a major collector. While rural in construction, the corridor has a residential feel with approximately 60 access points along CTH A from the intersection of CTH A & South St/Sunnyside Road to the north side of Sunset Park. Currently, CTH A has three posted speed limits, 45mph from STH 23/49 to approximately the intersection of CTH A & South St/Sunnyside Road. From there, the speed limit is 40 mph for approximately 2 miles past Sunset Park where it becomes 55 mph for the final approximately 0.8 miles to CTH K.

WISCONSIN STATEWIDE SPEED MANAGEMENT GUIDELINES, JUNE 2009

Wisconsin State Statues Section 346.57(4) defines speed limits for all public roadways. These statutes also allow for state and local governments to create Speed Zones within defined constraints. The Wisconsin Department of Transportation (WisDOT) used this authority to create their own set of guidelines for determining changes to the statute speed limits around the state, which are outlined in the Wisconsin Statewide Speed Management Guidelines. These guidelines help define appropriate speed limits which can lead to better voluntary driver compliance, efficient traffic flow and increased safety. The following evaluation was completed utilizing these guidelines with conclusions and recommendations included at the end of the report.

TRAFFIC DATA COLLECTION

Vehicle speed data was collected at three different locations along CTH A during the week of October 26 to October 30, 2020. All three locations were set within the posted 40 mph speed zone. Weather conditions were dry for the duration of the counts. See **Attachment A** for count locations and project limits.

Each location was collected for approximately three days. The data that was collected and used for this study can be found in **Attachment B**. The speed recording equipment was placed on relatively straight sections of the corridor with clear vision in both directions. Two recording devices were placed within the residential segment of the subject corridor with the third placed south of Sunset Park to gain an understanding of both how vehicles are traveling near residences as well as along the long, straight segment south of the park access. The following sample sizes were collected at each location:

Location 1: 10,385 Location 2: 11,355 Location 3: 11,118

The speed data for each location is summarized below. The "Percentiles" are the speeds at or below which "X"% of the vehicles are traveling. The "Pace" is the ten-mile-per-hour increment in speed in which the highest number of vehicles were observed.

| LOCATION 1 | |
|----------------------------|-------------|
| Vehicles Observed: | 10,385 |
| 50th Percentile (Average): | 46 MPH |
| 85th Percentile: | 50 MPH |
| Median Speed: | 45 MPH |
| Pace Speed: | 40 - 50 MPH |
| Lowest Recorded Speed: | 10 MPH |
| Highest Recorded Speed: | 82 MPH |

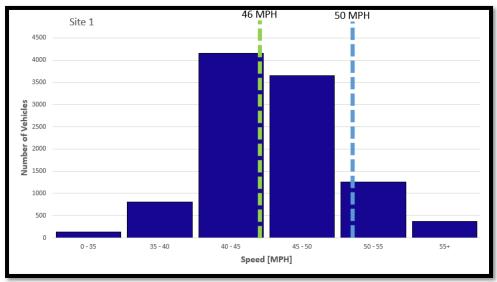


Figure 1 – Location 1 Speed Distribution

| LOCATION 2 | |
|----------------------------|-------------|
| Vehicles Observed: | 11,355 |
| 50th Percentile (Average): | 43 MPH |
| 85th Percentile: | 47 MPH |
| Median Speed: | 43 MPH |
| Pace Speed: | 38 - 48 MPH |
| Lowest Recorded Speed: | 7 MPH |
| Highest Recorded Speed: | 72 MPH |

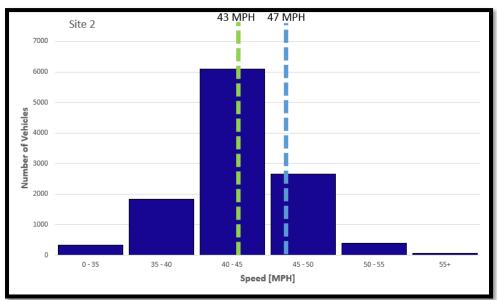


Figure 2 – Location 2 Speed Distribution

| LOCATION 3 | |
|----------------------------|-------------|
| Vehicles Observed: | 11,118 |
| 50th Percentile (Average): | 42 MPH |
| 85th Percentile: | 46 MPH |
| Median Speed: | 42 MPH |
| Pace Speed: | 37 - 47 MPH |
| Lowest Recorded Speed: | 8 MPH |
| Highest Recorded Speed: | 64 MPH |

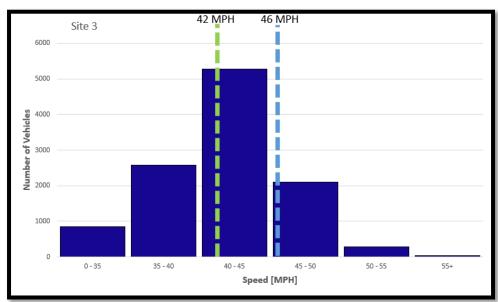


Figure 3 - Location 3 Speed Distribution

SITE DISTANCE AND REVIEW OF ROAD GEOMETRICS

Field observations were collected at the time of setting traffic counters which included a review of existing roadway conditions, typical section measurements, and site-specific topographic and geometric features. Topographical survey was not included as part of the review, however, photos were taken at each intersection to gain a general understanding of whether existing intersection sight distances seemed appropriate. In addition, both Sunset Park access driveways were reviewed. An anecdotal review of each of the findings follows below.

Pavement Conditions

The existing pavement along CTH A is asphaltic pavement. The images below show examples of existing pavement throughout the corridor. In general, it appears the pavement surface is in fair condition with only minor rutting. Most existing cracks have been sealed previously.



Figure 4 - North of Commercial Ave



Figure 6 - North Sunset Park Access



Figure 5 -South of South St/Sunnyside Rd



Figure 7 - South of Structure B-24-005

Typical Section

The existing typical section throughout the corridor measures from east to west, 4-foot paved shoulder, 2 12-foot travel lanes, 3-foot paved shoulder. There is existing beam guard on both sides of the road about 450-feet north and 950-feet south of Spring Grove Road. Beam guard starts again on the east side of CTH A along nearly the entire isthmus with beam guard on both sides of the road at structure B-24-005 just south of Sunset Park. There is also approximately 175' of beam guard on the west side of CTH A about 150-feet north of Illinois Ave.

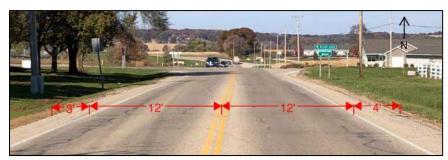


Figure 8 - Existing Typical Section

Horizontal and Vertical Curves

Horizontal Curves

Five horizontal curves were identified within the project area. Three of the five curves (curves 1 – 3 shown in Figure 9) were identified during the corridor visit as possibly not having radii large enough for the posted speed. A desktop review was completed for each of the three horizontal curves identifying approximate radii and approximate maximum super elevations based on measurements in the field. This information was compared to horizontal design speed criteria charts located in the Facilities Development Manual (FDM) Chapter 11, Section 10, Exhibit 5.1. See **Appendix A** – Superelevation Tables. The associated design speed for each of the three curves is stated below.

| | ~ Radius | ~ Cross Slope | ~ Design Speed | Posted Speed Met? |
|----------|----------|------------------|-------------------|-------------------|
| Curve 1 | ~800' | ~6% | 45/50 mph | Yes |
| Curve 2 | ~1,000' | ~6% | 50 mph | Yes |
| Curve 3 | ~1,400' | ~4.2% | 40 mph | Yes |
| *Curve 4 | N/A | N/A | N/A | Yes |
| *Curve 5 | N/A | N/A | N/A | Yes |



Figure 9 - Horizontal Curves

Vertical Curves

When visiting the site, one vertical curve was identified as possibly not meeting current design speed standards for crest vertical curves per the FDM. Using Google Earth's "Elevation Profile" tool along a user-defined path, we can get a general idea of the location which was identified on the south end of the isthmus and shown at the red arrow in Figure 10 below. It should be noted, the speed limit changes between 45 and 55 mph at approximately the crest of the curve. Actual field survey would be necessary to confirm the design speed at this location. While not confirming/correcting as part of this study, if the County has any planned construction projects incorporating this location in the future, it would be prudent to investigate updating the curve to meet the design speed at that time.

^{*}Denotes curves which were identified in the field as likely meeting current posted speeds and therefore were not reviewed.

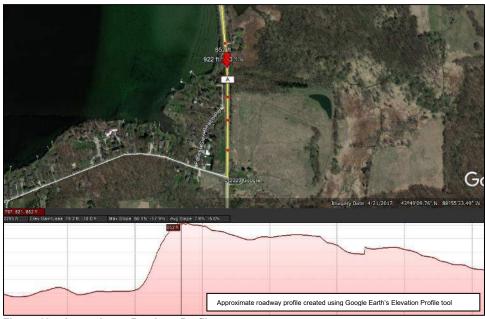


Figure 10 - Approximate Roadway Profile

Intersection Sight Distance

Anecdotal Intersection Sight distance was reviewed at each intersection. A summary of the findings including a general assessment regarding whether sight distance appears to be met or not met is included in Table 1 below. Pictures looking left and right from the side road at each intersection can be seen in **Attachment C** – Intersection Sight Distance Assessment. All side roads are stop controlled to CTH A. Like both the horizontal and vertical curve review, actual site survey would be necessary to confirm assessments.

Table 1: Intersection Sight Distance

| Intersection | Sight Distance Assessment |
|-----------------------------------|---|
| Commercial Avenue & CTH A | Likely Met |
| South St/Sunnyside Rd & CTH A | Likely Met |
| Klaver St & CTH A | May not be met looking left, combination of vertical and horizontal curve may restrict visibility. May meet minimums. Likely met looking right. |
| Crystal Ln & CTH A | May no be met looking left, existing vegetation may prevent. Existing hillside also makes looking right questionable. Both may meet minimums. |
| Illinois Ave/Whitetail Ct & CTH A | Likely met from the west approach. May not be met looking right from Whitetail Ct. |
| Silver Creek Rd & CTH A | Likely met |
| Spring Grove Rd & CTH A | May not be met looking left due to vertical curve. Likely met looking right. |

Scott Hill Rd/ CTH K & CTH A

Appears very unlikely that sight distance is met looking left from Scott Hill Rd or right from CTH K. Sight distance is likely met looking south from both approaches. The movements to and from CTH A and CTH K were observed to be fairly heavy. Northbound CTH A to eastbound CTH K is also a designated long truck route. Substandard sight distance could create safety concerns at this intersection.

Sunset Park

Sunset Park is a County Park located to the south of the existing residential area along the west side of the isthmus between Green Lake and Silver Creek. The park has an access on both the north and south end and offers several recreational activities including a boat launch, picnic shelter with grills, bathroom facilities and general public access to Green Lake. These amenities draw not only vehicular traffic, but also pedestrians and bicyclists utilizing CTH A to gain access to the park which local officials have identified as creating safety concerns for all users. In addition to limited facilities along CTH A, no pedestrian or bicycle facilities currently exist within the park with all users sharing the paved road through the park.

A review of sight distance at both access locations is shown below. *North Access:*

Looking Left:



Looking Right:



Sight Distance Assessment: Sight distance is likely met looking both left and right. However, there are a number of trees and shrubs immediately to the north of the access likely limit visibility as users of all modes approach the access from both CTH A and the driveway. See the photo below. Clearing this corner may help users to identify approaching conflicts sooner creating a safer access driveway.



South Access: Looking Left:



Looking Right:



Sight Distance Assessment: Sight distance is likely met looking left. Sight distance may be obstructed looking right due to the existing beam guard at the bridge structure B-24-005. A zoomed in version of the same "looking right" photo is shown below to illustrate the possible obstruction.



Consideration of Multimodal Users

The existing corridor has very limited facilities for pedestrian and bicyclists with only 4-foot and 3-foot shoulders on the east and west sides of CTH A respectively. A lack of facilities has caused local officials to identify this as a major safety concern for these multimodal users both along CTH A and at the access points for Sunset Park. Listed below are a few options by location, ordered from the lowest anticipated cost and effort, to the highest, that the community could take to try to help improve upon these safety concerns.

CTH A:

- Restripe CTH A within the residential area (Sunset Park to the South St/Sunnyside Rd intersection) to narrow the existing travel lanes and create more space for multimodal users to share the road with vehicles. Referencing the WisDOT Facilities Development Manual (FDM) Section 11-40, Attachment 7.6, it is recommended the typical section change from an existing 3' shoulder, 2-12' travel lanes and a 4' shoulder to 2-4.5' shoulders and 2-11' travel lanes.
 - Costs associated with this conversion would be nominal and consist of mostly pavement marking removal and restriping.
- Improve corridor lighting within the residential area. Currently there are a small number of
 overhead lights along the corridor, mostly at existing intersections. Having a more well-lit
 corridor would give the area a more urban feel and create more visibility of pedestrian and
 bicyclists.
 - Costs associated with this effort could range significantly based on whether the community would attach overhead lights to existing power poles along the corridor or opt for a more decorative pole and fixture.
 - These could also be a shorter "pedestrian" light pole in the range of 10-15' high rather than a more traditional 25-30' pole.
 - If a more decorative pole is chosen, the community may want to convert the corridor to more of an urban section with curb and gutter to provide a level of protection for the poles.
- Add an 8 or 10-foot wide multiuse path to the west side of CTH A within the residential area. This would be the ultimate solution to remove conflicts and improve safety for multimodal users, however it would also likely come at a significant cost. Additional considerations while evaluating this alternative include:
 - Additional right-of-way investigation to establish the exact location and assess the level of impacts that would occur. If it can be assumed that the existing fence lines and power pole locations are near the existing right-of-way line, there may be enough to install a path with limited acquisition needs.





- The path would fill in the existing ditch on the west side and therefore at a minimum, the west side of the road would need curb and gutter and a drainage study to confirm that storm water could be controlled.
- Filling in the existing ditch would create drainage obstacles behind the proposed path. Further investigation would be necessary to determine and minimize impacts.
- The existing beam guard north of Illinois Ave and subsequent steep slope behind the beam guard would create a unique engineering obstacle. Further investigation would be necessary to determine and minimize impacts.

Sunset Park:

- Convert the park circulation to one-way with a recommended flow of traffic entering on the north and exiting on the south end. See Attachment D Conceptual Geometric Adjustments at Sunset Park. This would minimize conflict points both at the access locations and within the park. One-way traffic also creates more width for all users on the existing road through the park. Note that the County will likely want to confirm sight distance with the existing beam guard at structure B-24-005 prior to routing additional traffic to that location
 - Cost would be nominal with likely only pavement markings and signage.
- Remove the existing trees on the north side of the north access to create a vision triangle
 that improves visibility for all users. This would provide vehicles more time to see and react
 to approaching pedestrians and bicycles.
 - Depending on existing right-of-way and/or property owner coordination cost could be low.
- Install a raised sidewalk beginning from the north access at CTH A routing along the north and west side of the park road along the lake side to allow non-vehicle users safe access to the lake. Note that this could also just be delineated with pavement markings as a walking area on the existing paved road if a raised sidewalk is not desired. However, having a raised sidewalk provides a more defined space for pedestrians and would likely feel safer for users.
 - This configuration could include a marked and signed crossing near the park bathroom/shelter.
 - o Cost would be low to moderate depending on drainage and stormwater needs.

CRASH RECORD ANALYSIS

A review of existing crash reports along CTH A was completed to determine if a pattern exists that warrants lowering the speed limit. The crash reports were obtained from the University of Wisconsin Transportation Operations and Safety (TOPS) Lab for the most recent five years of crash data, (2015-2020). 54 crashes were returned during this time period within the study area. Of those crashes, 38 involved deer or other animals and two involved snow leaving 14 non-animal or weather-related crashes. Of the 14 crashes, nine resulted in injuries, five were angle crashes and four involved either leaving the road or were flagged for negotiating a curve. While not conclusive that any of the crashes were related to speed, crashes involving curves and leaving the roadway could be attributed to drivers going too fast for road conditions. In addition, it's possible some of the angle crashes and animal crashes could have been avoided at a reduced speed.

Current Level of Enforcement:

CTH A falls under the jurisdiction of the Green Lake County Sheriff's Department. In communication with the representatives of Green Lake County, CTH A receives an above average amount of enforcement compared to most other areas, especially near Sunset Park.

CONCLUSIONS

CTH A within the majority of the project limits appears to fall with the criteria for classification as a semi-urban district. This type of roadway is generally a rural road that falls outside the corporate limits of a community but has an "area contiguous to any highway where on either or both sides of the highway within 1,000 feet buildings are spaced on average less than 200 feet apart". Per the regulatory guidelines, the County would be able to set the speed limit to 35 mph on that area of road and be consistent with the fixed speed limit defined in the state statutes. However, the County would also be within their right to set the speed limit to better align with the observed 85th percentile speed or even 50th percentile speed up to a maximum of 55 mph.

The statewide speed limit guidelines provide secondary roadway factors to also consider while establishing a speed limit. These include access density, median type, parking along the street and pedestrian activity level. CTH A has relatively high access density and local officials have indicated pedestrian levels are high. In addition, there are a few intersections where sight distance may not be met or is only meeting minimum distances. If these secondary roadway factors come into play, a jurisdiction could then evaluate lowering the speed to the nearest 5 mph increment of the 50th percentile operating speed.

RECOMMENDATIONS

The statewide guidance and results of this project-specific speed data provide conflicting conclusions between the recommended fixed limit and the 85th percentile guidance. It is MSA's recommendation that safety should be a top priority. Local officials have expressed concerns for pedestrian and bicycle safety along the corridor and at Sunset Park. Due to this expressed concern, and because the area falls within a semi-urban district, MSA recommends the following:

 If the existing roadway configuration remains, i.e. rural cross section with narrow on-street bicycle/pedestrian facilities, MSA recommends following the state's fixed speed limit criteria as it relates to an semi-urban area and setting the speed limit to 35 mph from the intersection of South St/Sunnyside Road until approximately 710 feet south of the southern Sunset Park access. This distance would meet the desired intersection sight distance of the south access for a posted 35 mph (40 mph design speed) as well. To the south of that location, it would be our recommendation to establish a 45 mph speed zone for the remaining project limits. This speed limit falls in line with the 85th percentile speed and does not require WisDOT approval to go greater than 10 mph below the fixed 55 mph speed limit set for a traditional rural highway.

When completing speed studies, it is important to note that if a jurisdiction does pursue lowering the speed limit outside of what is observed as the 85th percentile speed, there are some possible negative effects to be aware of. These effects could include higher costs for increased enforcement to ensure driver compliance, potential for increased crashes due to larger variability in vehicle speeds and the potential to disregard speed limits because drivers do not perceive the need for lower speeds. In addition, the Statewide Speed Management Guidelines recommend changes to the physical environment (such as more signs with warning flags) and public outreach campaigns to help promote the lower speeds. There are a few possible traffic calming alternatives for CTH A including:

- Narrowing travel lane widths with pavement markings. This was also a recommendation for pedestrian and bicycle safety.
- Adding signage including pedestrian warning signs
- Converting the rural section to an urban section and adding sidewalk or a multiuse path.

Attachment A

Traffic Count Locations and Project Limits



Attachment B

Traffic Count Data

Location 1

Speed Statistics

Vehicles = 10385

Posted speed limit = 40 mph, Exceeding = 9438 (90.88%), Mean Exceeding = 46.32 mph

Maximum = 82.3 mph, Minimum = 10.2 mph, Mean = 45.5 mph

85% Speed = 50.22 mph, 95% Speed = 53.91 mph, Median = 45.07 mph

12 mph Pace = 40 - 50, Number in Pace = 7797 (75.08%)

Variance = 24.60, Standard Deviation = 4.96 mph

| Speed | Bin | | Bel | ow | Abo | | |
|----------|------|--------|-------|---------|-------|--------|--|
| 0 - 20 | 14 | 0.14% | 14 | 0.14% | 10371 | 99.87% | |
| 20 - 25 | 21 | 0.20% | 35 | 0.34% | 10350 | 99.66% | |
| 25 - 30 | 30 | 0.29% | 65 | 0.63% | 10320 | 99.37% | |
| 30 - 35 | 73 | 0.70% | 138 | 1.33% | 10247 | 98.67% | |
| 35 - 40 | 809 | 7.79% | 947 | 9.12% | 9438 | 90.88% | |
| 40 - 45 | 4154 | 40.00% | 5101 | 49.12% | 5284 | 50.88% | |
| 45 - 50 | 3656 | 35.20% | 8757 | 84.32% | 1628 | 15.68% | |
| 50 - 55 | 1252 | 12.06% | 10009 | 96.38% | 376 | 3.62% | |
| 55 - 60 | 310 | 2.99% | 10319 | 99.36% | 66 | 0.64% | |
| 60 - 65 | 52 | 0.50% | 10371 | 99.87% | 14 | 0.14% | |
| 65 - 70 | 9 | 0.09% | 10380 | 100.00% | 5 | 0.05% | |
| 70 - 75 | 3 | 0.03% | 10383 | 100.00% | 2 | 0.02% | |
| 75 - 80 | 1 | 0.01% | 10384 | 100.00% | 1 | 0.01% | |
| 80 - 85 | 1 | 0.01% | 10385 | 100.00% | 0 | 0.00% | |
| 85 - 90 | 0 | 0.00% | 10385 | 100.00% | 0 | 0.00% | |
| 90 - 95 | 0 | 0.00% | 10385 | 100.00% | 0 | 0.00% | |
| 95 - 100 | 0 | 0.00% | 10385 | 100.00% | 0 | 0.00% | |

Location 2

Speed Statistics

Vehicles = 11355

Posted speed limit = 40 mph, Exceeding = 9210 (81.11%), Mean Exceeding = 44.30 mph

Maximum = 72.2 mph, Minimum = 7.1 mph, Mean = 42.9 mph

85% Speed = 46.64 mph, 95% Speed = 49.44 mph, Median = 42.95 mph

10 mph Pace = 38 - 48, Number in Pace = 9392 (82.71%)

