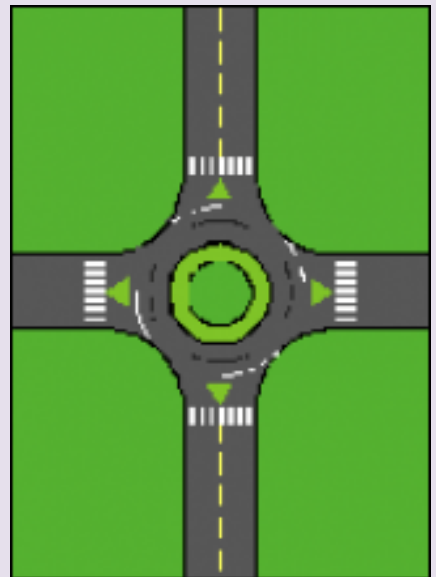
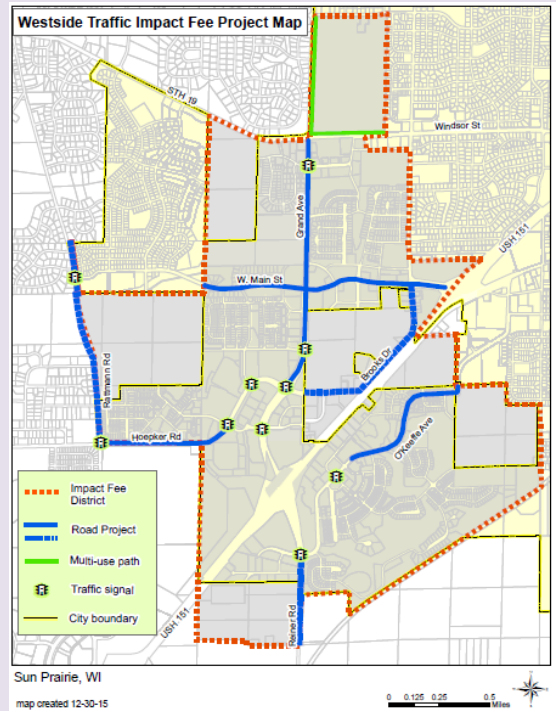




Prepared by: City of Sun Prairie Planning Division
Third Revision
Prepared on: February 11, 2016
Adopted on: March 1, 2016

CITY OF SUN PRAIRIE

Sun Prairie, Wisconsin

REPORT ON TRAFFIC IMPACT FEES

Virchow, Krause & Company, LLP
Ten Terrace Court
P.O. Box 7398
Madison, WI 53707-7398
(608) 249-6622

MSA Professional Services, Inc.
2901 International Lane, Suite 300
Madison, WI 53704-3133
(608) 242-7779

City of Sun Prairie Planning Division
300 E. Main St
Sun Prairie, WI 53590

Dated: February 21, 2005

First Revision: March 14, 2008

Second Revision: March 20, 2014

Third Revision: _____, 2016

CITY OF SUN PRAIRIE TRAFFIC IMPACT FEE

TABLE OF CONTENTS

	<u>Page No.</u>
Executive Summary and Introduction	1
Section A – Impact Fee Statutory Requirements	2 – 8
Section B – Background Information	9
Section C – Traffic Cost and Generation Statistic Information	10 – 28
Section D – Impact Fee Methodology, Computation and Fee Schedule	29 – 31
Section E – Impact Fee Collection	32
 Appendix A – Growth Trends in Sun Prairie	
Appendix B – Project Cost Detail	
Appendix C – Engineering News Report Indexes	
Appendix D – Fees Collected to Date	

CITY OF SUN PRAIRIE

Traffic Impact Fees

Executive Summary and Introduction

EXECUTIVE SUMMARY

Sun Prairie is expected to continue to experience rapid growth over the next two decades. A significant portion of this growth is planned for the area that the City has designated, “The Westside Neighborhood.” This anticipated growth will require additions to the City’s public infrastructure, including its roadways. A traffic impact fee will assist in financing the capital costs associated with these infrastructure additions.