Variance = 18.37, Standard Deviation = 4.29 mph

| Speed | Bin | | Bel | ow | Abo | | |
|----------|------|--------|-------|---------|-------|--------|--|
| 0 - 20 | 27 | 0.24% | 27 | 0.24% | 11328 | 99.76% | |
| 20 - 25 | 17 | 0.15% | 44 | 0.39% | 11311 | 99.61% | |
| 25 - 30 | 50 | 0.44% | 94 | 0.83% | 11261 | 99.17% | |
| 30 - 35 | 227 | 2.00% | 321 | 2.83% | 11034 | 97.17% | |
| 35 - 40 | 1824 | 16.06% | 2145 | 18.89% | 9210 | 81.11% | |
| 40 - 45 | 6085 | 53.59% | 8230 | 72.48% | 3125 | 27.52% | |
| 45 - 50 | 2664 | 23.46% | 10894 | 95.94% | 461 | 4.06% | |
| 50 - 55 | 389 | 3.43% | 11283 | 99.37% | 72 | 0.63% | |
| 55 - 60 | 55 | 0.48% | 11338 | 99.85% | 17 | 0.15% | |
| 60 - 65 | 15 | 0.13% | 11353 | 100.00% | 2 | 0.02% | |
| 65 - 70 | 1 | 0.01% | 11354 | 100.00% | 1 | 0.01% | |
| 70 - 75 | 1 | 0.01% | 11355 | 100.00% | 0 | 0.00% | |
| 75 - 80 | 0 | 0.00% | 11355 | 100.00% | 0 | 0.00% | |
| 80 - 85 | 0 | 0.00% | 11355 | 100.00% | 0 | 0.00% | |
| 85 - 90 | 0 | 0.00% | 11355 | 100.00% | 0 | 0.00% | |
| 90 - 95 | 0 | 0.00% | 11355 | 100.00% | 0 | 0.00% | |
| 95 - 100 | 0 | 0.00% | 11355 | 100.00% | 0 | 0.00% | |

Location 3

| | Speed Statistics | | | | | | | | | | | | | |
|-------------------------------|---------------------|------------|------------|------------|---------|--------|--|--|--|--|--|--|--|--|
| Vehicles = 11118 | | | | | | | | | | | | | | |
| Posted speed limit = 40 mph, | Exceeding = 7687 | (69.14%), | Mean Exce | eding = 44 | .06 mph | | | | | | | | | |
| Maximum = 64.3 mph, Minim | um = 7.6 mph, Me | ean = 41.7 | mph | | | | | | | | | | | |
| 85% Speed = 45.97 mph, 95% | Speed = 48.65 mp | h, Median | = 42.05 mp | oh | | | | | | | | | | |
| 10 mph Pace = 37 - 47, Number | er in Pace = 8497 (| 76.43%) | | | | | | | | | | | | |
| Variance = 23.73, Standard De | eviation = 4.87 mp | h | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Speed | Bin | | Belo | ow | Abo | ve | | | | | | | | |
| 0 - 20 | 38 | 0.34% | 38 | 0.34% | 11080 | 99.66% | | | | | | | | |
| 20 - 25 | 40 | 0.36% | 78 | 0.70% | 11040 | 99.30% | | | | | | | | |
| 25 - 30 | 132 | 1.19% | 210 | 1.89% | 10908 | 98.11% | | | | | | | | |
| 30 - 35 | 636 | 5.72% | 846 | 7.61% | 10272 | 92.39% | | | | | | | | |
| 35 - 40 | 2585 | 23.25% | 3431 | 30.86% | 7687 | 69.14% | | | | | | | | |
| 40 - 45 | 5280 | 47.49% | 8711 | 78.35% | 2407 | 21.65% | | | | | | | | |
| 45 - 50 | 2094 | 18.83% | 10805 | 97.18% | 313 | 2.82% | | | | | | | | |
| 50 - 55 | 284 | 2.55% | 11089 | 99.74% | 29 | 0.26% | | | | | | | | |
| 55 - 60 | 28 | 0.25% | 11117 | 100.00% | 1 | 0.01% | | | | | | | | |
| 60 - 65 | 1 | 0.01% | 11118 | 100.00% | 0 | 0.00% | | | | | | | | |
| 65 - 70 | 0 | 0.00% | 11118 | 100.00% | 0 | 0.00% | | | | | | | | |
| 70 - 75 | 0 | 0.00% | 11118 | 100.00% | 0 | 0.00% | | | | | | | | |
| 75 - 80 | 0 | 0.00% | 11118 | 100.00% | 0 | 0.00% | | | | | | | | |
| 80 - 85 | 0 | 0.00% | 11118 | 100.00% | 0 | 0.00% | | | | | | | | |
| 85 - 90 | 0 | 0.00% | 11118 | 100.00% | 0 | 0.00% | | | | | | | | |
| 90 - 95 | 0 | 0.00% | 11118 | 100.00% | 0 | 0.00% | | | | | | | | |
| 95 - 100 | 0 | 0.00% | 11118 | 100.00% | 0 | 0.00% | | | | | | | | |

Attachment C Intersection Sight Distance Assessment

Commercial Avenue & CTH A

West Approach

Looking Left:







East Approach

Looking Left:

Looking Right:





Sight Distance Assessment: Likely Met

South St/Sunnyside Rd & CTH A

West Approach (South St)

Looking Left:

Looking Right:





ATTACHMENT C – Intersection Sight Distance Evaluation

East Approach (Sunnyside Rd)

Looking Left:



Looking Right:



Sight Distance Assessment: Likely Met

Klaver St & CTH A

Looking Left:



Looking Right:



Sight Distance Assessment: May not be met looking left, combination of vertical and horizontal curve may restrict visibility. May meet minimums. Likely met looking right.

Crystal Ln & CTH A

Looking Left:







Sight Distance Assessment: May no be met looking left, existing vegetation may prevent. Existing hillside also makes looking right questionable. Both may meet minimums.

Illinois Ave/Whitetail Ct & CTH A

West Approach (Illinois Ave)

Looking Left:

Looking Right:





East Approach (Whitetail Ct)

Looking Left:

Looking Right:

ATTACHMENT C – Intersection Sight Distance Evaluation





Sight Distance Assessment: Likely met from the west approach. May not be met looking right from Whitetail Ct.

Silver Creek Rd & CTH A

Looking Left:



Looking Right:



Sight Distance Assessment: Likely met

Spring Grove Rd & CTH A

Looking Left:



Looking Right:



Sight Distance Assessment: May not be met looking left due to vertical curve. Likely met looking right.

Scott Hill Rd/CTH K & CTH A

West Approach (Scott Hill Rd)

Looking Left:



Looking Right:



East Approach (CTH K)

Looking Left:



Looking Right:

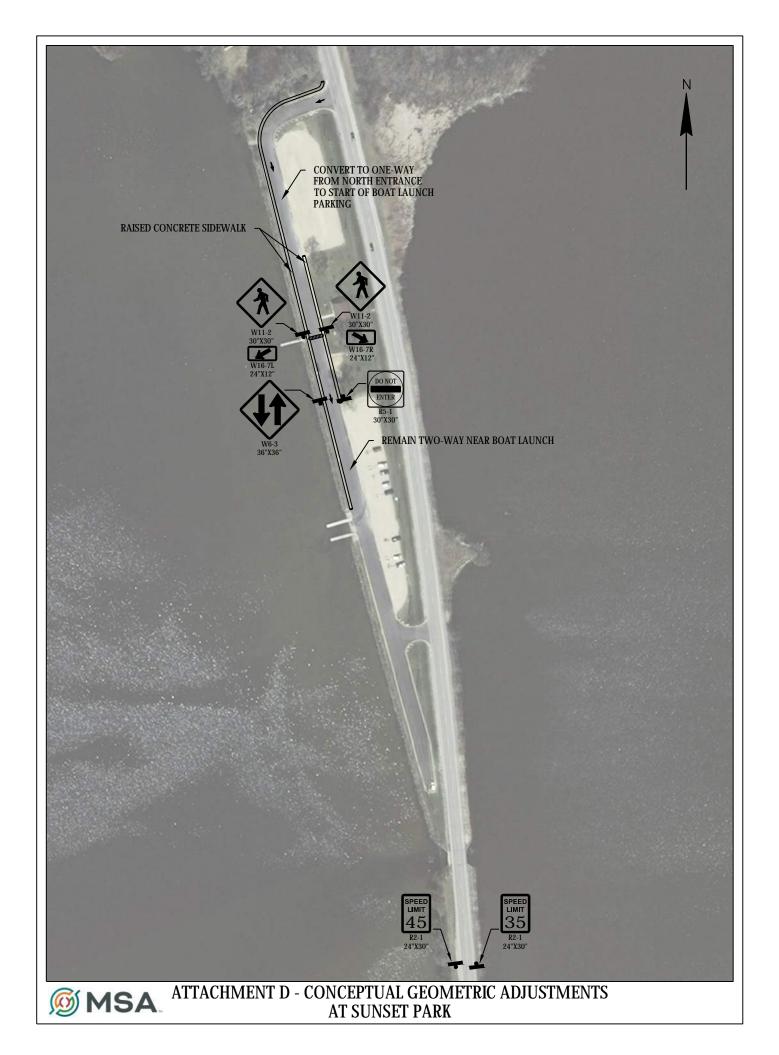


ATTACHMENT C – Intersection Sight Distance Evaluation

Sight Distance Assessment: Appears very unlikely that sight distance is met looking left from Scott Hill Rd or right from CTH K. Sight distance is likely met looking south from both approaches. The movements to and from CTH A and CTH K were observed to be fairly heavy. Northbound CTH A to eastbound CTH K is also a designated long truck route. Substandard sight distance could create safety concerns at this intersection.

Attachment D

Conceptual Geometric Adjustments at Sunset Park



Appendix A
Superelevation Tables

е_{шах}= 6%

This chart is for: 14ane ramps regardless of rotation point and 2-lane undivided highways w/ rotation about CL.

Number of lanes rotated (n₁) = 1

Adjustment factor (b_w) = 1.00

Multiple of runoff length relative to 1-lane rotated (n₁ x b_w) = 1.00

| | | e (%) | NC | RC (2.0%) | 2.1% | 2.2% | 2.3% | 2.4% | 2.5% | 2.6% | 2.7% | 2.8% | 2.9% | 3.0% | 3.1% | 3.2% | 3.3% | 3.4% | 3.5% | 3.6% | 3.7% | 3.8% | 3.9% | 4.0% | 4.1% | 4.2% | 4.3% | 4.4% | 4.5% | 4.6% | 4 7% | 4.8% | 4.9% | 2.0% | 2.7% | 5.2% | 5.3% | 5.4% | 5.5% | 2.6% | 2.7% | 2.8% | 2.9% | %0'9 | |
|--------------|---------|---------|--------|-----------|-------|-------|--------|--------|--------|-------|--------------|-------------------------|---------------|--------|------------------------|--------|---------------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------|--------|----------|-----------------|--------|--------|-------|--------|-------|---------|-------|-------|-------|--------|-------|----------|---|
| | | - | 0 | 120 | 123 | 126 | 129 | 132 | 135 | 138 | 141 | 144 | 147 | 150 | 153 | 156 | 159 | 162 | 165 | 168 | 171 | 174 | 177 | 180 | 183 | 186 | 189 | 192 | 195 | 198 | 201 | 204 | 207 | 210 | 213 | 216 | 219 | 777 | 222 | 228 | 231 | 234 | 237 | 240 | |
| | ų | × | 0 | 09 | 09 | 9 | 09 | 09 | 09 | 09 | 09 | 09 | 09 | 09 | 09 | 09 | 09 | 09 | 09 | - | | | 09 | 09 | 09 | 09 | - | 09 | - | 09 | 9 | 09 | - | 9 8 | 000 | 00 | 09 | 3 | 9 8 | 09 | 9 | 09 | 09 | - | |
| | 70mph | 1 | 0 | 9 | 63 | 99 | 69 | 72 | 75 | 78 | 84 | 84 | 87 | 6 | 93 | 96 | 66 | 102 | 105 | 108 | 111 | 114 | 117 | 120 | 123 | 126 | 129 | 132 | 135 | 138 | 141 | 14 ₄ | 147 | 150 | 2 5 | 126 | 159 | 162 | 165 | 168 | 171 | 174 | 177 | 180 | |
| | | œ | 14,100 | 10,300 | 9,720 | 9,240 | 8,780 | 8,380 | 7,990 | 7,660 | 7,320 | 7,030 | 6,740 | 6,490 | 6,230 | 6,010 | 5,780 | 5,580 | 5,380 | 5,210 | 5,020 | 4,860 | 4,700 | 4,550 | 4,400 | 4,270 | 4,130 | 4,010 | 3,880 | 3,770 | 3,650 | 3,550 | 3,430 | 3,330 | 3,220 | 3,120 | 3,010 | 0.65 | 2,800 | 2,700 | 2,580 | 2,460 | 2,310 | 2,040 | |
| | | - | 0 | 112 | 115 | 116 | 120 | 123 | 126 | 129 | 131 | 134 | 137 | 140 | 143 | 145 | 148 | 151 | 154 | 156 | 159 | 162 | 165 | 168 | 170 | 173 | 176 | 179 | 182 | 184 | 187 | 190 | 193 | 196 | 190 | 201 | 204 | 707 | 209 | 212 | 215 | 218 | 221 | 223 | |
| | hd | × | 0 0 | 9 29 | - | | | 99 2 | - | 3 56 | Н | | Н | 1 56 | | _ | 2 56 | | 98 56 | | - | 106 56 | 109 56 | | 114 56 | 117 56 | 120 56 | 123 56 | \vdash | 128 56 | \neg | 134 56 | | 140 56 | - | - | - | - | - | - | - | 162 56 | | 7 56 | |
| | 65mph | F | | 99 (| | | | 19 (| 02 | _ | 1 75 | | Н | Н | \dashv | _ | 92 | | H | | Н | | H | | H | | H | | H | - | 7 | | Н | | t | | | | T | | T | | _ | 167 | |
| | | ~ | 12,600 | | 8 | | 7,820 | 7,430 | 7,100 | 6,770 | 6,490 | | Ш | | _ | 5,280 | 5,090 | 4,890 | L | | L | 4,230 | 4,100 | 3,950 | 3,820 | 3,680 | 3,570 | | | | | | _ | 2,800 | | | _ | | | | _ | | | 1,660 | |
| | 100 | × | 0 | 53 106 | | | 53 114 | 53 117 | 54 121 | | 53 125 | _ | Н | 53 133 | _ | _ | 53 141 | 4 145 | 53 146 | | Н | | 53 157 | | 3 162 | 53 165 | 3 168 | 53 170 | L | 53 176 | _ | 53 181 | - | 53 186 | - | 53 192 | - | 781 200 | - | - | - | 53 208 | _ | 3 213 | |
| | 60mph | | 0 | 53 5 | | | | | 67 5 | _ | 72 5 | 75 5 | Н | 80 5 | | _ | 88 5 | | 93 5 | | Н | | 104 5 | - | 109 5 | 112 5 | 115 5 | | \vdash | _ | \neg | | - | 133 5 | | | - | | - | | - | | _ | 160 53 | |
| | 09 | R | 11,100 | 8,060 | 7,610 | 7,230 | 6,850 | 6,540 | 6,210 | 5,950 | 5,660 | 5,440 | 5,190 | 4,990 | 4,770 | 4,600 | 4,400 | 4,250 | 4,070 | 3,940 | 3,770 | 3,650 | 3,500 | 3,390 | 3,250 | 3,140 | 3,010 | 2,920 | H | 2,710 | 2,600 | | | 2,330 | 2,230 | ı | П | ı | T | | T | | _ | 1,330 | |
| 0 | | <u></u> | | 102 | 90 | | | 112 | 115 | 117 | | 122 | 125 | | 130 | 133 | 135 | 138 | L | | 145 | 148 | 151 | 153 | 156 | 158 | 61 | 163 | 166 | 168 | 171 | 174 | 176 | 6/1 | 0 0 | 184 | 186 | 99 | 191 | 194 | 197 | 199 | 202 | 04 | |
| | ч | × | L | | | Wel | | 51 1 | - | 51 | 51 | 51 1 | Н | - | - | 51 | 51 | 51 | Н | | Н | 51 1 | 51 | | 51 | 51 1 | 51 | 51 1 | ⊢ | - | \dashv | | - | 1 1 | - | | - | - | - | | - | - | - | 51 2 | |
| | 55mph | _ | ٥ | 51 | 24 | 26 | 69 | 61 | 64 | 99 | 69 | 71 | 74 | 77 | 79 | 82 | 84 | 87 | 68 | 95 | 96 | 26 | 100 | 102 | 105 | 107 | 110 | 112 | 115 | 117 | 120 | 123 | 125 | 128 | 130 | 133 | 135 | 22 | 140 | 143 | 146 | 148 | 151 | 153 | |
| | 100 | 2 | 9,410 | 6,820 | 6,450 | 6,110 | 5,800 | 5,520 | 5,250 | 5,020 | 4,780 | 4,580 | 4,380 | 4,200 | 4,020 | 3,860 | 3,700 | 3,560 | 3,410 | 3,290 | 3,150 | 3,040 | 2,920 | 2,810 | 2,690 | 2,590 | 2,490 | 2,400 | 2,300 | 2,210 | 2,120 | 2,050 | 1,970 | 1,890 | 1,020 | 05/,1 | 1,670 | 1,610 | 1,530 | 1,470 | 1,390 | 1,320 | 1,230 | 1,060 | |
| 9 | - 0 | - | 0 | 96 | 86 | 101 | 103 | 106 | 108 | 110 | 113 | 115 | 118 | 120 | 122 | 125 | 127 | 130 | 132 | 134 | 137 | 139 | 142 | 144 | 146 | 149 | 151 | 154 | 156 | 158 | 161 | 163 | 166 | 168 | 13.0 | 1/3 | 175 | 1/8 | 180 | 182 | 185 | 187 | 190 | 192 | |
| | ηdι | × | 0 | | | 48 | 48 | 48 | 48 | 48 | 48 | 48 | Н | 48 | 48 | 48 | 48 | 48 | Н | | Н | 48 | 48 | | 48 | 1 48 | 3 48 | | \vdash | _ | | | | 48 | - | | - | | - | | | | - | 4 48 | |
| peac | 50mph | - | 0 | | | 0 53 | | 0 58 | 09 0 | | 0 65 | 0 67 | Н | - | \dashv | 0 77 | 0 79 | 0 82 | Н | | Н | 0 91 | 94 | | 98 | 101 | 0 103 | 0 106 | H | | - | | - | 0 120 | ٠ | | - | | + | | - | | 1 | 144 | |
| Design Speed | | ~ | 7,870 | 5,700 | 5,390 | 5,100 | 4,840 | 4,600 | 4,380 | 4,170 | 3,980 | 3,800 | Н | _ | _ | 3,200 | 3,060 | 2,940 | H | | 2,600 | 2,490 | 2,390 | | 2,200 | 2,110 | 2,020 | 1,940 | Ľ | _ | 7 | _ | | 1,510 | 04,1 | | _ ` | ľ | ` | | _ | | 4 | 833 | |
| Des | - 8 | ۰ | 0 | | | | | 1 97 | 101 | | 104 | _ | Ш | | | 1115 | 1117 | 121 | Н | | 126 | 128 | 132 | | 135 | 137 | 5 141 | 5 143 | L | | | | - | | 4 | | | | -4 | | _ | | 175 | 177 | |
| | 45mph | L | 0 | 44 44 | 47 45 | 49 45 | | 53 44 | 56 45 | 58 45 | 60 44 | 62 44 | | _ | 69 45 | 71 44 | 73 44 | 76 45 | Н | | | 84 44 | 87 45 | | 91 44 | 93 44 | 96 45 | 98 45 | 100 44 | _ | | _ | . 1 | 111 44 | - | - | - | 120 44 | - | | _ | 129 44 | _ | 133 44 | |
| | 0.000 | ~ | 6,480 | 4,680 | 4,430 | 4,190 | 3,970 | 3,770 | 3,590 | 3,420 | 3,260 | 3,110 | 2,970 | 2,840 | 2,720 | 2,600 | 2,490 | 2,390 | 2,290 | 2,190 | 2,100 | 2,010 | 1,930 | | 1,760 | 1,680 | 1,610 | 1,540 | H | - | \dashv | | | | | | | | 1 | | T | | 1 | 643 | K |
| 16 | | - | 0 | 82 | 84 | 88 | 06 | 92 | 94 | 96 | 97 | 66 | 101 | 103 | 105 | 107 | 109 | 11 | 113 | 115 | 119 | 121 | 123 | 125 | 126 | 128 | 130 | 132 | 134 | 136 | 138 | 140 | 142 | 144 | 0 4 0 | 021 | 152 | 153 | 155 | 15/ | 159 | 161 | 163 | 165 | |
| | - | × | 0 | 41 | 41 | 42 | 42 | 42 | 42 | 45 | 41 | 41 | П | 41 | 4 | 4 | 41 | 4 | 14 | 41 | 42 | 42 | 42 | | 14 | 4 | 41 | 14 | 41 | 4 | | | | _ | | | 42 | | _ | | _ | | _ | 1 41 | |
| | 40mph | _ | 0 | 141 | 43 | 0 46 | 48 | 09 (|) 52 | 54 | 99 (| 99 (| Н | - | 64 | 99 (| 89 (| 0/ 0 | 72 | 74 | 77 | 0 79 | 81 | 83 | 82 | 87 | 88 | 91 | 93 | - | \dashv | | н | 103 | ı | | 110 | 11. | 114 | | Н | 120 | ┪ | 124 | |
| | | ~ | 5,230 | 3,770 | 3,560 | 3,370 | 3,190 | 3,030 | 2,880 | 2,740 | 2,610 | 2,490 | 2,380 | - | - | _ | 1,990 | 1,900 | L | | 1,660 | 1,590 | 1,520 | / | \$1370 | 1,310 | 1,250 | _ | L | _ | Ì | 995 | _ | 911 | | 833 | | | 4 | | _ | | 4 | 485 | |
| | | × | 0 0 | 39 78 | _ | | | | 38 86 | _ | 39 91 | _ | 39 95 | _ | \dashv | 39 101 | 39 103 | 9 105 | 39 107 | 39 109 | 39 111 | 39 118 | 38 113 | 39 116 | 39 118 | 39 120 | _ | 39 124 | <u> </u> | 9 128 | _ | 9 132 | 39 134 | 9 136 | -8 | | - | - | | - | - | | - | 39 155 | |
| | 35mph | | 0 | 39 3 | 41 3 | 43 3 | 45 3 | 46 3 | 1 | _ | Н | _ | 56 3 | _ | \neg | _ | | | Н | | | | 75 3 | | 79 | | Н | 85 3 | \vdash | | | | 32 | | | | - | - | - | | | | - | 116 3 | |
| | 3 | ~ | 4,100 | 2,950 | 2,780 | 2,630 | 2,490 | 2,360 | 2,240 | 2,130 | 2 030 | 30 | 9 | 00 | œ | 8 | 8 | 00 | 1,390 | 1,320 | 1,260 | 1,190 | 1,130 | 1,070 | 1,010 | 096 | 912 | 898 | 827 | 788 | 752 | 718 | 685 | 654 | 970 | 262 | 267 | 240 | 513 | 48/ | 460 | 431 | 366 | 340 | |
| 58 | | ۲ | 0 | 72 | 74 | 92 | 62 | 81 | 81 | 83 | 85 | 7 | 2 | ţ | 5 | | | | 101 | 101 | 103 | 105 | 107 | 110 | 112 | 112 | 114 | 116 | 118 | 121 | 121 | 123 | 125 | 127 | 67 | 132 | 132 | 134 | 136 | 138 | 140 | 141 | 143 | 145 | |
| | ηdι | × | 0 | 36 | | 36 | | 37 | - | 36 | 40 36 85 | Ġ | ס | 7 | ם ט | 2 | 3 | | 37 | | Н | | 36 | | П | | Н | | Н | | | | 98 | | | | 8 8 | | - | - | _ | | - | 9 36 | |
| | 30mph | | 0 | | | 0 40 | 0 42 | 0 44 | 0 45 | | | 40 | מוניי | 2 | ם ה | 7 | <u>_</u> | | Н | | Н | | 7 | | H | 9/ | H | 80 | H | - | \dashv | | н | 9 | ł | | ı | | 1 | | - | | 1 | 109 | 8 |
| .53 | 1007000 | ~ | 3,130 | | 3 | 525 | | 1,790 | 1,700 | _ | 1 530 | Charter And Charters 40 | 2 | 2 | ilibil design speed lo | ť | a laulus 01 ~ 1,400 | | 1,030 | | 918 | 9864 | 1 812 | | L | | L | | L | 3 555 | | 6 502 | _ | 0 456 | | | | | | | _ | 3 296 | 4 | 7 231 | Exh 3-3 |
| | 8 | × | 0 | 3 | | 35 73 | | 34 75 | 34 77 | 35 80 | 80 | C | 0 | 7 | מ ט | 9 | 2 | | | 34 96 | | | 101 | | 104 | 34 106 | 34 108 | 34 109 | | | | | 34 118 | | 4 | - | | | _ | - | _ | | _ | 34 137 | 6 and |
| | 25mph | × | 0 | | | 38 | 39 | 4 | 43 | 45 | 46 34 BO | 2 | 2 | 2 | 5 | 7 | 2 | | | | | 65 | | | | | г | 75 | $\overline{}$ | 79 | | | 8 8 | | п | | п | | п | | П | | 101 | 103 | Exh 3-2 |
| | | 2 | 2,290 | 1,630 | 1,540 | 1,450 | 1,370 | 1,300 | 1,230 | 1,170 | 1,110 | _ | 5 " | δ, | . | ω | წ | | 717 | 673 | 929 | 583 | 545 | 511 | 479 | 452 | 426 | 402 | 381 | 360 | 342 | 324 | 308 | 787 | 9/7 | 707 | 250 | 727 | 225 | 212 | 199 | 186 | 171 | 144 | IS 2004, F |
| | | e (%) | NC | RC (2.0%) | 2.1% | 2.2% | 2.3% | 2.4% | 2.5% | 2.6% | 2.7% | 2.8% | 2.9% | 3.0% | 3.1% | 3.2% | 3.3% | 3.4% | 3.5% | 3.6% | 3.7% | 3.8% | 3.9% | 4.0% | 4.1% | 4.2% | 4.3% | 4.4% | 4.5% | 4.6% | 4.7% | 4.8% | 4.9% | 5.0% | %1.c | 5.2% | 5.3% | 5.4% | 5.5% | 2.6% | 2.7% | 2.8% | 2.9% | %0'9 | Adapted from GDHS 2004, Exh 3-26 and Exh 3-32 |

Legend

R = Minimum curve radius for a given superelevation rate and design speed (feet)

- L = Superelevation runoff minimum length (feet)
- e = Rate of superelevation (p
- NC = Normal crown slope (assu
 - RC (2.0%) = Remove adverse crown,

T = Superelevation transition X = Tangent Runout (feet)

Curve 1 - Meets at

speed, maybe 50 mph for a radius of ~800 least 45 mph design

(1) The R-values in the above table represent the minimum radius for which the corresponding superelevation rate can be used.

For example, if the design speed is 70 mph then a 5.5% rate can be used for any radius value from 2800 to 2909 feet (inclusive) - if the radius is 2799 feet then use 5.6%; if the radius is 2910 feet than use 5.4%.

Do not interpolate superelevation rate. mph design speed for Curve 2 - Meets a 50 a radius of ~1,000' (2) On high-type facilities (freeways, express increase the smoothness in the traveled v (3) Curves whose radius is less than the min RC (2.0%) superelevation.

in runoff length may be appropriate to facilitate drainage needs or to

e minimum shown for RC (2.0%) superelevation shall be provided with

July 22, 2009

(4) See equations and example on the last 2

CTH F Speed Study, Town of Berlin Traffic Safety Commission Meeting January 19, 2021

The CTH F Speed Study topic was brought up and discussed at the January 2021 TSC meeting. After reviewing the results of the study done by MSA Professional Services Inc. It was decided that the speed limit remain unchanged at 45 m.p.h. Some modifications could be made to the advisory speeds for the two curves in the study area. These changes would bring the advised speed for the curves into spec with the design speed tables.

In looking at the speed statistics, the committee felt lowering the speed limit could cause more accidents with a larger variation of traveled speeds.

Barry



CTH F Speed Study, Town of Berlin Berlin City Limits/Forest Ridge Road to CTH V Intersection

Green Lake County Highway Department Green Lake County, Wisconsin

Prepared by:

MSA Professional Services, Inc. 1702 Pankratz St Madison, WI 53704 Phone: 608-242-7779 www.msa-ps.com

Project No. 11507010



INTRODUCTION

This report contains the results of an Engineering and Traffic Speed Study for a portion of the existing CTH F roadway in the Town of Berlin, Green Lake County Wisconsin. The project area includes approximately 1.3 miles of CTH F beginning from the Berlin City Limits/intersection of Forest Ridge Road and continuing south to the intersection at CTH V. CTH F is a 2-lane roadway with a rural cross section and is classified as a major collector. While rural in construction, the north half of the corridor has a more residential feel with approximately 23 access points within approximately 4,600 linear feet along CTH F from the intersection of Forest Ridge Road to the end of the residential area 1,000 feet south of the Oak Drive intersection. Currently, CTH F has two posted speed limits, 45 mph from Forest Ridge Road to just south of Oak Drive. From there, the speed limit changes to 55 mph going south through the CTH V intersection. It should be noted there are two curves with posted advisory speeds along the corridor. Curve One, approximately 1,700 feet east of Forest Ridge Road has an advisory speed of 40 mph in both directions. Curve Two, approximately 2,700 feet east of Forest Ridge Road has an advisory speed of 30 mph in both directions.

WISCONSIN STATEWIDE SPEED MANAGEMENT GUIDELINES, JUNE 2009

Wisconsin State Statues Section 346.57(4) defines speed limits for all public roadways. These statutes also allow for state and local governments to create Speed Zones within defined constraints. The Wisconsin Department of Transportation (WisDOT) used this authority to create their own set of guidelines for determining changes to the statute speed limits around the state, which are outlined in the Wisconsin Statewide Speed Management Guidelines. These guidelines help define appropriate speed limits which can lead to better voluntary driver compliance, efficient traffic flow and increased safety. The following evaluation was completed utilizing these guidelines with conclusions and recommendations included at the end of the report.

TRAFFIC DATA COLLECTION

Vehicle speed data was collected at two different locations along CTH F during the week of October 26 to October 30, 2020. One location was set within the 45 mph speed zone between the two horizontal curves and the second was set within the 55 mph speed limit approximately 550 feet south of Oak Dr. Weather conditions were dry for the duration of the counts. See **Attachment A** for count locations and project limits.

Each location was collected for approximately three days. The data that was collected and used for this study can be found in **Attachment B**. The speed recording equipment was placed on relatively straight sections of the corridor with clear vision in both directions. Both recording devices were placed within the more residential segment of the subject corridor to gain and understanding of how drivers are driving both between the horizontal curves and when entering/exiting the 45 mph speed zone. The following sample sizes were collected at each location:

Location 1: 3,856 **Location 2:** 3,657

The speed data for each location is summarized below. The "Percentiles" are the speeds at or below which "X"% of the vehicles are traveling. The "Pace" is the ten-mile-per-hour increment in speed in which the highest number of vehicles were observed.

| LOCATION 1 | |
|----------------------------|-------------|
| Vehicles Observed: | 3,856 |
| 50th Percentile (Average): | 43 MPH |
| 85th Percentile: | 48 MPH |
| Median Speed: | 43 MPH |
| Pace Speed: | 38 - 48 MPH |
| Lowest Recorded Speed: | 12 MPH |
| Highest Recorded Speed: | 71 MPH |

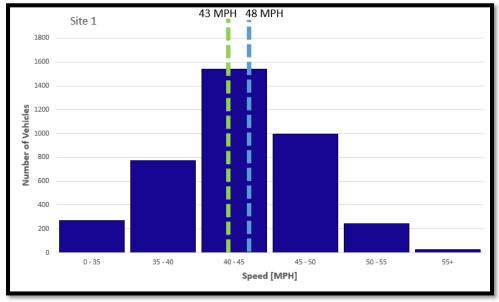


Figure 1 - Location 1 Speed Distribution

| LOCATION 2 | |
|----------------------------|-------------|
| Vehicles Observed: | 3,657 |
| 50th Percentile (Average): | 50 MPH |
| 85th Percentile: | 57 MPH |
| Median Speed: | 51 MPH |
| Pace Speed: | 45 - 45 MPH |
| Lowest Recorded Speed: | 7 MPH |
| Highest Recorded Speed: | 74 MPH |

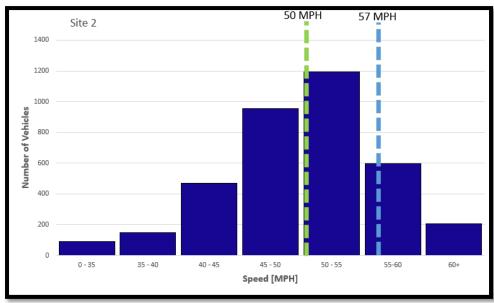


Figure 2 - Location 2 Speed Distribution

SITE DISTANCE AND REVIEW OF ROAD GEOMETRICS

Field observations were collected at the time of setting traffic counters which included a review of existing roadway conditions, typical section measurements, and site-specific topographic and geometric features. Topographical survey was not included as part of the review, however, photos were taken at each intersection to gain a general understanding of whether existing intersection sight distances seemed appropriate. An anecdotal review of each of the findings follows below.

Pavement Conditions

The existing pavement along CTH F is asphaltic pavement. The images below show examples of existing pavement throughout the corridor. In general, it appears the pavement surface is nearing the end of its useful life. Figure 3 below shows the pavement through curve one was recently resurfaced, however figures 4-6 show pavement that is experiencing transverse, longitudinal and alligator cracking at several locations within the study area.



Figure 3 - Location of Curve One



Figure 4 - Pavement Between Horizontal Curves



Figure 6 - South of Oak Drive



Figure 7 - Intersection of CTH F & CTH V

Typical Section

The existing typical section through the residential part of the corridor varies with approximately 2-3 foot grass/gravel shoulders and 2 10.5-11-foot travel lanes. After the residential area the typical section has 3-4' shoulders and 2 11-foot travel lanes for approximately the final 2,000 feet.



Figure 8 – Existing Typical Section Within Residential Area

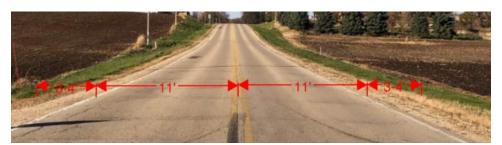


Figure 9 – Existing Typical Section For Final ~2,000'

Horizontal and Vertical Curves

Horizontal Curves

Two horizontal curves were identified within the project area. Both were identified during the corridor visit as possibly not having radii large enough for the posted advisory speed. As mentioned previously, Curve One had a posted advisory of 40 mph in both directions and Curve

Two has a posted advisory speed of 30 mph in both directions. A desktop review was completed for each of the horizontal curves identifying approximate radii and approximate maximum super elevations based on measurements in the field. This information was compared to horizontal design speed criteria charts located in the Facilities Development Manual (FDM) Chapter 11, Section 10, Exhibit 5.1 and Chapter 3 of the American Association of State Highway and Transportation Official's (AASHTO) "A Policy on Geometric Design of Highways and Streets". See Appendix A – Superelevation Tables. The



Figure 10 - Horizontal Curves

associated design speed for each of the curves is stated below. Note that the curves appeared to have significantly different superelevation rates between inside and outside lanes as noted below. These differing rates impact design speeds considerably and it would be beneficial to confirm both curve radii and superelevation rates with field survey.

| | ~ R | adius | ~ Cros | s Slope | ~ Desig | gn Speed | Advisory Speed Met? | | |
|---------|----------------|-------|--------|---------|---------|----------|---------------------|---------|--|
| | Inside Outside | | Inside | Outside | Inside | Outside | Inside | Outside | |
| Curve 1 | ~645' | ~655' | ~6% | ~3% | 40 | 20 | Yes | No | |
| Curve 2 | ~270' | ~280' | ~8% | ~4% | 30 | 15 | Yes | No | |

Vertical Curves

No vertical curves were identified within the study limits for possible concerns related to meeting current design speed standards for crest vertical curves per the FDM. Actual field survey would be necessary to confirm these findings but does not appear to be a concern.

Intersection Sight Distance

Anecdotal Intersection Sight distance was reviewed at each intersection. A summary of the findings including a general assessment regarding whether sight distance appears to be met or not met is included in Table 1 below. Pictures looking left and right from the side road at each intersection can be seen in **Attachment C** – Intersection Sight Distance Assessment. All side roads are stop controlled to CTH F. Like both the horizontal and vertical curve review, actual site survey would be necessary to confirm assessments.

Table 1: Intersection Sight Distance

| Intersection | Sight Distance Assessment |
|---------------------------|---------------------------|
| Forest Ridge Road & CTH F | Likely Met |

| Oak Drive & CTH F | Looking left, sight distance is restricted by the horizontal curve. Minimum sight distance is likely met. May not be met looking right due to a low vertical curve about 750' south of the intersection. |
|-------------------|--|
| CTH V & CTH F | Likely met looking north. May not be met from either approach looking south due to vertical curve. |

Consideration of Multimodal Users

The existing corridor has very limited facilities for pedestrian and bicyclists with only 2-3' mostly grass covered gravel shoulders within the residential area. A lack of facilities has caused local officials to identify this as a major safety concern for these multimodal users along CTH F. Listed below are a few options, ordered from the lowest anticipated cost and effort, to the highest, that the community could take to try to help improve upon these safety concerns.

- Improve corridor lighting within the residential area. Currently there are no overhead lights along the corridor. Having a more well-lit corridor would give the area a more urban feel and create more visibility of pedestrian and bicyclists.
 - Costs associated with this effort could range significantly based on whether the community would attach overhead lights to existing power poles along the corridor or opt for a more decorative pole and fixture.
 - These could also be a shorter "pedestrian" light pole in the range of 10-15' high rather than a more traditional 25-30' pole.
 - If a more decorative pole is chosen, the community may want to convert the corridor to more of an urban section with curb and gutter to provide a level of protection for the poles.
- Widen the existing roadway to include 4-5 foot paved shoulders and stripe for bike lanes.
 This would help provide space for non-vehicular users while minimizing impacts to
 surrounding properties. It is anticipated that these bike lanes would match in to the newly
 resurfaced CTH F west of Forest Ridge Road. Limits to the south would ideally continue
 to CTH V but could end at the residential limits if desired.
 - Depending on limits, this could be a moderate cost as a standalone project. However, given the safety concerns and poor existing pavement condition, an improvement like this could potentially be eligible for Highway Safety Improvement Funds (HSIP) and could be included as part of a larger reconstruction project with federal funding.
- Adding sidewalk or an 8 or 10-foot wide multiuse path to CTH F within the residential area
 would be the ultimate solution to remove conflicts and improve safety for multimodal users.
 However, there are no existing sidewalks or paths on other nearby roads to tie into and
 therefore this alternative does not seem like an appropriate alternative unless the County
 or surrounding community has a long-term plan to build out a larger connected network.

CRASH RECORD ANALYSIS

A review of existing crash reports along CTH F was completed to determine if a pattern exists that warrants lowering the speed limit. The crash reports were obtained from the University of Wisconsin Transportation Operations and Safety (TOPS) Lab for the most recent five years of crash data, (2015-2020). 13 crashes were returned during this time period within the study area. Of those crashes, two involved deer and five involved snow or wet conditions. Of the 11 non-deer crashes, three resulted in injuries, five were flagged for occurring within curves and five were sighted for speeding and/or failure to keep the vehicle under control. Eight of 11 crashes involved only one vehicle. Results like this almost certainly can be attributed to drivers going too fast for road conditions.

CONCLUSIONS

CTH F within the residential area of the project limits appears to fall with the criteria for classification as a semi-urban district. This type of roadway is generally a rural road that falls outside the corporate limits of a community but has an "area contiguous to any highway where on either or both sides of the highway within 1,000 feet buildings are spaced on average less than 200 feet apart". Per the regulatory guidelines, the County would be able to set the speed limit to 35 mph on that area of road and be consistent with the fixed speed limit defined in the state statutes. However, the County would also be within their right to set the speed limit to better align with the observed 85th percentile speed or even 50th percentile speed up to a maximum of 55 mph. Outside of this semi-urban area, the highway should remain set at 55 mph to meet the statutory speed of a traditional rural highway.

The statewide speed limit guidelines provide secondary roadway factors to also consider while establishing a speed limit. These include access density, median type, parking along the street and pedestrian activity level. CTH F has relatively high access density and local officials have indicated pedestrian levels are high. In addition, there are intersections where sight distance may not be met or is only meeting minimum distances. If these secondary roadway factors come into play, a jurisdiction could then evaluate lowering the speed to the nearest 5 mph increment of the 50th percentile operating speed.

RECOMMENDATIONS

The statewide guidance and results of this project-specific speed data provide conflicting conclusions between the recommended fixed limit and the 85th percentile guidance. It is MSA's recommendation that safety should be a top priority and the types of crashes along this corridor appear to indicate that vehicles traveling at or above the 85th percentile speed are likely travelling at a speed that increases the likelihood of a crash due to the existing roadway geometry. Due to this expressed concern, and because the area falls within a semi-urban district, MSA recommends the following:

• If the existing roadway configuration remains, i.e. rural cross section with minimal bicycle/pedestrian facilities, MSA recommends following the state's fixed speed limit criteria as it relates to a semi-urban area and setting the speed limit to 35 mph from the intersection of Forest Ridge Road to the end of the residential area, approximately 1,000' south of the Oak Drive intersection. MSA also recommends adding permanent aluminum Type II sign flags to the new 35 mph sign to draw attention to the changed speed limit.

From the end of the residential area continuing south, the road is recommended to continue to be posted 55 mph through the CTH V intersection.

 Based on the information collected, MSA recommends the following curve advisory adjustments based on the Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD):

Curve One:

- Remove and replace the existing 40 mph southbound advisory speed plaque and W1-2L sign on curve one with a 20 mph advisory speed (W13-1P) and sign W1-1L, relocated to approximately 175' north of the curve to account for the change in posted speed. Since the advisory speed is 15 mph lower than the posted speed, a one-direction large arrow (W1-6) should also be added within the curve per Table 2C-5 of the WMUTCD. If concerns remain after the speed is reduced, optional chevron signs (W1-8L) could also be added to the curve, spaced at 80 feet apart.
- Remove the existing 40 mph northbound advisory speed plaque. The existing curve warning sign (W1-2R) could remain if desired as long as the speed placard is removed.

o Curve Two:

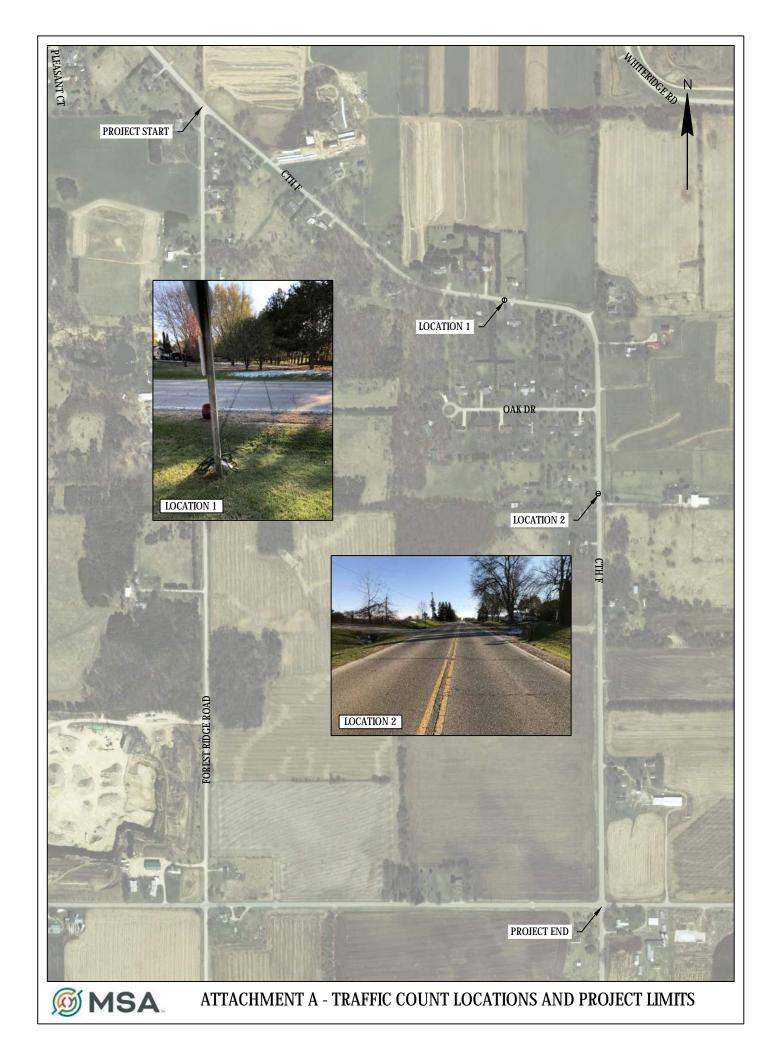
- The existing northbound W1-1L left-turn sign should be relocated approximately 175' south of the start of curve two in the northbound direction. A new advisory speed plaque of 15 mph should be added below the W1-1L sign.
- The existing northbound reduce speed ahead sign (W3-5) should be removed. A new W3-5 sign should be added approximately 550' south of the new 35 mph speed limit sign.
- The existing southbound W1-1 and 30 mph advisory speed plaque should be moved to within approximately 100-feet of the start of the curve to account for the change in posted roadway speed.
- The two existing one-direction large arrow signs (W1-6) can remain. If concerns remain after the speed is reduced in the northbound direction, optional chevron signs (W1-8L) could also be added to the curve, spaced at 40 feet apart.

See **Attachment D** for a conceptual exhibit of recommended sign updates.

When completing speed studies, it is important to note that if a jurisdiction does pursue lowering the speed limit outside of what is observed as the 85th percentile speed, there are some possible negative effects to be aware of. These effects could include higher costs for increased enforcement to ensure driver compliance, potential for increased crashes due to larger variability in vehicle speeds and the potential to disregard speed limits because drivers do not perceive the need for lower speeds. In addition, the Statewide Speed Management Guidelines recommend changes to the physical environment (such as more signs with warning flags) and public outreach campaigns to help promote the lower speeds.