This document serves to establish the basis for such an impact fee in accordance with Wisconsin Statute 66.0617. In addition to developing the fee structure, this document also satisfies the statutory obligation on the part of the City of Sun Prairie to produce a public facility needs assessment.

In accordance with Wisconsin impact fee statute 66.0617, the total amount to be considered for traffic impact fees reflects the City’s share of eligible traffic capital costs less the costs to cure existing deficiencies within the City’s current traffic network.

The fee amount attributable to traffic volume generated by the new development, relative to existing development will be paid by new development through an impact fee. The impact fee will be assessed on daily vehicle trips by land use type. Each land use will be subject to an impact fee according to its proportional generation of vehicle trips.

All aspects of the Wisconsin statute governing impact fees (66.0617) have been considered in the preparation of this report. The original report was completed in 2005 by Virchow Krause & Company, LLP and MSA Professional Services, Inc. and included provisions for periodic updates to the impact fee. Updates were completed in January 2008 and March 2014 by MSA to address land use and construction project changes within the Impact Fee District. In 2016, another update was completed by City of Sun Prairie staff to address significant changes in the City’s land use plan and anticipated construction project and cost changes.

INTRODUCTION

Planning responsibly for new growth within a community is one of many challenges facing local governments. Effective accommodation of this development requires the construction and upgrading of public facilities and infrastructure needed to serve new residents and businesses.

It is common that during the construction and upgrade of public infrastructure, the majority of residents and businesses that will occupy the newly developed areas of the community may not yet be present. Development of land precedes the inhabiting of the property. While this may be an obvious fact, it holds important consequence for the public financing of new development. In order to apportion the public costs of new development fairly and responsibly, some measure must be undertaken to ensure that the entire cost of accommodating new development is not born solely by the current residents of the municipality. One such measure to accomplish this goal is the use of an impact fee on the new development to offset the initial cost to local taxpayers of satisfying the additional demand on the public infrastructure.

CITY OF SUN PRAIRIE

Traffic Impact Fees Section A – Impact Fee Statutory Requirements

SECTION A – IMPACT FEE STATUTORY REQUIREMENTS

Wisconsin's impact fee statute 66.0617 clarified the previous uncertainty surrounding charging capital costs to developers. Largely sought by developers, this law prescribes the types of public infrastructure for which an impact fee may be charged, the costs which may be included in developing an impact fee, as well as the obligations on the part of the issuing municipality prior to and subsequent to the fee charged. These obligations are detailed below.

Wisconsin State Statute Section 66.0617(6) – Standards for Impact Fees:

This report adheres to what an impact fee should reflect according to Wisconsin State Statute 66.0617(6). The requirements are as follows:

- *Per Section (6), Subsection (a), shall bear a rational relationship to the need for new, expanded or improved public facilities that are required to serve land development.*

The impact fees found herein are for new, expanded or improved public facilities that are required to serve future developed land and the service demands that development creates.

- *Per Section (6), Subsection (b), may not exceed the proportionate share of the capital costs that are required to serve land development, as compared to existing uses of land within the political subdivision.*

The capital costs which form the basis for the impact fees developed as part of this study include the proportional share of the newly constructed and improved facilities to accommodate future growth.

- *Per Section (6), Subsection (c), shall be based upon actual capital costs or reasonable estimates of capital costs for new, expanded or improved public facilities.*

The costs used in this study are based on reasonable estimates derived by the City and an established engineering firm.

- *Per Section (6), Subsection (d), shall be reduced to compensate for other capital costs imposed by the political subdivision with respect to land development to provide or pay for public facilities, including special assessments, special charges, land dedications or fees in lieu of land dedications under Chapter 236 or any other items of value.*

The other financing sources listed above were taken into consideration as a part of the impact fee computation. It has been determined that these financing sources are not being used to finance the capital costs outlined in this report. Therefore, these sources were not included in the impact fee calculation.