Attachment A

Traffic Count Locations and Project Limits



Attachment B

Traffic Count Data

Location 1

Speed Statistics

Vehicles = 3856

Posted speed limit = 45 mph, Exceeding = 2814 (72.98%), Mean Exceeding = 45.18 mph

Maximum = 71.3 mph, Minimum = 11.5 mph, Mean = 42.7 mph

85% Speed = 47.92 mph, 95% Speed = 50.89 mph, Median = 43.06 mph

10 mph Pace = 38 - 48, Number in Pace = 2663 (69.06%)

Variance = 32.32, Standard Deviation = 5.68 mph

| Speed | Bi | n | Bel | ow | Abo | ove | |
|----------|------|--------|------|---------|------|--------|--|
| 0 - 20 | 20 | 0.14% | 20 | 0.52% | 3836 | 99.48% | |
| 20 - 25 | 33 | 0.20% | 53 | 1.37% | 3803 | 98.63% | |
| 25 - 30 | 45 | 0.29% | 98 | 2.54% | 3758 | 97.46% | |
| 30 - 35 | 172 | 0.70% | 270 | 7.00% | 3586 | 93.00% | |
| 35 - 40 | 772 | 7.79% | 1042 | 27.02% | 2814 | 72.98% | |
| 40 - 45 | 1542 | 40.00% | 2584 | 67.01% | 1272 | 32.99% | |
| 45 - 50 | 997 | 35.20% | 3581 | 92.87% | 275 | 7.13% | |
| 50 - 55 | 246 | 12.06% | 3827 | 99.25% | 29 | 0.75% | |
| 55 - 60 | 26 | 2.99% | 3853 | 99.92% | 3 | 0.08% | |
| 60 - 65 | 1 | 0.50% | 3854 | 99.95% | 2 | 0.05% | |
| 65 - 70 | 1 | 0.09% | 3855 | 99.97% | 1 | 0.03% | |
| 70 - 75 | 1 | 0.03% | 3856 | 100.00% | 0 | 0.00% | |
| 75 - 80 | 0 | 0.01% | 3856 | 100.00% | 0 | 0.00% | |
| 80 - 85 | 0 | 0.01% | 3856 | 100.00% | 0 | 0.00% | |
| 85 - 90 | 0 | 0.00% | 3856 | 100.00% | 0 | 0.00% | |
| 90 - 95 | 0 | 0.00% | 3856 | 100.00% | 0 | 0.00% | |
| 95 - 100 | 0 | 0.00% | 3856 | 100.00% | 0 | 0.00% | |

Location 2

Speed Statistics

Vehicles = 3657

Posted speed limit = 55 mph, Exceeding = 800 (21.88%), Mean Exceeding = 58.49 mph

Maximum = 74.1 mph, Minimum = 7.1 mph, Mean = 50.1 mph

85% Speed = 56.59 mph, 95% Speed = 60.29 mph, Median = 50.67 mph

10 mph Pace = 45 - 55, Number in Pace = 2167 (59.26%)

Variance = 49.05, Standard Deviation = 7.00 mph

| Speed | Bi | n | Bel | ow | Abo | ove | |
|----------|------|--------|------|---------|------|--------|--|
| 0 - 20 | 16 | 0.44% | 16 | 0.44% | 3641 | 99.56% | |
| 20 - 25 | 13 | 0.36% | 29 | 0.79% | 3628 | 99.21% | |
| 25 - 30 | 20 | 0.55% | 49 | 1.34% | 3608 | 98.66% | |
| 30 - 35 | 43 | 1.18% | 92 | 2.52% | 3565 | 97.48% | |
| 35 - 40 | 149 | 4.07% | 241 | 6.59% | 3416 | 93.41% | |
| 40 - 45 | 468 | 12.80% | 709 | 19.39% | 2948 | 80.61% | |
| 45 - 50 | 955 | 26.11% | 1664 | 45.50% | 1993 | 54.50% | |
| 50 - 55 | 1193 | 32.62% | 2857 | 78.12% | 800 | 21.88% | |
| 55 - 60 | 596 | 16.30% | 3453 | 94.42% | 204 | 5.58% | |
| 60 - 65 | 181 | 4.95% | 3634 | 99.37% | 23 | 0.63% | |
| 65 - 70 | 17 | 0.47% | 3651 | 99.84% | 6 | 0.16% | |
| 70 - 75 | 6 | 0.16% | 3657 | 100.00% | 0 | 0.00% | |
| 75 - 80 | 0 | 0.00% | 3657 | 100.00% | 0 | 0.00% | |
| 80 - 85 | 0 | 0.00% | 3657 | 100.00% | 0 | 0.00% | |
| 85 - 90 | 0 | 0.00% | 3657 | 100.00% | 0 | 0.00% | |
| 90 - 95 | 0 | 0.00% | 3657 | 100.00% | 0 | 0.00% | |
| 95 - 100 | 0 | 0.00% | 3657 | 100.00% | 0 | 0.00% | |

Attachment C Intersection Sight Distance Assessment

ATTACHMENT C – Intersection Sight Distance Evaluation



Looking Left:







Sight Distance Assessment: Likely Met

Oak Drive & CTH F

Looking Left:

Looking Right:





Sight Distance Assessment: Looking left, sight distance is restricted by the horizontal curve. Minimum sight distance is likely met. May not be met looking right due to a low vertical curve about 750' south of the intersection.

CTH V & CTH A

West Approach

Looking Left:







East Approach

Looking Left:

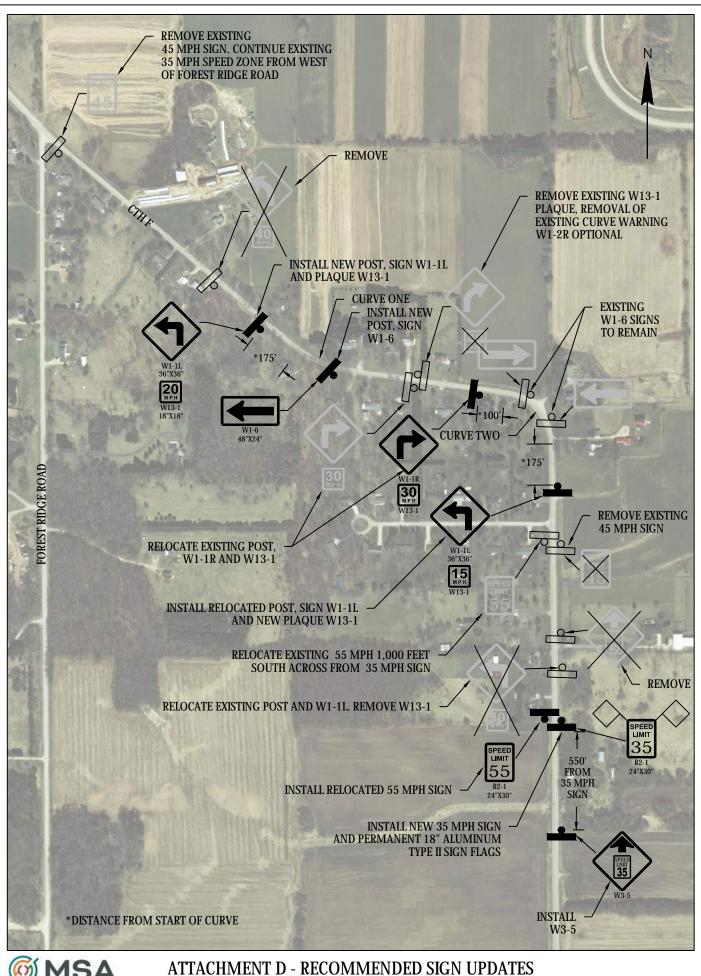
Looking Right:





Sight Distance Assessment: Likely met looking north. May not be met from either approach looking south due to vertical curve.

Attachment D Recommended Sign Updates



Appendix A
Superelevation Tables

Table 3-9. Minimum Radii for Design Superelevation Rates, Design Speeds, and $e_{\rm max}$ = 6%

| | | | | | | Met | ric | | | | | |
|-------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|--------------------------|---------------------|-----------------------|----------------------|----------------------|----------------------|
| | V _d = 20 | V _d = 30 | V _d = 40 | V _d = 50 | V _d = 60 | V _d = 70 | V _d = 80 | V _d = 90 | V _{cf} = 100 | V _d = 110 | V _d = 120 | V _d = 130 |
| | km/h | km/h | km/h | km/h | km/h | km/h |
| e (%) | R (m) | R (m) | R (m) | R (m) | R (m) | R (m) |
| NC | 194 | 421 | 738 | 1050 | 1440 | 1910 | 2360 | 2880 | 3510 | 4060 | 4770 | 5240 |
| RC | 138 | 299 | 525 | 750 | 1030 | 1380 | 1710 | 2090 | 2560 | 2970 | 3510 | 3880 |
| 2.2 | 122 | 265 | 465 | 668 | 919 | 1230 | 1530 | 1880 | 2300 | 2670 | 3160 | 3500 |
| 2.4 | 109 | 236 | 415 | 599 | 825 | 1110 | 1380 | 1700 | 2080 | 2420 | 2870 | 3190 |
| 2.6 | 97 | 212 | 372 | 540 | 746 | 1000 | 1260 | 1540 | 1890 | 2210 | 2630 | 2930 |
| 2.8 | 87 | 190 | 334 | 488 | 676 | 910 | 1150 | 1410 | 1730 | 2020 | 2420 | 2700 |
| 3.0 | 78 | 170 | 300 | 443 | 615 | 831 | 1050 | 1290 | 1590 | 1870 | 2240 | 2510 |
| 3.2 | 70 | 152 | 269 | 402 | 561 | 761 | 959 | 1190 | 1470 | 1730 | 2080 | 2330 |
| 3.4 | 61 | 133 | 239 | 364 | 511 | 697 | 882 | 1100 | 1360 | 1600 | 1940 | 2180 |
| 3.6 | 51 | 113 | 206 | 329 | 465 | 640 | 813 | 1020 | 1260 | 1490 | 1810 | 2050 |
| 3.8 | 42 | 96 | 177 | 294 | 422 | 586 | 749 | 939 | 1170 | 1390 | 1700 | 1930 |
| 4.0 | 36 | 82 | 155 | 261 | 380 | 535 | 690 | 870 | 1090 | 1300 | 1590 | 1820 |
| 4.2 | 31 | 72 | 136 | 234 | 343 | 488 | 635 | 806 | 1010 | 1220 | 1500 | 1720 |
| 4.4 | 27 | 63 | 121 | 210 | 311 | 446 | 584 | 746 | 938 | 1140 | 1410 | 1630 |
| 4.6 | 24 | 56 | 108 | 190 | 283 | 408 | 538 | 692 | 873 | 1070 | 1330 | 1540 |
| 4.8 | 21 | 50 | 97 | 172 | 258 | 374 | 496 | 641 | 812 | 997 | 1260 | 1470 |
| 5.0 | 19 | 45 | 88 | 156 | 235 | 343 | 457 | 594 | 755 | 933 | 1190 | 1400 |
| 5.2 | 17 | 40 | 79 | 142 | 214 | 315 | 421 | 5.00 | 701 | 871 | 1120 | 1330 |
| 5.4 | 15 | 36 | 71 | 128 | 19 CI | urve 1 · | Outsic | de Lane | 648 | 810 | 1060 | 1260 |
| 5.6 | 13 | 32 | 63 | 115 | 17 M | eets 20 |) mph d | lesign | 594 | 747 | 980 | 1190 |
| 5.8 | 11 | 28 | 56 | 102 | 15 sp | eed fo | r a radi | us of | 537 | 679 | 900 | 1110 |
| 6.0 | 8 | 21 | 43 | 79 | 12 ~6 | | | | 437 | 560 | 756 | 951 |

| | | | | | | ı | J.S. Custo | mary | | | | | | |
|-------|---------------------|---------------------|---------------------|---------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | V _d = 15 | V _d = 20 | V _d = 25 | $V_{cl} = 30$ | V _d = 35 | V _d = 40 | V _d = 45 | V _d = 50 | V _d = 55 | V _d = 60 | V _d = 65 | V _d = 70 | V _d = 75 | V _d = 80 |
| | mph | mph | mph | mph | mph | mph | mph | mph | mph | mph | mph | mph | mph | mph |
| e (%) | R (ft) | R (ft) | R (ft) | R (ft) | R (ft) | R (ft) | R (ft) | R (ft) | R (ft) | R (ft) | R (ft) | R (ft) | R (ft) | R (ft) |
| NC | 868 | 1580 | 2290 | 3130 | 4100 | 5230 | 6480 | 7870 | 9410 | 11100 | 12600 | 14100 | 15700 | 17400 |
| RC | 614 | 1120 | 1630 | 2240 | 2950 | 3770 | 4680 | 5700 | 6820 | 8060 | 9130 | 10300 | 11500 | 12900 |
| 2.2 | 543 | 991 | 1,450 | 2000 | 2630 | 3370 | 4190 | 5100 | 6110 | 7230 | 8200 | 9240 | 10400 | 11600 |
| 2.4 | 482 | 884 | 1300 | 1790 | 2360 | 3030 | 3770 | 4600 | 5520 | 6540 | 7430 | 8380 | 9420 | 10600 |
| 2.6 | 430 | 791 | 1170 | 1610 | 2130 | 2740 | 3420 | 4170 | 5020 | 5950 | 6770 | 7660 | 8620 | 9670 |
| 2.8 | 384 | 709 | 1050 | 1460 | 1930 | 2490 | 3110 | 3800 | 4580 | 5440 | 6200 | 7030 | 7930 | 8910 |
| 3.0 | 341 | 635 | 944 | 1320 | 1760 | 2270 | 2840 | 3480 | 4200 | 4990 | 5710 | 6490 | 7330 | 8260 |
| 3.2 | 300 | 566 | 850 | 1200 | 1600 | 2080 | 2600 | 3200 | 3860 | 4600 | 5280 | 6010 | 6810 | 7680 |
| 3.4 | 256 | 498 | 761 | 1080 | 1460 | 1900 | 2390 | 2940 | 3560 | 4250 | 4890 | 5580 | 6340 | 7180 |
| 3.6 | 209 | 422 | 673 | 972 | 1320 | 1740 | 2190 | 2710 | 3290 | 3940 | 4540 | 5210 | 5930 | 6720 |
| 3.8 | 176 | 358 | 583 | 864 | 1190 | 1590 | 2010 | 2490 | Cur | ve 1 - | Outside | e Lane | 5560 | 6320 |
| 4.0 | 151 | 309 | 511 | 766 | 1070 | 1440 | 1840 | 2300 | | | mph de | | 5220 | 5950 |
| 4.2 | 131 | 270 | 452 | 684 | 960 | 1310 | 1680 | 2110 | _ | | a radiu | _ | 4910 | 5620 |
| 4.4 | 116 | 238 | 402 | 615 | 868 | 1190 | 1540 | 1840 | — ~64 | | a radio | 01 | 4630 | 5320 |
| 4.6 | 102 | 212 | 360 | 555 | 788 | 1090 | 1410 | 1780 | 1 ~04 | | | | 4380 | 5040 |
| 4.8 | 91 | 189 | 324 | 502 | 718 | 995 | 1300 | 1640 | 2050 | 2510 | 3000 | 3550 | 4140 | 4790 |
| 5.0 | 82 | 169 | 292 | 456 | 654 | 911 | 1190 | 1510 | 1890 | 2330 | 2800 | 3330 | 3910 | 4550 |
| 5.2 | 73 | 152 | 264 | 413 | 595 | 833 | 1090 | 1390 | 1750 | 2160 | 2610 | 3120 | 3690 | 4320 |
| 5.4 | 65 | 136 | 237 | 373 | 540 | 759 | 995 | 1280 | 1610 | 1990 | 2420 | 2910 | 3460 | 4090 |
| 5.6 | 58 | 121 | 212 | 335 | 487 | 687 | 903 | 1160 | 1470 | 1830 | 2230 | 2700 | 3230 | 3840 |
| 5.8 | 51 | 106 | 186 | 296 | 431 | 61 | 806 | 1040 | 1320 | 1650 | 2020 | 2460 | 2970 | 3560 |
| 6.0 | 39 | 81 | 144 | 231 | 340 | 485 | 643 | 833 | 1060 | 1330 | 1660 | 2040 | 2500 | 3050 |

Table 3-10b. Minimum Radii for Design Superelevation Rates, Design Speeds, and $e_{\rm max}$ = 8%

| e (%) R (*) NC 93 RC 67 2.2 60 2.4 54 2.6 49 2.8 45 3.0 41 3.2 38 3.4 35 3.6 32 3.8 30 4.0 27 | ph mph (ft) R (ft) 32 1640 76 1190 05 1070 46 959 96 872 53 796 | mph R (ft) 2370 1720 | V _d = 30 mph R (ft) 3240 2370 2130 Cu | V _d = 35 mph R (ft) 4260 3120 2800 | V _d = 40 mph R (ft) 5410 3970 | J.S. Custo V _d = 45 mph R (ft) 6710 | mary V _d = 50 mph R (ft) | V _d = 55 mph R (ft) | V _d = 60 | V _d = 65 | V _d = 70 | V _d = 75 | V _d = 80 mph |
|---|--|--------------------------------------|--|--|---|--|--|--------------------------------------|---------------------|---------------------|---------------------|---------------------|----------------------------|
| e (%) R (*) NC 93 RC 67 2.2 60 2.4 54 2.6 49 2.8 45 3.0 41 3.2 38 3.4 35 3.6 32 3.8 30 | ph mph (ft) R (ft) 32 1640 76 1190 05 1070 46 959 96 872 53 796 | mph 2370 1720 1550 1400 1280 | mph R (ft) 3240 2370 2130 | mph R (ft) 4260 3120 | mph R (ft) 5410 | mph R (ft) | mph | mph | mph | | | | |
| e (%) R (*) NC 93 RC 67 2.2 60 2.4 54 2.6 49 2.8 45 3.0 41 3.2 38 3.4 35 3.6 32 3.8 30 | (ft) R (ft) 32 1640 76 1190 05 1070 46 959 96 872 53 796 | 2370 1720 1550 1400 1280 | R (ft) 3240 2370 2130 | R (ft) 4260 3120 | R (ft) 5410 | R (ft) | _ | | 100 | mph | mph | mph | mph |
| NC 93 RC 67 2.2 60 2.4 54 2.6 49 2.8 45 3.0 41 3.2 38 3.4 35 3.6 32 3.8 30 | 32 1640 76 1190 05 1070 46 959 96 872 53 796 | 2370 1720 1550 1400 1280 | 3240 2370 2130 | 4260 3120 | 5410 | | R (ft) | D (44) | - 4 1 | | | | |
| RC 67 2.2 60 2.4 54 2.6 49 2.8 45 3.0 41 3.2 38 3.4 35 3.6 32 3.8 30 | 76 1190 05 1070 46 959 96 872 53 796 | 1720 1550 1400 1280 | 2370 2130 | 3120 | | 6710 | | w (m) | R (ft) |
| 2.2 60 2.4 54 2.6 49 2.8 45 3.0 41 3.2 38 3.4 35 3.6 32 3.8 30 | 05 1070 46 959 96 872 53 796 | 1550 1400 1280 | 2130 | | 3970 | | 8150 | 9720 | 11500 | 12900 | 14500 | 16100 | 17800 |
| 2.4 54 2.6 49 2.8 45 3.0 41 3.2 38 3.4 35 3.6 32 3.8 30 | 46 959 96 872 53 796 | 1400 1280 | | 2800 | | 4930 | 5990 | 7150 | 8440 | 9510 | 10700 | 12000 | 13300 |
| 2.6 49 2.8 45 3.0 41 3.2 38 3.4 35 3.6 32 3.8 30 | 96 872 53 796 | 1280 | – Cu | | 3570 | 4440 | 5400 | 6450 | 7620 | 8600 | 9660 | 10800 | 12000 |
| 2.8 45 3.0 41 3.2 38 3.4 35 3.6 32 3.8 30 | 53 796 | | | rve 2 | - Ou | itside | Lane | 870 | 6930 | 7830 | 8810 | 9850 | 11000 |
| 3.0 41 3.2 38 3.4 35 3.6 32 3.8 30 | _ | 2.2.70 | L | | | | | 370 | 6350 | 7180 | 8090 | 9050 | 10100 |
| 3.2 38 3.4 35 3.6 32 3.8 30 | 15 730 | 1170 | _ me | ets 1 | 5 mp | n ae | sign | 950 | 5850 | 6630 | 7470 | 8370 | 9340 |
| 3.4 35 3.6 32 3.8 30 | | 1070 | spe | ed fo | or a r | adius | s of | 580 | 5420 | 6140 | 6930 | 7780 | 8700 |
| 3.6 32 3.8 30 | 32 672 | 985 | - ~28 | | | | | 250 | 5040 | 5720 | 6460 | 7260 | 8130 |
| 3.8 30 | 52 620 | 911 | ~20 | 50 | | | | 970 | 4700 | 5350 | 6050 | 6800 | 7620 |
| | 24 572 | 845 | 1180 | 1570 | 2020 | 2520 | 3090 | 3710 | 4400 | 5010 | 5680 | 6400 | 7180 |
| 4.0 27 | 530 | 784 | 1100 | 1470 | 1890 | 2360 | 2890 | 3480 | 4140 | 4710 | 5350 | 6030 | 6780 |
| 4.00 | 77 490 | 729 | 1030 | 1370 | 1770 | 2220 | 2720 | 3270 | 3890 | 4450 | 5050 | 5710 | 6420 |
| 4.2 25 | 55 453 | 678 | 955 | 1280 | 1660 | 2080 | 2560 | 3080 | 3670 | 4200 | 4780 | 5410 | 6090 |
| 4.4 23 | 35 418 | 630 | 893 | 1200 | 1560 | 1960 | 2410 | 2910 | 3470 | 3980 | 4540 | 5140 | 5800 |
| 4.6 21 | 15 384 | 585 | 834 | 1130 | 1470 | 1850 | 2280 | 2750 | 3290 | 3770 | 4310 | 4890 | 5530 |
| 4.8 19 | 93 349 | 542 | 779 | 1060 | 1390 | 1750 | 2160 | 2610 | 3120 | 3590 | 4100 | 4670 | 5280 |
| 5.0 17 | 72 314 | 499 | 727 | 991 | 1310 | 1650 | 2040 | 2470 | 2960 | 3410 | 3910 | 4460 | 5050 |
| 5.2 15 | 54 284 | 457 | 676 | 929 | 1230 | 1560 | 1930 | 2350 | 2820 | 3250 | 3740 | 4260 | 4840 |
| 5.4 13 | 39 258 | 420 | 627 | 870 | 1160 | 1480 | 1830 | 2230 | 2680 | 3110 | 3570 | 4090 | 4640 |
| 5.6 12 | 26 236 | 387 | 582 | 813 | 1090 | 1390 | 1740 | 2120 | 2550 | 2970 | 3420 | 3920 | 4460 |
| 5.8 11 | 15 216 | 358 | 542 | 761 | 1030 | 1320 | 1650 | 2010 | 2430 | 2840 | 3280 | 3760 | 4290 |
| 6.0 10 | 05 199 | 332 | 506 | 713 | 965 | 1250 | 1560 | 1920 | 2320 | 2710 | 3150 | 3620 | 4140 |
| 6.2 97 | 7 184 | 308 | 472 | 669 | 909 | 1180 | 1480 | 1820 | 2210 | 2600 | 3020 | 3480 | 3990 |
| 6.4 89 | 9 170 | 287 | 442 | 628 | 857 | 1110 | 1400 | 1730 | 2110 | 2490 | 2910 | 3360 | 3850 |
| 6.6 83 | 2 157 | 267 | 413 | 590 | 808 | 1050 | 1330 | 1650 | 2010 | 2380 | 2790 | 3240 | 3720 |
| 6.8 76 | 6 146 | 248 | 386 | 553 | 761 | 990 | 1260 | 1560 | 1910 | 2280 | 2690 | 3120 | 3600 |
| 7.0 70 | 0 135 | 231 | 360 | 518 | 716 | 933 | 1190 | 1480 | 1820 | 2180 | 2580 | 3010 | 3480 |
| 7.2 64 | 4 125 | 214 | 336 | 485 | 672 | 878 | 1120 | 1400 | 1720 | 2070 | 2470 | 2900 | 3370 |
| 7.4 59 | 9 115 | 198 | 312 | 451 | 628 | 822 | 1060 | 1320 | 1630 | 1970 | 2350 | 2780 | 3250 |
| 7.6 54 | 4 105 | 182 | 287 | 417 | 583 | 765 | 980 | 1230 | 1530 | 1850 | 2230 | 2650 | 3120 |
| 7.8 4 | 8 94 | 164 | 261 | 380 | 533 | 701 | 901 | 1140 | 1410 | 1720 | 2090 | 2500 | 2970 |
| 8.0 3 | 0 34 | 134 | 214 | 314 | 444 | 587 | 758 | 960 | 1200 | 1480 | 1810 | 2210 | 2670 |

Curve 2 - Inside Lane meets 30 mph design speed for a radius of ~270'

Green Lake County Highway Commission Asphaltic Conrete Pavement 2021

| | | | BII Kartechne | O A er Brothers | | | D B st Asphalt | BII Stark <i>A</i> | O C Asphalt | | BID Tri Count | | BII Wolf F | |
|--|-------|------------|------------------|--------------------|------------|----------|-------------------|-----------------------|----------------|------------|------------------|-------|---------------|-------|
| MATERIAL | UNIT | | UNIT BID | PLANT | | UNIT BID | PLANT | UNIT BID | PLANT | | UNIT BID | PLANT | UNIT BID | PLANT |
| CTH D (C Princeton-White River) 2.25 Miles | Ton | Total | | | Total | | | | | Total | | | | |
| Lower Layer 3 MT | | | | | | | | | | | | | | |
| 58-28S 19.0 mm | 3,575 | 130,308.75 | 36.45 | | 136,207.50 | 38.10 | Ripon | | | 143,000.00 | 40.00 | | | |
| Upper Layer 4 MT | | | | | | | | | | | | | | |
| 58-28S 12.5 mm | 3,575 | 139,246.25 | 38.95 | | 148,720.00 | 41.60 | Ripon | | | 160,875.00 | 45.00 | | | |
| Total | | 269,555.00 | | | 284,927.50 | | | | | 303,875.00 | | | | |
| CTH D (White River - Wollitz) | | | | | | | | | | | | | | |
| 1.2 Miles | | Total | | | Total | | | | | | | | | |
| Lower Layer 3 MT 58-28S 19.0 mm | 1,925 | 70,166.25 | 36.45 | | 73,342.50 | 38.10 | Ripon | | | 77,000.00 | 40.00 | | | |
| Upper Layer 4 MT 58-28S 12.5 mm | 1,925 | 74,978.75 | 38.95 | | 80,080.00 | 41.60 | Ripon | | | 86,625.00 | 45.00 | | | |
| Total | | 145,145.00 | | | 153,422.50 | .2.00 | ,po | | | 163,625.00 | .0.00 | | | |
| CTH Q (CTH S - CTH AW) 5 Miles | | Total | | | Total | | | | | | | | | |
| Lower Layer 3 MT | | Total | | | Total | | <u> </u> | | | 1 | | | | |
| 58-28S 19.0 mm | 7,650 | 278,842.50 | 36.45 | | 291,465.00 | 38.10 | Ripon | | | 306,000.00 | 40.00 | | | |
| Upper Layer 4 MT 58-28S 12.5 mm | 7,650 | 297,967.50 | 38.95 | | 318,240.00 | 41.60 | Ripon | | | 344,250.00 | 45.00 | | | |
| Total | | 576,810.00 | | | 609,705.00 | | | | | 650,250.00 | | | | |
| CTH Y (Black Credk - STH 73) 1.3 Miles | | Total | | | Total | | | | | | | | | |
| Lower Layer 3 MT 58-28S 19.0 mm | 1,850 | 67,432.50 | 36.45 | | 70,485.00 | 38.10 | Ripon | | | 74,000.00 | 40.00 | | | |
| Upper Layer 4 MT 58-28S 12.5 mm | 1,850 | 72,057.50 | 38.95 | | 76,960.00 | 41.60 | Ripon | | | 83,250.00 | 45.00 | | | |

Total 139,490.00 147,445.00

157,250.00

Asphaltic Conrete Pavement 2021

| | | | BIE Kartechne | O A r Brothers | BII Northeas | O B et Asphalt | | D C Asphalt | | BID Tri Count | | BIE Wolf P | |
|------------------------------------|-------------|-------|------------------|-------------------|-----------------|-------------------|----------|----------------|------|------------------|-------|---------------|-------|
| MATERIAL | UNIT Ton | | UNIT BID | PLANT | UNIT BID | PLANT | UNIT BID | PLANT | | UNIT BID | PLANT | UNIT BID | PLANT |
| Undistributed | | Total | | | | | | | | | | | |
| Lower Layer 3 MT 58-28S 19.0 mm | | 0.00 | 36.45 | | 38.10 | Ripon | | | 0.00 | 40.00 | | | |
| Upper Layer 4 MT 58-28S 12.5 mm | | 0.00 | 38.95 | | 41.60 | Ripon | | | 0.00 | 45.00 | | | |
| PAVING CREW & LABOR | <u> </u> | | - | | | | | Т | 1 | | | | |
| Mainline - Rural | Ton | | 4.80 | | 4.85 | | | | | 6.30 | | | |
| Wedging | Ton | | 11.50 | | 12.10 | | | | | 16.00 | | | |
| Intersections | Ton | | 21.25 | | 20.75 | | | | | 20.00 | | | |
| Tack Coat | Gallons | | 3.50 | | 3.15 | | | | | 3.00 | | | |
| Mobilization into County | Each | | 1,000.00 | | 1,300.00 | | | | | 1,600.00 | | | |
| Mobilization within County | Each | | 600.00 | | 625.00 | | | | | 1,200.00 | | | |
| Гruck Rental | Hour | | 100.00 | | 100.00 | | | | | 98.00 | | | |

Pulverizing and Relay 2021

| | | В | BID A BID B | | BID C | | BID D | | В | ID E | |
|--------------------------|----------------|----------|-------------|----------|------------|----------|------------|----------|------------|----------|------------|
| | | Kart | echner | Northea | st Asphalt | Tri-C | County | | | | |
| LOCATION | UNIT SY | UNIT BID | AMOUNT BID | UNIT BID | AMOUNT BID | UNIT BID | AMOUNT BID | UNIT BID | AMOUNT BID | UNIT BID | AMOUNT BID |
| CTH D | | | | | | | | | | | |
| (C Princeton-White River | 29,972 | 0.74 | 22,179 | 0.74 | 22,179 | 0.80 | 23,978 | | | | |
| CTH D | | | | | | | | | | | |
| (White River Rd-Wollitz) | 14,478 | 0.74 | 10,714 | 0.74 | 10,714 | 0.80 | 11,582 | | | | |
| CTH Q | | | | | | | | | | | |
| (CTH S - CTH AW) | 64,533 | 0.74 | 47,754 | 0.74 | 47,754 | 0.80 | 51,626 | | | | |
| CTH Y | | | | | | | | | | | |
| (Black Creek - STH 73)) | 16,256 | 0.74 | 12,029 | 0.74 | 12,029 | 0.84 | 13,655 | | | | |
| Total | | | 92 677 | | 92 677 | | 100 9/1 | | | | - |

Total 92,677 92,677 100,841

Culverts and Supplies 2021

| CTH's D, Q, Y | | BID A | | BID B | | BID C | | BID D | | BID F | |
|-----------------------------------|-----|------------------|-------|---------|-----------|-------------|-----------|----------------|-----------|-----------|-------|
| | _ | BW Supply | | Contech | | FDL Culvert | | Metal Culverts | | WI Tubing | |
| Culvert Pipe (Linear Foot) | QTY | Price | Total | Price | Total | Price | Total | Price | Total | Price | Total |
| 18" Galvanized | 764 | | 0.00 | 19.20 | 14,668.80 | 19.81 | 15,134.84 | 15.83 | 12,094.12 | | 0.00 |
| 24" Galvanized | 272 | | 0.00 | 24.32 | 6,615.04 | 24.90 | 6,772.80 | 21.18 | 5,760.96 | | 0.00 |
| 30" Galvanized | 40 | | 0.00 | 38.40 | 1,536.00 | 39.25 | 1,570.00 | 32.45 | 1,298.00 | | 0.00 |
| 49" x 33" Arch Galvanized | 40 | | 0.00 | 78.05 | 3,122.00 | 82.53 | 3,301.20 | 65.50 | 2,620.00 | | 0.00 |
| | | | 0.00 | | 25,941.84 | | 26,778.84 | | 21,773.08 | | 0.00 |
| 5C Band (each) | | Price | Total | Price | Total | Price | Total | Price | Total | | Total |
| 18" Galvanized | 2 | | 0.00 | 23.70 | 47.40 | 19.81 | 39.62 | 23.75 | 47.50 | | 0.00 |
| 24" Galvanized | 7 | | 0.00 | 31.70 | 221.90 | 24.90 | 174.30 | 24.36 | 170.52 | | 0.00 |
| 30" Galvanized | 1 | | 0.00 | 48.60 | 48.60 | 39.25 | 39.25 | 48.68 | 48.68 | | 0.00 |
| 49" x 33" Arch Galvanized | 1 | | 0.00 | 98.00 | 98.00 | 82.53 | 82.53 | 98.25 | 98.25 | | 0.00 |
| | | | 0.00 | | 415.90 | | 335.70 | | 364.95 | | 0.00 |
| Endwalls-Galv Apron (each) | | Price | Total | Price | Total | Price | Total | Price | Total | | Total |
| 18" Galvanized | 64 | | 0.00 | 87.00 | 5,568.00 | 94.00 | 6,016.00 | 82.55 | 5,283.20 | | 0.00 |
| 24" Galvanized | 12 | | 0.00 | 130.00 | 1,560.00 | 138.00 | 1,656.00 | 123.20 | 1,478.40 | | 0.00 |
| 30" Galvanized | 6 | | 0.00 | 223.00 | 1,338.00 | 251.00 | 1,506.00 | 211.00 | 1,266.00 | | 0.00 |
| 49" x 33" Arch Galvanized | 2 | | 0.00 | 475.00 | 950.00 | 499.00 | 998.00 | 529.75 | 1,059.50 | | 0.00 |
| | | | 0.00 | | 9,416.00 | | 10,176.00 | | 9,087.10 | | 0.00 |
| | | - | 0.00 | | 35,773.74 | | 37,290.54 | | 31,225.13 | | 0.00 |

Crushed Stone and Gravel 2021

2/9/2021

| | | | | ID A Concrete | | | BID B bert Exc | | | ID C as Exc | | Кор | BID D plin & Kinas | | | ID E Materials |
|------------------------------------|---------|-----------|---------------|------------------|-------|--------------|-------------------|------------|---------------|----------------|-----------|---------------|--------------------------------|-----------|---------------|-------------------|
| LOCATION / SIZE | QTY/TON | TOTAL | UNIT BID | QUARRY | TOTAL | UNIT BID | QUARRY | TOTAL | UNIT BID | QUARRY | TOTAL | UNIT BID | QUARRY | TOTAL | UNIT BID | QUARRY |
| Reconstruction (CTH's: D, Q, Y) | | | | | | | | | Q ONLY | | | | | | | |
| 3/4" Aggregate Dense Base | 9,000 | 38,700.00 | 4.30 | Markesan | | | | 53,100.00 | 5.90 | Kinas | 51,750.00 | 5.75 | Mashuda - PH | 45,000.00 | 5.00 | UtleyMarkesan |
| 1 1/4" Aggregate Dense Base | 8,000 | 35,200.00 | 4.40 | Markesan | | | | 47,200.00 | 5.90 | Kinas | 46,000.00 | 5.75 | Mashuda - PH | 40,000.00 | 5.00 | UtleyMarkesan |
| | | | | | | | | | | | | | | | | |
| Total | | 73,900.00 | <u> </u> = | | | | | 100,300.00 | <u> </u> = | | 97,750.00 | <u> </u> = | | 85,000.00 | <u> </u> = | |
| 3/8" Fractured Washed Chips | | | | | | | | | | | | | | | | |
| CTH B (STH 73 - CTH H) | 585 | | | | | | | | | | 4,826.25 | 8.25 | Keipe | | | |
| CTH F (Oak St - FDL Co. Line) | 835 | | _ | | | | | | _ | • | 6,888.75 | 8.25 | Keipe | | • | 1 |
| CTH K (CTH A - STH 73) | 1,220 | | | | | | | | | | 10,065.00 | 8.25 | Keipe | | | |
| | | | T | 1 | | | | | T | <u> </u> | 21,780.00 | 1 | 1 | | 1 | ı |
| General Maintenance | | | | | | 1 | | | | | | | | | | |
| 3" Aggregate Dense Base | Undist. | | 4.30 | Markesan | | 5.75 | | | | | | 5.60 | Mashuda, Morris, Triemstra, PH | | 5.00 | Markesan |
| 3/4" Limestone Clear | Undist. | | 6.00 | Markesan | | 6.10 | | | | | | 7.00 | Mashuda, Morris, Triemstra, PH | | 7.50 | Markesan |
| 3-6" Limestone Clear | Undist. | | 7.65 | Markesan | | 6.55 | | | | | | 7.00 | Mashuda, Morris, Triemstra, PH | | 16.50 | Waupun |
| 3/8" Limestone Screenings | Undist. | | 3.55 | Markesan | | 5.75 | | | | | | 5.00 | Mashuda, Morris, Triemstra, PH | | 3.95 | Markesan |
| 4-16" Limestone Rip Rap | Undist. | | | | | 8.50 | | | 12.75 | Kinas | | 18.10 | Mashuda, Morris, Triemstra, PH | | 22.00 | Waupun |
| Manufactured Fine Aggregate | Undist. | | | | | | | | 12.50 | Kinas | | | | | 13.5 | Waupun |

Crushed Stone and Gravel 2021

BID F BID G BID H BID I BID J **R&R Wash Ridge Stone RALM** Sam Gaastra & Sons LOCATION / SIZE QTY/TON UNIT BID QUARRY UNIT BID QUARRY UNIT BID QUARRY **TOTAL TOTAL UNIT BID QUARRY TOTAL TOTAL UNIT BID** QUARRY Reconstruction (CTH's: D, Q, Y) 6.50 Ridge Stone 3/4" Aggregate Dense Base 9,000 0.00 58,500.00 0.00 48,870.00 5.43 Markesan 0.00 Markesan 1 1/4" Aggregate Dense Base 0.00 6.50 Ridge Stone 5.39 8,000 52,000.00 0.00 43,120.00 0.00 110,500.00 Total 0.00 0.00 91,990.00 0.00 3/8" Fractured Washed Chips WP Koro CTH B (STH 73 - CTH H) 585 4,475.25 7.65 0.00 CTH F (Oak St - FDL Co. Line) 835 6,387.75 7.65 WP Koro 0.00 WP Koro CTH K (CTH A - STH 73) 0.00 1,220 9,333.00 7.65 20,196.00 0.00 **General Maintenance** 3" Aggregate Dense Base Undist. 6.40 Ridge Stone 5.25 **RLAM** 5.50 3/4" Limestone Clear Undist. 5.85 WP Koro 6.75 Ridge Stone 7.00 3-6" Limestone Clear 7.25 7.70 Undist. Ridge Stone 15.00 RLAM 3/8" Limestone Screenings Undist. 6.50 Ridge Stone 5.50 Undist. 15.00 Ridge Stone 18.00 RLAM 4-16" Limestone Rip Rap Manufactured Fine Aggregate Undist. 9.50 Ridge Stone

Road Oil 2021

| | UNIT | | Henry G. Meigs, | LLC (oil and application) | | |
|-------------------------------|---------------|--------|-----------------|---------------------------|---------|------------------------------|
| LOCATION | (Gallons) | CRS-2 | CRS-2P | HFRS-2 | HFRS-2P | Application |
| CTH B (STH 73 - H) | 19,240 | 2.2251 | 2.4401 | 2.2251 | 2.4401 | .25/gal application included |
| CTH F (Oak St - FDL Co. Line) | 27,510 | 2.2251 | 2.4401 | 2.2251 | 2.4401 | .25/gal application included |
| CTH K (CTH A - STH 73)) | 11,400 | 2.2251 | 2.4401 | 2.2251 | 2.4401 | .25/gal application included |
| Various Locations | Undistributed | 2.2251 | 2.4401 | 2.2251 | 2.4401 | .25/gal application included |

| | UNIT | | Flint Hills Resources L | on) | | |
|-------------------------------|---------------|------------------------|-------------------------|------------------------|------------------------|----------------------|
| LOCATION | (Gallons) | CRS-2 | CRS-2P | HFRS-2 | HFRS-2P | Application (Fahner) |
| CTH B (STH 73 - H) | 19,240 | 1.8300 | 2.0400 | 1.8300 | 2.0400 | 0.3500 |
| CTH F (Oak St - FDL Co. Line) | 27,510 | 1.8300 | 2.0400 | 1.8300 | 2.0400 | 0.3500 |
| CTH K (CTH A - STH 73)) | 11,400 | 1.8300 | 2.0400 | 1.8300 | 2.0400 | 0.3500 |
| Various Locations | Undistributed | 1.8300 | 2.0400 | 1.8300 | 2.0400 | 0.3500 |
| | | 2.18 Oil & Application | 2.39 Oil & Application | 2.18 Oil & Application | 2.39 Oil & Application | |

Run By:24BPENCE (OP060-1)

Period\Equipment\Operations\Standard\Equipment

Page 1

1/1/2020 Thru 12/31/2020 (12 MONTHS EST DPRN) (ALL WO TYPES) (ALL WO KINDS)

| Equipment 002 | Revenue 13370.85 | Total-cost | <u>Fuel</u> 4275.97 | <u>Lube</u> 66.22 | <u>Labor</u> 268.95 | <u>Fringe</u> 138.32 | <u>Part</u> 45.40 | Overhead 549.07 | Tire/batt 1754.28 | Sundry 0.00 | Dprn-mnthly | <u>Units</u> 17923.25 |
|------------------|----------------------|----------------------|------------------------|----------------------|------------------------|-------------------------|----------------------|--------------------|----------------------|----------------|----------------------|--------------------------|
| 003 | 16020.12 | 14340.73 | 4673.54 | 64.83 | 966.76 | 497.20 | 6164.77 | 1973.63 | 0.00 | 0.00 | 0.00 | 29694.00 |
| 004 | 4588.20 | 5114.68 | 1277.36 | 16.73 | 15.31 | 7.87 | 303.16 | 31.25 | 0.00 | 0.00 | 3463.00 | 8651.00 |
| 005 | 0.00 | 9588.29 | 1971.95 | 51.95 | 171.66 | 88.28 | 1578.02 | 350.43 | 0.00 | 0.00 | 5376.00 | 0.00 |
| 006 007 | 6082.34 13049.72 | 9716.61 11277.72 | 902.30 3538.05 | 52.90 35.96 | 1848.01 124.91 | 950.43 64.24 | 2190.23 67.55 | 3772.74 255.01 | 0.00 0.00 | 0.00 0.00 | 0.00 7192.00 | 427.50 720.75 |
| 008 | 6499.98 | 6602.70 | 1525.76 | 69.44 | 1072.97 | 551.83 | 946.70 | 2190.51 | 245.49 | 0.00 | 0.00 | 458.25 |
| 013 | 9800.24 | 4777.99 | 1719.89 | 60.51 | 616.73 | 317.18 | 550.38 | 1259.06 | 254.24 | 0.00 | 0.00 | 540.25 |
| 015 | 2697.35 | 2560.76 | 1057.58 | 40.80 | 599.40 | 308.27 | 554.71 | 0.00 | 0.00 | 0.00 | 0.00 | 153.75 |
| 016 017 | 9757.89 10185.28 | 7975.42 13635.47 | 2333.77 1833.25 | 16.73 45.67 | 692.41 1184.60 | 356.11 609.24 | 3162.81 7288.46 | 1413.59 2418.35 | 0.00 255.90 | 0.00 0.00 | 0.00 0.00 | 678.00 401.50 |
| 018 | 10071.42 | 4309.09 | 2664.12 | 35.00 | 390.55 | 200.86 | 221.23 | 797.33 | 0.00 | 0.00 | 0.00 | 704.00 |
| 019 | 10319.93 | 7533.41 | 2711.55 | 64.84 | 618.10 | 317.89 | 2436.45 | 1261.84 | 122.74 | 0.00 | 0.00 | 712.25 |
| 020 022 | 10012.31 438.40 | 21572.36 5289.56 | 1895.30 25.68 | 175.24 97.70 | 1237.27 958.24 | 636.33 492.82 | 15102.30 1399.00 | 2525.92 1956.28 | 0.00 359.84 | 0.00 0.00 | 0.00 0.00 | 182.00 8.25 |
| 024 | 1791.71 | 3276.77 | 869.67 | 11.55 | 580.94 | 298.78 | 329.84 | 1185.99 | 0.00 | 0.00 | 0.00 | 124.75 |
| 025 | 9081.15 | 6478.94 | 2445.69 | 22.00 | 941.72 | 484.33 | 662.68 | 1922.52 | 0.00 | 0.00 | 0.00 | 622.25 |
| 026 | 10589.82 | 5677.66 | 1719.97 | 277.36 | 821.92 | 422.71 | 757.71 | 1677.99 | 0.00 | 0.00 | 0.00 | 204.50 |
| 027 028 | 35683.22 41121.62 | 32730.00 43003.82 | 6734.02 8036.93 | 302.32 552.22 | 1220.94 3003.47 | 627.93 1549.02 | 1617.99 6239.23 | 2492.55 6131.65 | 1993.25 1059.30 | 0.00 0.00 | 17741.00 16432.00 | 590.25 689.75 |
| 029 | 18565.27 | 9928.43 | 3340.43 | 188.86 | 799.74 | 411.31 | 3316.90 | 1632.64 | 238.55 | 0.00 | 0.00 | 669.75 |
| 030 | 11513.40 | 24796.66 | 1785.51 | 324.61 | 3917.72 | 2014.88 | 6280.89 | 7998.05 | 0.00 | 0.00 | 2475.00 | 155.50 |
| 031 032 | 30963.77 | 45642.70 25226.62 | 7772.17 6102.92 | 129.01 317.69 | 1464.42 | 753.15 1222.18 | 12725.16 | 2989.66 4851.46 | 3399.13 | 0.00 0.00 | 16410.00 0.00 | 513.75 |
| 032 | 21130.28 39972.74 | 22535.21 | 6399.28 | 91.02 | 2376.40 1476.64 | 759.44 | 5898.16 10794.21 | 3014.62 | 4457.81 0.00 | 0.00 | 0.00 | 350.75 666.25 |
| 036 | 37802.25 | 35833.57 | 7508.77 | 441.22 | 1382.59 | 711.07 | 1184.90 | 2822.57 | 2918.45 | 0.00 | 18864.00 | 634.00 |
| 040 | 8911.72 | 38910.53 | 1593.59 | 104.90 | 5807.67 | 2986.88 | 12570.06 | 11856.43 | 0.00 | 0.00 | 3991.00 | 131.75 |
| 042 044 | 14159.41 30950.66 | 6529.34 31123.59 | 807.13 6061.89 | 127.68 285.60 | 786.67 3670.51 | 539.86 1887.74 | 2182.30 7813.89 | 1605.99 7493.40 | 479.71 3910.56 | 0.00 0.00 | 0.00 0.00 | 206.25 515.00 |
| 045 | 15292.84 | 19450.28 | 2885.99 | 309.21 | 2148.71 | 1105.08 | 4927.77 | 4386.64 | 3686.88 | 0.00 | 0.00 | 256.00 |
| 048 | 25233.02 | 14110.13 | 4258.95 | 135.36 | 1889.10 | 971.56 | 2519.18 | 3856.61 | 479.37 | 0.00 | 0.00 | 420.50 |
| 050 | 31335.24 | 30654.11 | 5855.89 | 386.27 | 1136.43 | 584.47 | 1998.03 | 2320.02 | 0.00 | 0.00 | 18373.00 | 522.00 |
| 051 052 | 15558.32 17877.42 | 19567.36 24102.09 | 3484.58 3697.39 | 242.72 140.67 | 3151.46 2810.96 | 1620.80 1445.68 | 4633.99 7853.79 | 6433.81 5738.69 | 0.00 2414.91 | 0.00 0.00 | 0.00 0.00 | 257.25 296.50 |
| 053 | 35473.64 | 30311.56 | 6066.24 | 244.78 | 715.83 | 368.15 | 963.12 | 1461.32 | 1936.12 | 0.00 | 18556.00 | 591.75 |
| 054 | 6017.74 | 6354.48 | 1100.38 | 389.98 | 1130.81 | 581.58 | 843.19 | 2308.54 | 0.00 | 0.00 | 0.00 | 100.50 |
| 058 | 31228.47 | 11912.86 | 7861.90 | 277.51 | 848.81 | 436.54 | 755.28 | 1732.82 | 0.00 | 0.00 | 0.00 | 519.00 |
| 059 10000WT | 21731.42 12099.27 | 7352.94 0.00 | 4824.15 0.00 | 191.34 0.00 | 630.42 0.00 | 324.23 0.00 | 95.79 0.00 | 1287.01 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 364.50 1.00 |
| 102 | 368.72 | 3123.40 | 56.77 | 4.62 | 613.29 | 315.42 | 881.25 | 1252.05 | 0.00 | 0.00 | 0.00 | 11.00 |
| 103 | 0.00 | 1673.91 | 0.00 | 6.93 | 53.20 | 27.36 | 55.81 | 108.61 | 0.00 | 0.00 | 1422.00 | 172.50 |
| 110R 110S | 2990.69 3170.94 | 2881.11 1269.07 | 0.00 0.00 | 0.00 0.00 | 806.28 356.90 | 414.67 183.55 | 14.12 0.00 | 1646.04 728.62 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 206.50 219.00 |
| 111R | 3734.78 | 962.32 | 0.00 | 0.00 | 229.05 | 117.80 | 147.86 | 467.61 | 0.00 | 0.00 | 0.00 | 259.00 |
| 111S | 3734.78 | 25.76 | 0.00 | 0.00 | 0.00 | 0.00 | 25.76 | 0.00 | 0.00 | 0.00 | 0.00 | 259.00 |
| 112R | 3470.88 | 465.10 | 0.00 | 0.00 | 130.80 | 67.27 | 0.00 | 267.03 | 0.00 | 0.00 | 0.00 | 240.00 |
| 112S 113R | 3550.19 4023.18 | 1244.57 5078.32 | 0.00 0.00 | 0.00 0.00 | 350.01 608.56 | 180.01 312.98 | 0.00 1928.38 | 714.55 1242.40 | 0.00 0.00 | 0.00 0.00 | 0.00 986.00 | 245.50 279.00 |
| 113S | 4023.18 | 3067.16 | 0.00 | 0.00 | 349.12 | 179.55 | 25.76 | 712.73 | 0.00 | 0.00 | 1800.00 | 279.00 |
| 115 | 62.51 | 441.21 | 20.79 | 0.00 | 118.23 | 60.81 | 0.00 | 241.38 | 0.00 | 0.00 | 0.00 | 4.50 |
| 130 133 | 2439.07 3797.30 | 925.04 571.16 | 40.96 235.49 | 13.86 12.48 | 134.57 83.34 | 69.21 42.86 | 289.77 26.85 | 274.72 170.14 | 101.95 0.00 | 0.00 0.00 | 0.00 0.00 | 63.75 125.00 |
| 136 | 4881.62 | 1926.31 | 256.82 | 93.96 | 393.65 | 202.45 | 78.85 | 803.63 | 96.95 | 0.00 | 0.00 | 159.50 |
| 138 | 509.60 | 6831.84 | 35.73 | 0.00 | 1464.56 | 753.22 | 1588.38 | 2989.95 | 0.00 | 0.00 | 0.00 | 20.00 |
| 139 142 | 1006.46 1243.55 | 5003.36 1502.87 | 0.00 0.00 | 0.00 5.37 | 1267.63 157.63 | 651.94 81.07 | 495.91 48.99 | 2587.88 321.81 | 0.00 0.00 | 0.00 0.00 | 0.00 888.00 | 39.50 42.50 |
| 143 | 1028.12 | 3770.68 | 124.88 | 4.62 | 776.45 | 399.33 | 24.26 | 1585.14 | 0.00 | 0.00 | 856.00 | 241.50 |
| 193 | 1957.40 | 1727.38 | 188.72 | 0.00 | 109.47 | 56.30 | 4.42 | 223.47 | 0.00 | 0.00 | 1145.00 | 98.50 |
| 194 | 59.52 | 836.67 | 17.62 | 0.00 | 145.66 | 74.91 | 192.02 | 297.38 | 109.08 | 0.00 | 0.00 | 3.00 |
| 195 200 | 43705.53 637.40 | 16622.99 112.66 | 4978.10 0.00 | 95.39 0.00 | 1590.40 11.69 | 817.94 6.01 | 1580.28 71.10 | 3246.88 23.86 | 0.00 0.00 | 0.00 0.00 | 4314.00 0.00 | 743.25 10.00 |
| 206 | 5023.22 | 2802.71 | 847.88 | 58.71 | 315.62 | 162.32 | 653.89 | 644.34 | 119.95 | 0.00 | 0.00 | 315.00 |
| 207 | 1153.57 | 2588.62 | 0.00 | 0.00 | 606.47 | 311.91 | 432.11 | 1238.13 | 0.00 | 0.00 | 0.00 | 81.50 |
| 208 209 | 2844.21 2603.25 | 41.56 5170.74 | 0.00 0.00 | 0.00 71.69 | 11.69 659.44 | 6.01 339.15 | 0.00 484.20 | 23.86 1346.26 | 0.00 0.00 | 0.00 0.00 | 0.00 2270.00 | 128.25 68.25 |
| 210 | 21.68 | 3347.67 | 0.00 | 0.00 | 572.82 | 294.60 | 1310.83 | 1169.42 | 0.00 | 0.00 | 0.00 | 1.00 |
| 211 | 4105.52 | 674.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 674.00 | 188.75 |
| 216 | 44.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 15.50 |
| 221 225 | 23503.99 10540.63 | 27791.65 8332.32 | 731.75 155.29 | 34.91 485.89 | 1650.69 1866.68 | 848.95 960.03 | 75.44 940.80 | 3369.91 3810.90 | 0.00 112.73 | 0.00 0.00 | 21080.00 0.00 | 122.00 137.75 |
| 304 | 6893.91 | 5184.79 | 458.09 | 120.57 | 787.10 | 404.81 | 561.84 | 1606.86 | 1245.52 | 0.00 | 0.00 | 217.75 |
| 308 | 414.60 | 2704.40 | 0.00 | 21.82 | 764.46 | 393.16 | -35.69 | 1560.65 | 0.00 | 0.00 | 0.00 | 14.00 |
| 310 311 | 7514.59 10370.20 | 9130.07 9336.01 | 1409.42 1361.13 | 114.75 95.12 | 1061.21 1163.71 | 545.78 598.50 | 3602.42 3741.85 | 2166.49 2375.70 | 230.00 0.00 | 0.00 0.00 | 0.00 0.00 | 240.00 330.00 |
| 312 | 9722.04 | 8224.16 | 1238.11 | 142.26 | 1534.38 | 789.13 | 1387.85 | 3132.43 | 0.00 | 0.00 | 0.00 | 308.50 |
| 313 | 11034.04 | 25530.37 | 1707.29 | 268.54 | 2612.35 | 1343.53 | 5190.89 | 5333.14 | 2558.63 | 0.00 | 6516.00 | 291.50 |
| 323 326 | 2121.22 1350.99 | 985.18 1147.16 | 108.30 | 0.00 | 241.67 69.83 | 124.29 35.91 | 17.55 16.81 | 493.37 142.57 | 0.00 847.51 | 0.00 | 0.00 0.00 | 73.00 60.50 |
| 326 334 | 21820.31 | 12127.79 | 21.44 2603.71 | 13.09 164.14 | 1443.80 | 742.55 | 4226.10 | 2947.49 | 0.00 | 0.00 0.00 | 0.00 | 371.75 |
| 336 | 14480.42 | 10138.76 | 1769.42 | 104.94 | 1411.50 | 725.93 | 3245.38 | 2881.59 | 0.00 | 0.00 | 0.00 | 246.25 |
| | | | | | | | | | | | | |

Run By:24BPENCE (OP060-1)

Period\Equipment\Operations\Standard\Equipment

Page 2

1/1/2020 Thru 12/31/2020 (12 MONTHS EST DPRN) (ALL WO TYPES) (ALL WO KINDS)

| Equipment 356 | Revenue 13013.95 | Total-cost | <u>Fuel</u> 1964.71 | <u>Lube</u> 63.62 | <u>Labor</u> 268.07 | Fringe 137.87 | <u>Part</u> 378.60 | Overhead 547.25 | Tire/batt 0.00 | Sundry 0.00 | Dprn-mnthly 9498.00 | <u>Units</u> 305.25 |
|------------------|---------------------|---------------------|------------------------|----------------------|------------------------|-------------------|-----------------------|--------------------|-------------------|----------------|------------------------|------------------------|
| 420 | 30.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.50 |
| 432 | 866.40 | 390.19 | 0.00 | 0.00 | 31.27 | 16.08 | 0.00 | 63.84 | 0.00 | 0.00 | 279.00 | 47.50 |
| 436 | 907.44 | 2253.45 | 0.00 | 0.00 | 121.50 | 62.49 | 886.42 | 248.04 | 0.00 | 0.00 | 935.00 | 49.75 |
| 455 456 | 7234.73 | 8854.59 10162.77 | 632.08 | 194.81 | 1957.54 | 1006.76 | 996.89 | 3996.36 | 70.15 | 0.00 | 0.00 | 115.00 |
| 456 457 | 4515.54 16444.07 | 10162.77 | 400.14 1666.04 | 194.69 193.23 | 1255.47 2292.84 | 645.69 1179.21 | 5103.76 2151.60 | 2563.02 4680.89 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 76.50 257.75 |
| 458 | 1418.16 | 479.96 | 0.00 | 0.00 | 134.98 | 69.42 | 0.00 | 275.56 | 0.00 | 0.00 | 0.00 | 77.75 |
| 459 | 291.84 | 677.30 | 0.00 | 0.00 | 190.48 | 97.96 | 0.00 | 388.86 | 0.00 | 0.00 | 0.00 | 16.00 |
| 500 | 14772.63 | 9843.30 | 904.81 | 274.50 | 1342.86 | 690.63 | 3889.12 | 2741.38 | 0.00 | 0.00 | 0.00 | 352.00 |
| 501 | 36.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| 570 | 9183.49 | 3939.42 | 368.89 | 0.00 | 19.35 | 9.95 | 1338.78 | 39.50 | 133.95 | 0.00 | 2029.00 | 539.75 |
| 571 | 10189.57 | 5134.05 | 575.13 | 0.00 | 190.52 | 97.98 | 1598.68 | 388.95 | 253.79 | 0.00 | 2029.00 | 593.25 |
| 572 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 573 | 1015.10 | 3066.81 | 197.12 | 8.41 | 358.07 | 184.16 | 1588.05 | 731.00 | 0.00 | 0.00 | 0.00 | 26.50 |
| 574 575 | 279.44 362.41 | 20.80 172.45 | 0.00 0.00 | 0.00 0.00 | 5.85 48.50 | 3.01 24.94 | 0.00 0.00 | 11.94 99.01 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 43.00 15.50 |
| 576 | 11368.92 | 13700.73 | 1076.75 | 11.98 | 1328.15 | 683.07 | 7638.62 | 2711.47 | 250.69 | 0.00 | 0.00 | 270.00 |
| 577 | 6754.90 | 1859.02 | 220.22 | 4.62 | 199.33 | 102.52 | 925.37 | 406.96 | 0.00 | 0.00 | 0.00 | 170.50 |
| 578 | 7365.35 | 1794.67 | 29.48 | 0.00 | 140.14 | 72.07 | 151.87 | 286.11 | 0.00 | 0.00 | 1115.00 | 176.50 |
| 579 | 74.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.50 |
| 581 | 5069.24 | 6987.59 | 276.79 | 117.95 | 957.42 | 492.40 | 1762.79 | 1954.54 | 119.70 | 0.00 | 1306.00 | 122.00 |
| 586 | 4501.45 | 2994.94 | 89.88 | 19.63 | 655.85 | 337.30 | 553.39 | 1338.89 | 0.00 | 0.00 | 0.00 | 108.50 |
| 651 655 | 143.64 223.44 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 4.50 7.00 |
| 657 | 383.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 12.00 |
| 720 | 1386.70 | 41.56 | 0.00 | 0.00 | 11.69 | 6.01 | 0.00 | 23.86 | 0.00 | 0.00 | 0.00 | 96.00 |
| 726 | 80.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.50 |
| 727 | 1979.73 | 1279.42 | 0.00 | 0.00 | 95.46 | 49.10 | 0.00 | 194.86 | 0.00 | 0.00 | 940.00 | 149.25 |
| 728 | 1639.62 | 1568.64 | 0.00 | 0.00 | 153.46 | 78.92 | 0.00 | 313.26 | 0.00 | 0.00 | 1023.00 | 123.25 |
| 730 | 1523.96 | 868.50 | 0.00 | 0.00 | 148.02 | 76.13 | 97.16 | 302.19 | 0.00 | 0.00 | 245.00 | 106.25 |
| 731 | 1727.12 | 1553.04 | 0.00 | 0.00 | 157.50 | 81.00 | 0.00 | 321.54 | 0.00 | 0.00 | 993.00 | 130.25 |
| 732 733 | 1538.16 1906.13 | 1939.38 542.45 | 0.00 0.00 | 0.00 0.00 | 201.83 152.55 | 103.80 78.46 | 899.71 0.00 | 412.04 311.44 | 0.00 0.00 | 0.00 0.00 | 322.00 0.00 | 116.00 143.75 |
| 736 | 1660.82 | 2338.56 | 0.00 | 0.00 | 370.82 | 190.71 | 0.00 | 757.03 | 0.00 | 0.00 | 1020.00 | 125.25 |
| 744 | 1783.47 | 624.21 | 0.00 | 0.00 | 160.66 | 82.63 | 52.93 | 327.99 | 0.00 | 0.00 | 0.00 | 134.50 |
| 745 | 341.48 | 603.67 | 0.00 | 0.00 | 169.77 | 87.31 | 0.00 | 346.59 | 0.00 | 0.00 | 0.00 | 25.00 |
| 748 | 1709.70 | 333.72 | 0.00 | 0.00 | 93.85 | 48.27 | 0.00 | 191.60 | 0.00 | 0.00 | 0.00 | 126.25 |
| 750 | 2120.95 | 1505.20 | 0.00 | 0.00 | 133.48 | 68.65 | 2.57 | 272.50 | 0.00 | 0.00 | 1028.00 | 159.75 |
| 751 752 | 1349.21 | 321.18 | 0.00 | 0.00 | 90.33 | 46.46 | 0.00 | 184.39 | 0.00 | 0.00 | 0.00 | 101.75 |
| 752 753 | 1478.49 1829.88 | 387.70 1826.07 | 0.00 0.00 | 0.00 0.00 | 109.04 214.23 | 56.08 110.18 | 0.00 37.34 | 222.58 437.32 | 0.00 0.00 | 0.00 0.00 | 0.00 1027.00 | 111.50 138.00 |
| 754 | 80.25 | 316.12 | 0.00 | 0.00 | 88.90 | 45.72 | 0.00 | 181.50 | 0.00 | 0.00 | 0.00 | 5.50 |
| 754R | 0.00 | 589.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 589.00 | 0.00 |
| 758 | 1878.33 | 2093.62 | 0.00 | 0.00 | 332.86 | 171.19 | 910.03 | 679.54 | 0.00 | 0.00 | 0.00 | 141.25 |
| 759 | 338.13 | 129.71 | 0.00 | 0.00 | 36.48 | 18.76 | 0.00 | 74.47 | 0.00 | 0.00 | 0.00 | 25.50 |
| 820 826 | 1152.68 68.75 | 400.42 0.00 | 0.00 0.00 | 0.00 0.00 | 68.28 0.00 | 35.12 0.00 | 157.63 | 139.39 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 91.00 5.50 |
| 827 | 1600.97 | 1169.08 | 0.00 | 0.00 | 95.98 | 49.36 | 0.00 5.81 | 195.93 | 0.00 | 0.00 | 822.00 | 132.75 |
| 828 | 1317.56 | 1855.64 | 0.00 | 0.00 | 153.46 | 78.92 | 0.00 | 313.26 | 0.00 | 0.00 | 1310.00 | 109.25 |
| 830 | 1103.39 | 407.77 | 0.00 | 0.00 | 61.24 | 31.50 | 0.00 | 125.03 | 0.00 | 0.00 | 190.00 | 87.50 |
| 831 | 1216.26 | 4341.92 | 0.00 | 0.00 | 736.59 | 378.83 | 504.73 | 1503.77 | 0.00 | 0.00 | 1218.00 | 100.75 |
| 832 | 1404.99 | 1378.92 | 0.00 | 0.00 | 243.89 | 125.43 | 249.15 | 497.89 | 0.00 | 0.00 | 262.56 | 116.50 |
| 833 | 1389.92 | 550.56 | 0.00 | 0.00 | 152.55 | 78.46 | 8.11 | 311.44 | 0.00 | 0.00 | 0.00 | 115.25 |
| 836 844 | 1450.22 1368.81 | 2802.85 349.69 | 0.00 0.00 | 0.00 0.00 | 323.94 98.34 | 166.60 50.58 | 774.98 0.00 | 661.33 200.77 | 0.00 0.00 | 0.00 0.00 | 876.00 0.00 | 120.25 113.50 |
| 845 | 255.10 | 229.56 | 0.00 | 0.00 | 64.56 | 33.20 | 0.00 | 131.80 | 0.00 | 0.00 | 0.00 | 20.50 |
| 848 | 1387.02 | 2137.93 | 0.00 | 0.00 | 292.89 | 150.63 | 1096.49 | 597.92 | 0.00 | 0.00 | 0.00 | 113.50 |
| 850 | 1883.01 | 1348.63 | 0.00 | 0.00 | 133.48 | 68.65 | 0.00 | 272.50 | 0.00 | 0.00 | 874.00 | 156.00 |
| 851 | 997.97 | 839.74 | 0.00 | 0.00 | 172.16 | 88.54 | 227.60 | 351.44 | 0.00 | 0.00 | 0.00 | 82.75 |
| 852 | 1260.27 | 2586.90 | 0.00 | 0.00 | 273.96 | 140.90 | 1612.78 | 559.26 | 0.00 | 0.00 | 0.00 | 104.50 |
| 853 | 1459.26 | 1474.67 | 0.00 | 0.00 | 168.93 | 86.88 | 0.00 | 344.86 | 0.00 | 0.00 | 874.00 | 121.00 |
| 854 856 | 37.50 190.58 | 317.85 0.00 | 0.00 0.00 | 0.00 0.00 | 89.39 0.00 | 45.97 0.00 | 0.00 0.00 | 182.49 0.00 | 0.00 0.00 | 0.00 0.00 | 0.00 0.00 | 3.00 6.50 |
| 857 | 293.20 | 704.61 | 0.00 | 0.00 | 198.16 | 101.91 | 0.00 | 404.54 | 0.00 | 0.00 | 0.00 | 10.00 |
| 858 | 1705.37 | 1058.89 | 0.00 | 0.00 | 231.44 | 119.03 | 235.93 | 472.49 | 0.00 | 0.00 | 0.00 | 141.00 |
| 859 | 313.56 | 867.87 | 0.00 | 0.00 | 244.07 | 125.53 | 0.00 | 498.27 | 0.00 | 0.00 | 0.00 | 26.00 |
| 886 | 307.86 | 1705.44 | 0.00 | 0.00 | 175.35 | 90.18 | 1081.93 | 357.98 | 0.00 | 0.00 | 0.00 | 10.50 |
| 920 | 734.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 49.50 |
| 922 | 27.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| 926 927 | 27.32 1717.75 | 892.51 1040.46 | 0.00 0.00 | 0.00 0.00 | 237.80 90.13 | 122.30 46.35 | 46.94 | 485.47 183.98 | 0.00 0.00 | 0.00 0.00 | 0.00 720.00 | 2.00 125.75 |
| 927 928 | 832.61 | 1501.99 | 0.00 | 0.00 | 160.58 | 46.35 82.59 | 0.00 0.00 | 327.82 | 0.00 | 0.00 | 720.00 931.00 | 60.75 |
| 928C | 1712.00 | 743.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 743.00 | 133.75 |
| 930 | 1026.31 | 935.46 | 0.00 | 0.00 | 161.38 | 83.00 | 361.60 | 329.48 | 0.00 | 0.00 | 0.00 | 74.50 |
| 931 | 1284.05 | 1452.98 | 0.00 | 0.00 | 242.37 | 124.65 | 261.17 | 494.79 | 0.00 | 0.00 | 330.00 | 94.00 |
| 932 | 826.43 | 681.98 | 0.00 | 0.00 | 191.79 | 98.64 | 0.00 | 391.55 | 0.00 | 0.00 | 0.00 | 60.50 |
| 933 | 1605.06 | 577.26 2503.43 | 0.00 | 0.00 | 162.34 | 83.49 163.50 | 0.00 | 331.43 | 0.00 | 0.00 | 0.00 | 117.50 |
| 933C 936 | 1663.36 1079.14 | 2503.43 1711.31 | 0.00 0.00 | 0.00 0.00 | 317.91 225.36 | 163.50 115.90 | 0.00 102.96 | 649.02 460.09 | 0.00 0.00 | 0.00 0.00 | 1373.00 807.00 | 129.75 79.00 |
| 300 | 10.0.17 | ., | 0.00 | 3.00 | 220.00 | 1 10.00 | 102.00 | 100.00 | 0.00 | 0.00 | 307.00 | 70.00 |

Run By:24BPENCE (OP060-1)

Period\Equipment\Operations\Standard\Equipment

Page 3

1/1/2020 Thru 12/31/2020 (12 MONTHS EST DPRN) (ALL WO TYPES) (ALL WO KINDS)

| Equipment | Revenue | Total-cost | Fuel | Lube | Labor | Fringe | Part | Overhead | Tire/batt | Sundry | Dprn-mnthly | Units |
|--------------|------------|------------|------------|----------|------------|-----------|----------------|------------|-----------|--------|-------------|-----------|
| 944 | 1027.93 | 1394.37 | 0.00 | 0.00 | 275.04 | 141.45 | 41 <u>6.40</u> | 561.48 | 0.00 | 0.00 | 0.00 | 75.25 |
| 945 | 274.59 | 247.31 | 0.00 | 0.00 | 69.55 | 35.77 | 0.00 | 141.99 | 0.00 | 0.00 | 0.00 | 19.50 |
| 948 | 821.75 | 846.48 | 0.00 | 0.00 | 234.13 | 120.41 | 13.95 | 477.99 | 0.00 | 0.00 | 0.00 | 59.00 |
| 950 | 725.04 | 1533.85 | 0.00 | 0.00 | 138.04 | 70.99 | 0.00 | 281.82 | 0.00 | 0.00 | 1043.00 | 53.00 |
| 951 | 939.14 | 304.26 | 0.00 | 0.00 | 85.57 | 44.01 | 0.00 | 174.68 | 0.00 | 0.00 | 0.00 | 68.75 |
| 952 | 846.92 | 2354.17 | 0.00 | 0.00 | 501.09 | 257.71 | 572.40 | 1022.97 | 0.00 | 0.00 | 0.00 | 62.00 |
| 953 | 683.98 | 1627.77 | 0.00 | 0.00 | 164.46 | 84.58 | 0.00 | 335.73 | 0.00 | 0.00 | 1043.00 | 62.75 |
| 954 | 30.06 | 422.21 | 0.00 | 0.00 | 106.93 | 54.99 | 42.00 | 218.29 | 0.00 | 0.00 | 0.00 | 2.00 |
| 958 | 885.17 | 1154.86 | 0.00 | 0.00 | 321.17 | 165.18 | 12.80 | 655.71 | 0.00 | 0.00 | 0.00 | 64.75 |
| 959 | 273.20 | 299.44 | 0.00 | 0.00 | 84.21 | 43.31 | 0.00 | 171.92 | 0.00 | 0.00 | 0.00 | 20.00 |
| 960 | 120.00 | 1299.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1299.00 | 4.00 |
| B-009 | 0.00 | 3917.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3917.00 | 0.00 |
| (24) GREE 1, | 057,062.44 | 992,409.26 | 160,389.26 | 9,405.50 | 101,971.29 | 52,583.39 | 211,056.31 | 206,951.82 | 36,217.13 | 0.00 | 213,834.56 | 86,153.50 |
| (4) NORTI 1. | 057.062.44 | 992.409.26 | 160.389.26 | 9.405.50 | 101.971.29 | 52.583.39 | 211.056.31 | 206.951.82 | 36.217.13 | 0.00 | 213.834.56 | 86.153.50 |

Rows Processed

172

Show all data where the DOT_RGN_CD matches one of the values in this list 4

and the DOT_CNTY_CD matches one of the values in this list 24

and the USER_ID matches one of the values in this list 24BPENCE and the WKST_ADDR matches one of the values in this list MDC25232225

and the MNTC_GL_ACCT matches one of the values in this list 185.01,185.02,185.03,185.04,185.05,185.06,185.08,185.09

Run Date 02/02/21 08:50 AM

For 01/01/20 - 12/31/20

GREEN LAKE COUNTY

Revenue Summary Report

Periods 01 - 13 Dec 2020Hwy Rev Summary 100-R

Period Y-T-D Percent Budget Account No/Description Amount Amount Received Amount Balance 20 YEAR 3 211 County Roads and Bridges 29 Highway 20-211-29-41110-000-000 General Property Taxes 2,682,751.00 .00 100.00 2,682,751.00 2,682,751.00 20-211-29-43531-000-000 CTH's Revenue from State 885,670.00 887,690.28 887,690.28 -2,020.28 100.23 20-211-29-43600-000-000 APPLIED FUNDS 126,714.00 .00 .00 126,714.00 .00 20-211-29-49210-000-000 Transfer from Other Funds 754,596.00 754,596.00 .00 .00 .00 29 Highway 4,449,731.00 3,570,441.28 3,570,441.28 879,289.72 80.24 211 County Roads and Bridges 4,449,731.00 3,570,441.28 3,570,441.28 879,289.72 80.24

Page No 1 FJRES01A Run Date 02/02/21 08:50 AM

GREEN LAKE COUNTY

Page No

FJRES01A

2

For 01/01/20 - 12/31/20 Revenue Summary Report

Periods 01 - 13 Dec 2020Hwy Rev Summary 100-R

Period Budget Y-T-DPercent Amount Received Account No/Description Amount Balance Amount 20 YEAR 3 701 Highway 29 Highway 88.64 20-701-29-44201-000-000 Off Pavement Utility Fee 2,200.00 1,950.00 1,950.00 250.00 20-701-29-44205-000-000 Driveway/Variance 1,500.00 2,350.00 2,350.00 -850.00 156.67 725.00 275.00 72.50 20-701-29-44260-000-000 Oversize/Overweight Permits 1.000.00 725.00 20-701-29-44261-000-000 Multi-Trip Permits 1,800.00 1,000.00 1,000.00 800.00 55.56 20-701-29-47230-000-000 State PBM 75,320.50 75,320.50 -75,320.50 .00 .00 20-701-29-47231-000-000 Routine Maintenance 480,030.00 408,969.31 408,969.31 71,060.69 85.20 20-701-29-47239-000-000 Other - Sup. R&R-Radio-GPL etc 101,702.00 135,753.51 135,753.51 -34,051.51 133.48 20-701-29-47292-000-000 State - Admin 26,310.00 22,644.69 22,644.69 3,665.31 86.07 20-701-29-47300-000-000 Cities, Villages, Towns, Cty. 442,833.00 375,493.67 375,493.67 67,339.33 84.79 20-701-29-47392-000-000 Local - Admin Charges 20,193.00 17,501.07 17,501.07 2,691.93 86.67 20-701-29-47410-000-000 Interdepartmental Invoicing 85,577.00 89.50 76,589.43 76,589.43 8,987.57 496,052.07 87.93 20-701-29-47430-000-000 Charges for Services - CTH's 4,110,575.00 3,614,522.93 3,614,522.93 20-701-29-47492-000-000 CTH's - Admin 187.442.00 164,805.00 164.805.00 22,637,00 87.92 20-701-29-48000-000-000 Miscellaneous Revenues 96,536.00 61,094.56 61,094.56 35,441.44 63.29 20-701-29-48330-000-000 Sale of Materials & Supplies 1,000.00 122.50 122.50 877.50 12.25 2,000.00 20-701-29-48400-000-000 Insurance Recoveries 3,131.73 3,131.73 -1,131.73 156.59 20-701-29-48440-000-000 Revenue from Cost of Sales 24,000.00 12,405.04 12,405.04 11,594.96 51.69 20-701-29-49320-000-000 Applied Funds 237,241.00 .00 .00 237,241.00 .00 29 Highway 5,821,939.00 4,974,378.94 4,974,378.94 847,560.06 85.44 701 Highway 5,821,939.00 4,974,378.94 4,974,378.94 847,560.06 85.44 20 YEAR 3 10,271,670.00 8,544,820.22 8,544,820,22 1,726,849.78 83.19 Run Date 02/02/21 08:52 AM

For 01/01/20 - 12/31/20

GREEN LAKE COUNTY

Expenditure Summary Report

Periods 01 - 13 Dec 2

Dec 2020 Hwy Exp Summary 100

Page No 1 FJEXS01A

| Account No/Description | | Adjusted Budget | Y-T-D Encumb | Period Expended | Y-T-D Expended | Available Balance | Percent Used |
|--|---|--------------------|-----------------|--------------------|-------------------|----------------------|-----------------|
| 20 YEAR 3 211 County Roads and Bridge | es | | | | | | |
| 53309 County Supervision | | | | | | | |
| 20-211-29-53309-219-000 | County Supervision | 99,941.00 | .00 | 139,698.05 | 139,698.05 | -39,757.05 | 139.78 |
| 53309 County Supe 53310 General Mtn. C.T.H's | ervision | 99,941.00 | .00 | 139,698.05 | 139,698.05 | -39,757.05 | 139.78 |
| 20-211-29-53310-219-000 | General Maintenance - CTH's | 905,464.00 | .00 | 1,084,698.57 | 1,084,698.57 | -179,234.57 | 119.79 |
| 53310 General Mtr 53311 C.T.H's Winter Mtn. | n. C.T.H's | 905,464.00 | .00 | 1,084,698.57 | 1,084,698.57 | -179,234.57 | 119.79 |
| 20-211-29-53311-219-000 | Winter Maintenance - CTH's | 751,260.00 | .00 | 446,968.19 | 446,968.19 | 304,291.81 | 59.50 |
| 53311 C.T.H's Wir 53312 C.T.H's Bridge Mtn & | | 751,260.00 | .00 | 446,968.19 | 446,968.19 | 304,291.81 | 59.50 |
| 20-211-29-53312-219-000 | Bridge Maintenance & Inspection - CTH's | 13,485.00 | .00 | 2,022.86 | 2,022.86 | 11,462.14 | 15.00 |
| 53312 C.T.H's Bri 53313 Reconstruction | idge Mtn & Insp CTH's | 13,485.00 | .00 | 2,022.86 | 2,022.86 | 11,462.14 | 15.00 |
| 20-211-29-53313-219-000 | Reconstruction - CTH's | 2,073,362.00 | .00 | 1,864,389.06 | 1,864,389.06 | 208,972.94 | 89.92 |
| 53313 Reconstruct 53314 Overlay | cion | 2,073,362.00 | .00 | 1,864,389.06 | 1,864,389.06 | 208,972.94 | 89.92 |
| 20-211-29-53314-219-000 | Overlay | .00 | .00 | 46,687.72 | 46,687.72 | -46,687.72 | .00 |
| 53314 Overlay 53315 Chip Seal Coat | | .00 | .00 | 46,687.72 | 46,687.72 | -46,687.72 | .00 |
| 20-211-29-53315-219-000 | Chip Seal Coat | 240,598.00 | .00 | 178,427.92 | 178,427.92 | 62,170.08 | 74.16 |
| 53315 Chip Seal C 53317 Bridge Construction - | | 240,598.00 | .00 | 178,427.92 | 178,427.92 | 62,170.08 | 74.16 |
| 20-211-29-53317-219-000 | Bridge Construction CTH's | 87,193.00 | .00 | 16,435.58 | 16,435.58 | 70,757.42 | 18.85 |
| 53317 Bridge Cons 53591 Railroad | struction - CTH's | 87,193.00 | .00 | 16,435.58 | 16,435.58 | 70,757.42 | 18.85 |
| 20-211-29-53591-000-000 | Railroad Consortium | 25,000.00 | .00 | 25,000.00 | 25,000.00 | .00 | 100.00 |
| 53591 Railroad | | 25,000.00 | .00 | 25,000.00 | 25,000.00 | .00 | 100.00 |
| 29 Highway | | 4,196,303.00 | .00 | 3,804,327.95 | 3,804,327.95 | 391,975.05 | 90.66 |
| 211 County Roads | and Bridges | 4,196,303.00 | .00 | 3,804,327.95 | 3,804,327.95 | 391,975.05 | 90.66 |

GREEN LAKE COUNTY

Expenditure Summary Report

Periods 01 - 13 Dec 2020 Hwy Exp Summary Page No 2

100

| | | Dec 2020 nwy Exp Buil | mar 1 | | | | |
|--|-------------------------------|-----------------------|-----------------|--------------------|-------------------|----------------------|-----------------|
| Account No/Description | | Adjusted Budget | Y-T-D Encumb | Period Expended | Y-T-D Expended | Available Balance | Percent Used |
| 20 YEAR 3 | | | | | | | |
| 701 Highway | | | | | | | |
| 53110 Highway Administrati | on | | | | | | |
| 20-701-29-53110-110-000 | Salaries | 159,650.00 | .00 | 133,785.68 | 133,785.68 | 25,864.32 | 83.80 |
| 20-701-29-53110-120-000 | Wages | 722.00 | .00 | 169.67 | 169.67 | 552.33 | 23.50 |
| 20-701-29-53110-130-000 | Employee Benefits | 75,825.00 | .00 | 68,893.23 | 68,893.23 | 6,931.77 | 90.86 |
| 20-701-29-53110-213-000 | Accounting & Auditing | 4,000.00 | .00 | 3,681.70 | 3,681.70 | 318.30 | 92.04 |
| 20-701-29-53110-219-000 | Contracted Services | .00 | .00 | 17.95 | 17.95 | -17.95 | .00 |
| 20-701-29-53110-225-000 | Telephone | 3,130.00 | .00 | 2,569.13 | 2,569.13 | 560.87 | 82.08 |
| 20-701-29-53110-242-000 | Print Management | 50.00 | .00 | 222.92 | 222.92 | -172.92 | ** |
| 20-701-29-53110-310-000 | Office Supplies | 1,012.00 | .00 | 884.69 | 884.69 | 127.31 | 87.42 |
| 20-701-29-53110-311-000 | Postage | 200.00 | .00 | 207.88 | 207.88 | -7.88 | 103.94 |
| 20-701-29-53110-320-000 | Publications | 1,200.00 | .00 | .00 | .00 | 1,200.00 | .00 |
| 20-701-29-53110-324-000 | Member Dues | .00 | .00 | 896.00 | 896.00 | -896.00 | .00 |
| 20-701-29-53110-325-000 | Registrations & Conventions | 440.00 | .00 | 95.00 | 95.00 | 345.00 | 21.59 |
| 20-701-29-53110-336-000 | Lodging | 492.00 | .00 | .00 | .00 | 492.00 | .00 |
| 20-701-29-53110-350-000 | Repair & Maintenance | 3,314.00 | .00 | 3,601.92 | 3,601.92 | -287.92 | 108.69 |
| 20-701-29-53110-532-000 | Building & Grounds Allocation | 6,993.00 | .00 | .00 | .00 | 6,993.00 | .00 |
| 20-701-29-53110-540-000 | Depreciation & Amortization | 5,376.00 | .00 | .00 | .00 | 5,376.00 | .00 |
| 20-701-29-53110-620-000 | Interest | .00 | .00 | 540.30 | 540.30 | -540.30 | .00 |
| 53110 Highway Ad 53191 Supervision | dministration | 262,404.00 | .00 | 215,566.07 | 215,566.07 | 46,837.93 | 82.15 |
| 20-701-29-53191-000-000 | Supervision | 50.00 | .00 | 44.13 | 44.13 | 5.87 | 88.26 |
| 20-701-29-53191-110-000 | Salaries | 70,163.00 | .00 | 62,058.95 | 62,058.95 | 8,104.05 | 88.45 |
| 20-701-29-53191-120-000 | Wages | 312.00 | .00 | 966.76 | 966.76 | -654.76 | ** |
| 20-701-29-53191-130-000 | Employee Benefits | 20,014.00 | .00 | 32,414.10 | 32,414.10 | -12,400.10 | 161.96 |
| 20-701-29-53191-225-000 | Telephone | 620.00 | .00 | 1,190.71 | 1,190.71 | -570.71 | 192.05 |
| 20-701-29-53191-350-000 | Repair & Maintenance | 8,082.00 | .00 | 10,865.09 | 10,865.09 | -2,783.09 | 134.44 |
| 20-701-29-53191-534-000 | Machinery Rental | 21,958.00 | .00 | 16,020.12 | 16,020.12 | 5,937.88 | 72.96 |
| 53191 Supervisio 53192 Radio Expenses | on | 121,199.00 | .00 | 123,559.86 | 123,559.86 | -2,360.86 | 101.95 |
| 20-701-29-53192-206-000 | Maintenance Contracts | 2,055.00 | .00 | 1,370.00 | 1,370.00 | 685.00 | 66.67 |
| 20-701-29-53192-225-000 | Telephone | 1,044.00 | .00 | 772.72 | 772.72 | 271.28 | 74.02 |
| 20-701-29-53192-314-000 | Small Items of Equipment | 500.00 | .00 | 2,537.68 | 2,537.68 | -2,037.68 | ** |
| 20-701-29-53192-350-000 | Repair & Maintenance | 100.00 | .00 | .00 | .00 | 100.00 | .00 |
| 53192 Radio Expe | - | 3,699.00 | .00 | 4,680.40 | 4,680.40 | -981.40 | 126.53 |
| 53193 General Public Liabi | lity | · | | - | • | | |
| 20-701-29-53193-509-000 | Public Liability | 21,880.00 | .00 | .00 | .00 | 21,880.00 | .00 |
| 53193 General Pu 53210 Employee Taxes and B | | 21,880.00 | .00 | .00 | .00 | 21,880.00 | .00 |
| 20-701-29-53210-110-000 | Salaries | .00 | .00 | 18,972.64 | 18,972.64 | -18,972.64 | .00 |
| 20-701-29-53210-120-000 | Wages | .00 | .00 | 21,721.13 | 21,721.13 | -21,721.13 | .00 |

GREEN LAKE COUNTY

Expenditure Summary Report

Periods 01 - 13 Dec 2020 Hwy Exp Summary Page No 3

100

| Towns Mark Towns and the second | | Adjusted Budget | Y-T-D Encumb | Period Expended | Y-T-D Expended | Available Balance | Percent Used |
|--|--|--------------------|-----------------|--------------------|-------------------|----------------------|-----------------|
| Account No/Description | | | | <u> </u> | <u> </u> | | |
| | | | | | | | |
| 20 YEAR 3 701 Highway | | | | | | | |
| 53210 Employee Taxes and B | onofits Cost Pool | | | | | | |
| | | | | | | | |
| 20-701-29-53210-125-000 | Overtime | .00 | .00 | 10,250.68 | 10,250.68 | -10,250.68 | .00 |
| 20-701-29-53210-131-000 | Sick Leave Pay | .00 | .00 | 29,565.62 | 29,565.62 | -29,565.62 | .00 |
| 20-701-29-53210-132-000 | Vacation Pay | .00 | .00 | 67,527.48 | 67,527.48 | -67,527.48 | .00 |
| 20-701-29-53210-134-000 | Holiday Pay | .00 | .00 | 58,893.82 | 58,893.82 | -58,893.82 | .00 |
| 20-701-29-53210-135-000 | Floating Holiday | .00 | .00 | 14,657.32 | 14,657.32 | -14,657.32 | .00 |
| 20-701-29-53210-137-100 | Comp-Accumulated | .00 | .00 | -17,853.20 | -17,853.20 | 17,853.20 | .00 |
| 20-701-29-53210-137-300 | Comp - Use | .00 | .00 | 18,001.96 | 18,001.96 | -18,001.96 | .00 |
| 20-701-29-53210-138-000 | Other - leave with pay | .00 | .00 | 21,851.11 | 21,851.11 | -21,851.11 | .00 |
| 20-701-29-53210-151-000 | Social Security | .00 | .00 | 100,376.24 | 100,376.24 | -100,376.24 | .00 |
| 20-701-29-53210-153-000 | Ret. Employer Share | .00 | .00 | 92,232.15 | 92,232.15 | -92,232.15 | .00 |
| 20-701-29-53210-154-000 | Health Insurance | .00 | .00 | 337,154.58 | 337,154.58 | -337,154.58 | .00 |
| 20-701-29-53210-155-000 | Life Insurance | .00 | .00 | 3,628.30 | 3,628.30 | -3,628.30 | .00 |
| 20-701-29-53210-910-000 | Employee Taxes & Benefits | .00 | .00 | -582,321.95 | -582,321.95 | 582,321.95 | .00 |
| 53210 Employee T 53220 Field Small Tools Co | axes and Benefits Cost Pool st Pool | .00 | .00 | 194,657.88 | 194,657.88 | -194,657.88 | .00 |
| 20-701-29-53220-130-120 | Employee Benefits | .00 | .00 | 485.53 | 485.53 | -485.53 | .00 |
| 20-701-29-53220-130-121 | Employee Benefit | .00 | .00 | 5,962.94 | 5,962.94 | -5,962.94 | .00 |
| 20-701-29-53220-362-120 | Consumable Small Tools-Field | .00 | .00 | 13,313.99 | 13,313.99 | -13,313.99 | .00 |
| 20-701-29-53220-362-121 | Consumable Small Tools-Safety | .00 | .00 | 28,082.26 | 28,082.26 | -28,082.26 | .00 |
| 20-701-29-53220-920-000 | Small Field Tools | .00 | .00 | -14,375.39 | -14,375.39 | 14,375.39 | .00 |
| | l Tools Cost Pool | .00 | .00 | 33,469.33 | 33,469.33 | -33,469.33 | .00 |
| 53230 Shop Operations Cost | Pool | | | | | | |
| 20-701-29-53230-000-000 | Shop Operations | .00 | .00 | 488.87 | 488.87 | -488.87 | .00 |
| 20-701-29-53230-120-000 | Wages | .00 | .00 | 37,359.80 | 37,359.80 | -37,359.80 | .00 |
| 20-701-29-53230-125-000 | Overtime | .00 | .00 | 211.57 | 211.57 | -211.57 | .00 |
| 20-701-29-53230-130-000 | Employee Benefits | .00 | .00 | 19,322.98 | 19,322.98 | -19,322.98 | .00 |
| 20-701-29-53230-225-000 | Telephone | .00 | .00 | 3,179.43 | 3,179.43 | -3,179.43 | .00 |
| 20-701-29-53230-310-000 | Office Supplies | .00 | .00 | 503.72 | 503.72 | -503.72 | .00 |
| 20-701-29-53230-311-000 | Postage | .00 | .00 | 21.17 | 21.17 | -21.17 | .00 |
| 20-701-29-53230-314-000 | Small Items of Equipment | .00 | .00 | 3,599.02 | 3,599.02 | -3,599.02 | .00 |
| 20-701-29-53230-340-000 | Operating Supplies | .00 | .00 | 10,264.27 | 10,264.27 | -10,264.27 | .00 |
| 20-701-29-53230-345-000 | Shop Supplies | .00 | .00 | 7,487.28 | 7,487.28 | -7,487.28 | .00 |
| 20-701-29-53230-350-000 | Repair & Maintenance | .00 | .00 | 4,388.48 | 4,388.48 | -4,388.48 | .00 |
| 20-701-29-53230-534-000 | Machinery Rental | .00 | .00 | 818.10 | 818.10 | -818.10 | .00 |
| 53230 Shop Opera 53232 Fuel Handling Cost P | | .00 | .00 | 87,644.69 | 87,644.69 | -87,644.69 | .00 |
| 20-701-29-53232-120-000 | Wages | .00 | .00 | 105.21 | 105.21 | -105.21 | .00 |
| 20-701-29-53232-130-000 | Employee Benefits | .00 | .00 | 54.11 | 54.11 | -54.11 | .00 |
| 20-701-29-53232-225-000 | Telephone | .00 | .00 | 723.81 | 723.81 | -723.81 | .00 |
| 20 /01 20 00202 220 000 | TOTOPHONE | .00 | .00 | /23.01 | /23.01 | ,23.01 | .00 |

GREEN LAKE COUNTY

Expenditure Summary Report

Periods 01 - 13 Dec 2020 Hwy Exp Summary Page No 4

100

| To the state of th | | Adjusted Budget | Y-T-D Encumb | Period Expended | Y-T-D Expended | Available Balance | Percent Used |
|--|--|--------------------|-----------------|--------------------|-------------------|----------------------|-----------------|
| Account No/Description | | | | <u> </u> | Expended | | |
| | | | | | | | |
| 20 YEAR 3 | | | | | | | |
| 701 Highway | | | | | | | |
| 53232 Fuel Handling Cost P | ool | | | | | | |
| 20-701-29-53232-350-000 | Repair & Maintenance | .00 | .00 | 10,472.82 | 10,472.82 | -10,472.82 | .00 |
| 20-701-29-53232-534-000 | Machinery Rental | .00 | .00 | 26.58 | 26.58 | -26.58 | .00 |
| 20-701-29-53232-931-000 | Fuel Handling Revenue | .00 | .00 | -8,678.06 | -8,678.06 | 8,678.06 | .00 |
| 53232 Fuel Handl 53240 Machinery Operating | | .00 | .00 | 2,704.47 | 2,704.47 | -2,704.47 | .00 |
| 20-701-29-53240-120-000 | Wages | .00 | .00 | 95,248.27 | 95,248.27 | -95,248.27 | .00 |
| 20-701-29-53240-125-000 | Overtime | .00 | .00 | 386.83 | 386.83 | -386.83 | .00 |
| 20-701-29-53240-130-000 | Employee Benefits | .00 | .00 | 49,185.14 | 49,185.14 | -49,185.14 | .00 |
| 20-701-29-53240-350-000 | Repair & Maintenance | .00 | .00 | 394,706.40 | 394,706.40 | -394,706.40 | .00 |
| 20-701-29-53240-356-000 | Work Order Lbr/ILC | .00 | .00 | -144.24 | -144.24 | 144.24 | .00 |
| 20-701-29-53240-381-000 | Shop Overhead Recovered | .00 | .00 | -177.38 | -177.38 | 177.38 | .00 |
| 20-701-29-53240-534-000 | Machinery Rental | .00 | .00 | 8,023.83 | 8,023.83 | -8,023.83 | .00 |
| 20-701-29-53240-940-000 | Mach. Operation Rev. | .00 | .00 | -1,054,836.41 | -1,054,836.41 | 1,054,836.41 | .00 |
| 53240 Machinery 53270 Buildings & Ground O | Operating Cost Pool perations Cost Pool | .00 | .00 | -507,607.56 | -507,607.56 | 507,607.56 | .00 |
| 20-701-29-53270-000-000 | Bldgs. & Grounds Operations | .00 | .00 | 44.99 | 44.99 | -44.99 | .00 |
| 20-701-29-53270-120-000 | Wages | .00 | .00 | 37,199.78 | 37,199.78 | -37,199.78 | .00 |
| 20-701-29-53270-125-000 | Overtime | .00 | .00 | 385.56 | 385.56 | -385.56 | .00 |
| 20-701-29-53270-130-000 | Employee Benefits | .00 | .00 | 19,330.19 | 19,330.19 | -19,330.19 | .00 |
| 20-701-29-53270-219-000 | Contracted Services | .00 | .00 | 1,139.56 | 1,139.56 | -1,139.56 | .00 |
| 20-701-29-53270-220-000 | Utilities | .00 | .00 | 23,453.17 | 23,453.17 | -23,453.17 | .00 |
| 20-701-29-53270-240-000 | Contracted Maintenance | .00 | .00 | 8,906.18 | 8,906.18 | -8,906.18 | .00 |
| 20-701-29-53270-245-000 | Building & Ground Improvements | .00 | .00 | 37,009.74 | 37,009.74 | -37,009.74 | .00 |
| 20-701-29-53270-344-000 | Janitorial Supplies | .00 | .00 | 314.78 | 314.78 | -314.78 | .00 |
| 20-701-29-53270-350-000 | Repair & Maintenance | .00 | .00 | 36,939.38 | 36,939.38 | -36,939.38 | .00 |
| 20-701-29-53270-534-000 | Machinery Rental | .00 | .00 | 17,311.53 | 17,311.53 | -17,311.53 | .00 |
| 53270 Buildings 53271 Salt Sheds Cost Pool | | .00 | .00 | 182,034.86 | 182,034.86 | -182,034.86 | .00 |
| 20-701-29-53271-120-000 | Wages | .00 | .00 | 70.77 | 70.77 | -70.77 | .00 |
| 20-701-29-53271-130-000 | Employee Benefits | .00 | .00 | 36.40 | 36.40 | -36.40 | .00 |
| 20-701-29-53271-534-000 | Machinery Rental | .00 | .00 | 59.20 | 59.20 | -59.20 | .00 |
| 53271 Salt Sheds | | .00 | .00 | 166.37 | 166.37 | -166.37 | .00 |
| 53281 Capital Equipment | | | | | | | |
| 20-701-29-53281-810-000 | Capital Equipment | 298,181.00 | .00 | 319,124.26 | 319,124.26 | -20,943.26 | 107.02 |
| 53281 Capital Eq 53309 County Supervision | uipment | 298,181.00 | .00 | 319,124.26 | 319,124.26 | -20,943.26 | 107.02 |
| 20-701-29-53309-110-000 | Salaries | 70,993.00 | .00 | 71,463.68 | 71,463.68 | -470.68 | 100.66 |
| 20-701-29-53309-120-000 | Wages | 250.00 | .00 | 248.30 | 248.30 | 1.70 | 99.32 |
| 20-701-29-53309-130-000 | Employee Benefits | 37,332.00 | .00 | 36,881.45 | 36,881.45 | 450.55 | 98.79 |

GREEN LAKE COUNTY

Expenditure Summary Report

Periods 01 - 13 Dec 2020 Hwy Exp Summary

Summary 100

| | | Dec 2020 Hwy Exp Suit | шагу | | | | | |
|---|------------------------|-----------------------|-----------------|--------------------|-------------------|----------------------|-----------------|--|
| Account No/Description | | Adjusted Budget | Y-T-D Encumb | Period Expended | Y-T-D Expended | Available Balance | Percent Used | |
| | | | | | | | | |
| 20 YEAR 3 | | | | | | | | |
| 701 Highway | | | | | | | | |
| 53309 County Supervision | | | | | | | | |
| | | | | | | | ** | |
| 20-701-29-53309-225-000 | Telephone | 500.00 | .00 | 1,263.31 | 1,263.31 | -763.31 | ** | |
| 20-701-29-53309-310-000 | Office Supplies | 75.00 | .00 | 479.54 | 479.54 | -404.54 | ** | |
| 20-701-29-53309-350-000 | Repair & Maintenance | 1,500.00 | .00 | 7,072.61 | 7,072.61 | -5,572.61 | | |
| 20-701-29-53309-534-000 | Machinery Rentals | 14,502.00 | .00 | 14,084.24 | 14,084.24 | 417.76 | 97.12 | |
| 53309 County Supervision 53310 General Mtn. C.T.H's | | 125,152.00 | .00 | 131,493.13 | 131,493.13 | -6,341.13 | 105.07 | |
| | | 000 500 00 | 0.0 | 156 010 50 | 156 010 50 | 06 212 40 | 0.7.01 | |
| 20-701-29-53310-101-120 | Wages | 202,533.00 | .00 | 176,219.58 | 176,219.58 | 26,313.42 | 87.01 | |
| 20-701-29-53310-101-125 | Overtime | 1,059.00 | .00 | 477.31 | 477.31 | 581.69 | 45.07 | |
| 20-701-29-53310-101-130 | Benefits | 107,423.00 | .00 | 90,927.96 | 90,927.96 | 16,495.04 | 84.64 | |
| 20-701-29-53310-101-350 | Repair & Maintenance | 5,000.00 | .00 | 10,346.72 | 10,346.72 | -5,346.72 | | |
| 20-701-29-53310-101-362 | Consumable Small Tool | 5,000.00 | .00 | 3,748.18 | 3,748.18 | 1,251.82 | 74.96 | |
| 20-701-29-53310-101-370 | Road Supplies | 77,578.00 | .00 | 170,200.47 | 170,200.47 | -92,622.47 | ** | |
| 20-701-29-53310-101-534 | Equipment/Machinery | 133,000.00 | .00 | 217,132.59 | 217,132.59 | -84,132.59 | 163.26 | |
| 20-701-29-53310-102-120 | Wages | 32,958.00 | .00 | 17,513.33 | 17,513.33 | 15,444.67 | 53.14 | |
| 20-701-29-53310-102-125 | Overtime | 129.00 | .00 | 57.84 | 57.84 | 71.16 | 44.84 | |
| 20-701-29-53310-102-130 | Benefits | 17,481.00 | .00 | 9,036.84 | 9,036.84 | 8,444.16 | 51.70 | |
| 20-701-29-53310-102-362 | Consumanble Small Tool | 660.00 | .00 | 372.54 | 372.54 | 287.46 | 56.45 | |
| 20-701-29-53310-102-370 | Road Supplies | 83,000.00 | .00 | 82,227.07 | 82,227.07 | 772.93 | 99.07 | |
| 20-701-29-53310-102-534 | Equipment/Machinery | 15,064.00 | .00 | 13,404.14 | 13,404.14 | 1,659.86 | 88.98 | |
| 20-701-29-53310-103-120 | Wages | 55,697.00 | .00 | 19,387.19 | 19,387.19 | 36,309.81 | 34.81 | |
| 20-701-29-53310-103-125 | Overtime | 3,346.00 | .00 | .00 | .00 | 3,346.00 | .00 | |
| 20-701-29-53310-103-130 | Benefits | 29,541.00 | .00 | 2,162.93 | 2,162.93 | 27,378.07 | 7.32 | |
| 20-701-29-53310-103-362 | Consumable Small Tool | 1,408.00 | .00 | 89.15 | 89.15 | 1,318.85 | 6.33 | |
| 20-701-29-53310-103-370 | Road Supplies | 13,000.00 | .00 | 20,140.80 | 20,140.80 | -7,140.80 | 154.93 | |
| 20-701-29-53310-103-534 | Equipment/Machinery | 15,000.00 | .00 | 8,328.71 | 8,328.71 | 6,671.29 | 55.52 | |
| 20-701-29-53310-104-120 | Wages | 50,633.00 | .00 | 52,595.43 | 52,595.43 | -1,962.43 | 103.88 | |
| 20-701-29-53310-104-125 | OT | .00 | .00 | 230.85 | 230.85 | -230.85 | .00 | |
| 20-701-29-53310-104-130 | Benefits | 26,856.00 | .00 | 34,923.41 | 34,923.41 | -8,067.41 | 130.04 | |
| 20-701-29-53310-104-362 | Consumable Small Tool | 1,228.00 | .00 | 1,439.59 | 1,439.59 | -211.59 | 117.23 | |
| 20-701-29-53310-104-370 | Road Supplies | 50,000.00 | .00 | 38,925.10 | 38,925.10 | 11,074.90 | 77.85 | |
| 20-701-29-53310-104-534 | Equipment/Machinery | 30,000.00 | .00 | 67,356.22 | 67,356.22 | -37,356.22 | ** | |
| 53310 General Mt | n. C.T.H's | 957,594.00 | .00 | 1,037,243.95 | 1,037,243.95 | -79,649.95 | 108.32 | |
| 53311 C.T.H's Winter Mtn. | | | | | | | | |
| 20-701-29-53311-120-000 | Wages | 162,027.00 | .00 | 69,009.24 | 69,009.24 | 93,017.76 | 42.59 | |
| 20-701-29-53311-125-000 | Overtime | 12,390.00 | .00 | 21,138.43 | 21,138.43 | -8,748.43 | 170.61 | |
| 20-701-29-53311-130-000 | Employee Benefits | 85,938.00 | .00 | 46,363.09 | 46,363.09 | 39,574.91 | 53.95 | |
| 20-701-29-53311-350-000 | Repair & Maintenance | .00 | .00 | 2,403.17 | 2,403.17 | -2,403.17 | .00 | |
| 20-701-29-53311-362-000 | Consumable Small Tools | 4,142.00 | .00 | 1,911.17 | 1,911.17 | 2,230.83 | 46.14 | |
| 20-701-29-53311-370-000 | Road supplies | 187,000.00 | .00 | 114,608.14 | 114,608.14 | 72,391.86 | 61.29 | |
| | | | | | | | | |

Page No 5

GREEN LAKE COUNTY

Page No 6 FJEXS01A

Expenditure Summary Report

Periods 01 - 13 Dec 2020 Hwy Exp Summary 100

| | | Dec 2020 Hwy Exp Suii | шагу | | | | |
|--|--|-----------------------|-----------------|--------------------|-------------------|----------------------|-----------------|
| Account No/Description | | Adjusted Budget | Y-T-D Encumb | Period Expended | Y-T-D Expended | Available Balance | Percent Used |
| Account No, Description | | | | | | | |
| 20 YEAR 3 | | | | | | | |
| 701 Highway | | | | | | | |
| 53311 C.T.H's Winter Mtn. | | | | | | | |
| 20-701-29-53311-534-000 | Machinery Rental | 267,000.00 | .00 | 167,844.05 | 167,844.05 | 99,155.95 | 62.86 |
| 53311 C.T.H's Winter Mtn. 53312 C.T.H's Bridge Mtn & Insp CTH's | | 718,497.00 | .00 | 423,277.29 | 423,277.29 | 295,219.71 | 58.91 |
| 20-701-29-53312-000-000 | Bridge Maintenance and Inspection -CTH's | 6,500.00 | .00 | 390.00 | 390.00 | 6,110.00 | 6.00 |
| 20-701-29-53312-120-000 | Wages | 4,051.00 | .00 | 442.66 | 442.66 | 3,608.34 | 10.93 |
| 20-701-29-53312-130-000 | Employee Benefits | 2,148.00 | .00 | 227.65 | 227.65 | 1,920.35 | 10.60 |
| 20-701-29-53312-362-000 | Consumable Small Tools | 98.00 | .00 | 9.38 | 9.38 | 88.62 | 9.57 |
| 20-701-29-53312-534-000 | Machinery Rental | 100.00 | .00 | 864.96 | 864.96 | -764.96 | ** |
| 53312 C.T.H's Bridge Mtn & Insp CTH's 53313 Reconstruction | | 12,897.00 | .00 | 1,934.65 | 1,934.65 | 10,962.35 | 15.00 |
| 20-701-29-53313-000-000 | Reconstruction-CTH's | 1,982,940.00 | .00 | 1,846,475.18 | 1,846,475.18 | 136,464.82 | 93.12 |
| 53313 Reconstruc | etion | 1,982,940.00 | .00 | 1,846,475.18 | 1,846,475.18 | 136,464.82 | 93.12 |
| 53314 Overlay | | | | | | | |
| 20-701-29-53314-000-000 | Overlay | .00 | .00 | 10,365.11 | 10,365.11 | -10,365.11 | .00 |
| 53314 Overlay 53315 Chip Seal Coat | | .00 | .00 | 10,365.11 | 10,365.11 | -10,365.11 | .00 |
| 20-701-29-53315-000-000 | Chip Seal Coat | 230,105.00 | .00 | 212,572.55 | 212,572.55 | 17,532.45 | 92.38 |
| 53315 Chip Seal 53317 Bridge Construction | | 230,105.00 | .00 | 212,572.55 | 212,572.55 | 17,532.45 | 92.38 |
| - | | | | | | | |
| 20-701-29-53317-000-000 | Bridge Construction - CTH's | 83,390.00 | .00 | 15,718.80 | 15,718.80 | 67,671.20 | 18.85 |
| 53317 Bridge Con 53321 Routine Maintenance | nstruction - CTH's | 83,390.00 | .00 | 15,718.80 | 15,718.80 | 67,671.20 | 18.85 |
| 20-701-29-53321-000-000 | Routine Maintenance - State | 14,402.00 | .00 | 93,789.91 | 93,789.91 | -79,387.91 | ** |
| 20-701-29-53321-120-000 | Wages | 189,875.00 | .00 | 101,084.29 | 101,084.29 | 88,790.71 | 53.24 |
| 20-701-29-53321-125-000 | Overtime | 6,331.00 | .00 | 9,312.07 | 9,312.07 | -2,981.07 | 147.09 |
| 20-701-29-53321-130-000 | Employee Benefits | 100,709.00 | .00 | 46,411.52 | 46,411.52 | 54,297.48 | 46.08 |
| 20-701-29-53321-350-000 | Repair & Maintenance | .00 | .00 | 3,007.12 | 3,007.12 | -3,007.12 | .00 |
| 20-701-29-53321-362-000 | Consumable Small Tools | 4,713.00 | .00 | 2,340.44 | 2,340.44 | 2,372.56 | 49.66 |
| 20-701-29-53321-370-000 | Road Supplies | 10,000.00 | .00 | 19,664.09 | 19,664.09 | -9,664.09 | 196.64 |
| 20-701-29-53321-534-000 | Machinery Repair | 154,000.00 | .00 | 130,341.49 | 130,341.49 | 23,658.51 | 84.64 |
| 53321 Routine Maintenance | | 480,030.00 | .00 | 405,950.93 | 405,950.93 | 74,079.07 | 84.57 |
| 53322 State Maintenance - | | | | | | | |
| 20-701-29-53322-000-000 | State Maintenance - PBM | .00 | .00 | 56,157.59 | 56,157.59 | -56,157.59 | .00 |
| 53322 State Main 53333 Cities, Towns, Villa | | .00 | .00 | 56,157.59 | 56,157.59 | -56,157.59 | .00 |
| 20-701-29-53333-120-000 | Wages | 68,017.00 | .00 | 48,257.77 | 48,257.77 | 19,759.23 | 70.95 |
| 20-701-29-53333-125-000 | Overtime | 2,829.00 | .00 | 5,419.83 | 5,419.83 | -2,590.83 | 191.58 |
| 20-701-29-53333-130-000 | Employee Benefits | 36,076.00 | .00 | 27,606.41 | 27,606.41 | 8,469.59 | 76.52 |

Run Date 02/02/21 08:52 AM

For 01/01/20 - 12/31/20

GREEN LAKE COUNTY

Expenditure Summary Report

Periods 01 - 13 Dec 2020 Hwy Exp Summary

Page No 7

100

| Account No/Description | _ | Adjusted Budget | Y-T-D Encumb | Period Expended | Y-T-D Expended | Available Balance | Percent Used |
|--|---------------------------|--------------------|-----------------|--------------------|-------------------|----------------------|-----------------|
| 20 YEAR 3 701 Highway 53333 Cities, Towns, Villa | ges | | | | | | |
| 20-701-29-53333-350-000 | Repair & Maintenance | 47,057.00 | .00 | 29,403.11 | 29,403.11 | 17,653.89 | 62.48 |
| 20-701-29-53333-362-000 | Consumable Small Tools | 1,698.00 | .00 | 1,137.97 | 1,137.97 | 560.03 | 67.02 |
| 20-701-29-53333-370-000 | Road Supplies | 205,676.00 | .00 | 200,733.16 | 200,733.16 | 4,942.84 | 97.60 |
| 20-701-29-53333-534-000 | Machinery Rental | 81,480.00 | .00 | 113,670.76 | 113,670.76 | -32,190.76 | 139.51 |
| 53333 Cities, Towns, Villages 53334 Interdepartment Charges | | 442,833.00 | .00 | 426,229.01 | 426,229.01 | 16,603.99 | 96.25 |
| 20-701-29-53334-000-000 | Interdepartmental Charges | 85,577.00 | .00 | 76,589.43 | 76,589.43 | 8,987.57 | 89.50 |
| 53334 Interdepartment Charges | | 85,577.00 | .00 | 76,589.43 | 76,589.43 | 8,987.57 | 89.50 |
| 29 Highway | | 5,826,378.00 | .00 | 5,300,008.25 | 5,300,008.25 | 526,369.75 | 90.97 |
| 701 Highway | | 5,826,378.00 | .00 | 5,300,008.25 | 5,300,008.25 | 526,369.75 | 90.97 |
| 20 YEAR 3 | | 10,022,681.00 | .00 | 9,104,336.20 | 9,104,336.20 | 918,344.80 | 90.84 |

GREEN LAKE COUNTY HIGHWAY COMMISSION

Barry Mashuda Highway Commissioner

Office: 920-294-4060 Fax: 920-294-4066 Email: bmashuda@co.green-lake.wi.us

Commissioner's Report

Highway Committee Meeting February 10, 2021

Ongoing Work Projects;

Green Lake

- Snow and ice removal
- Brush and tree work on the County and State System
- Installing a V-Box Spreader on Truck #30 (town route truck)
- Planning for upcoming summer projects
- Working on DNR permits for projects
- Working to finalize plans for the sign truck