- *Per Section (6), Subsection (e), shall be reduced to compensate for moneys received from the federal or state government specifically to provide or pay for the public facilities for which the impact fees are imposed.*

CITY OF SUN PRAIRIE

Traffic Impact Fees Section A – Impact Fee Statutory Requirements

SECTION A – IMPACT FEE STATUTORY REQUIREMENTS (cont.)

Wisconsin State Statute Section 66.0617(6) – Standards for Impact Fees (cont.):

Only the City's share of construction costs was included in the total amount subject to the impact fee. Anticipated aid from the state and other entities for highway construction was subtracted from the total cost of construction before apportioning this amount to new development. In addition, intergovernmental agreements providing cost sharing arrangements are recognized by reducing the total costs of construction.

- *Per Section (6), Subsection (f), may not include amounts necessary to address existing deficiencies in public facilities.*

Existing deficiencies in the infrastructure of major roads have been identified according to a standard level of service. The cost of remedying these deficiencies has been subtracted from the total amount subject to the impact fee calculation.

- *Per Section (6), Subsection (g) shall be payable by the developer to the political subdivision, either in full or in installment payments that are approved by the political subdivision, before a building permit may be issued or other required approval may be given by the political subdivision.*

Payment of the impact fee is addressed in Section E of this report.

Wisconsin State Statute Section 66.0617(1) Definitions:

The following definitions as outlined in Wisconsin State Statute 66.0617(1) have been addressed in the fee computation. The requirements are as follows:

- *Per Section (1), Subsection (a), Capital costs means the capital costs to construct, expand or improve public facilities, including the cost of land, and including legal, engineering and design costs to construct, expand or improve public facilities, except that not more than 10% of capital costs may consist of legal, engineering and design costs unless the Municipality can demonstrate that its legal, engineering and design costs which relate directly to the public improvement for which the impact fees were imposed exceed 10% of capital costs.*

Based on the definition above, only allowable capital costs are included in the impact fee computation. The costs subject to the traffic impact fee include an estimate of 15% for engineering, design, and construction engineering. This is based on historical engineering averages experienced by the City. Although this percentage is in excess of 10%, it is allowable under the impact fee structure since it can be substantiated by the City.

- *Per Section (1), Subsection (f), "Public Facilities" means... highways, as defined in S.340.01(22) and other transportation facilities, traffic control devices.....*

The projects included in the impact fee computation meet this definition.

CITY OF SUN PRAIRIE

Traffic Impact Fees Section A – Impact Fee Statutory Requirements

SECTION A – IMPACT FEE STATUTORY REQUIREMENTS (cont.)

Wisconsin State Statute Section 66.0617(1) Definitions (cont.):

- *Per Section (1), Subsection (g), “Service area” means geographical area delineated by a Municipality within which there are public facilities.*

For purposes of this needs analysis, the service area is defined as the Westside Neighborhood including Smith’s Crossing and additional land adjacent to Reiner Road. Please refer to the overall impact fee district map (Figure A) on page 5. Figure B on page 7 also identifies the various traffic zones. The zones are directly linked to the trips identified in Table 5 on page 27.

- *Per Section (1), Subsection (h), “Service Standard” means a certain quantity or quality of public facilities relative to a certain number of persons, parcels of land or other appropriate measure, as specified by the Municipality.*

The City has established its level of service in Section C, page 13.

Figure A: Impact Fee District Map



Figure A: Impact Fee District Map (cont.)

Part of the Southwest 1/4 of Section 36, T9N, R10E; part of the West 1/2 of Section 1, part of the East 1/2 of Section 2, part of the East 1/2 of Section 10, part of all four quarters of Section 11, part of all four quarters of Section 12, part of all four quarters of Section 13, and part of the East 1/2 of Section 14, T8N, R10E; and part of the Southwest 1/4 of Section 7 and part of the Northwest 1/4 of Section 18, T8N, R11E; all located in Dane County, Wisconsin, described as follows:

Beginning at the Northwest Corner of said Section 1, said corner being on the centerline of County Trunk Highway C; Thence along said centerline, S01°17'06"W, 2965.35 feet to the West 1/4 Corner of said Section 1, said corner being on the centerline of State Trunk Highway 19; Thence along said centerline, S88°13'22"W, 1012.92 feet; Thence continuing along said centerline along the arc of a curve to the right having a radius of 1273.24 feet and a long chord bearing and distance of N77°55'26"W, 609.72 feet; Thence continuing along said centerline, N61°06'12"W, 1175.54 feet to the West line of the Northeast 1/4 of said Section 2; Thence along said West line, S01°12'23"W, 65.76 feet to the Northeast corner of the plat of Wyndham Hills; Thence along the East line of said Wyndham Hills, S01°12'23"W, 3248.58 feet to the South 1/4 Corner of said Section 2 and the Northeast corner of the plat of Weybridge; Thence along the East line of said Weybridge, S00°43'59"W, 1326.25 feet to the Southeast corner thereof; Thence along the South line of said Weybridge, S88°52'31"W, 2648.38 feet; Thence continuing along said South line, S88°24'08"W, 645.85 feet to the Easterly right-of-way line of Rattman Road; Thence along said Easterly right-of-way line, N07°11'45"W, 649.20 feet to a point of curvature; Thence continuing along said Easterly right-of-way line, along a curve to the left having a radius of 2904.84 feet and a long chord bearing and distance of N12°19'15"W, 518.98 feet to the point of tangency; Thence continuing along said Easterly right-of-way line, N17°26'45"W, 172.34 feet to the North line of said Weybridge; Thence along said North line, S88°28'45"W, 41.60 feet to the centerline of said Rattman Road; Thence along said centerline, S17°26'45"E, 183.75 feet to a point of curvature; Thence continuing along said centerline, along a curve to the right having a radius of 2864.84 feet and a long chord bearing and distance of S12°19'15"E, 511.83 feet to the point of tangency; Thence continuing along said centerline, S07°11'45"E, 645.27 feet to the Southwest corner of said Weybridge; Thence continuing along said centerline, Southeasterly, 2900 feet, more or less, to the Northwest corner of the plat of Providence; Thence continuing along said centerline, along the West line of said Providence, S04°14'34"E, 178.28 feet; Thence continuing along said centerline, along said West line, S02°56'38"E, 327.35 feet; Thence continuing along said centerline, along said West line, S02°36'02"E, 624.51 feet to the Southwest corner of said Providence; Thence along the South line of said Providence, N88°24'41"E, 16.35 feet; Thence continuing along said South line, N89°08'30"E, 2640.34 feet to the Southeast corner of said Providence; Thence S00°43'49"W, 33.01 feet to the North 1/4 Corner of said Section 14, said corner also being the Northwest corner of Certified Survey Map No. 5635; Thence along the West line of said Certified Survey Map No. 5635, S00°38'45"W, 433.01 feet to the Southwest corner thereof, said corner also being the Northwest corner of Outlot 1 of Certified Survey Map No. 8037; Thence along the West line of said Certified Survey Map No. 8037 and its Southerly extension, S00°38'52"E, 4707.16 feet; Thence N89°22'04"E, 1618.11 feet; Thence S00°39'05"W, 150.04 feet to the South line of the Southeast 1/4 of said Section 14; Thence along said South line N89°22'04"E, 1070.05 feet to the East right of way line of Reiner Road; Thence along said East right of way line, N00°39'06"E, 660 feet, more or less; Thence continuing along said East right of way line, S89°20'52"E, 49.00 feet; Thence continuing along said East right of way line, N00°39'06"E, 667.79 feet to the Southwest corner of Outlot 24, plat of First Addition to Smith's Crossing; Thence along a Southerly line of said plat N87°33'20"E, 1229.71 feet; Thence S00°41'15"W, 564.75 feet to the Northwesterly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; Thence along said Northwesterly right-of-way line, along the arc of a curve to the right having a radius of 5779.65 feet and a long chord bearing and distance of N52°05'24"E, 863.66 feet; Thence continuing along said Northwesterly right-of-way line, N56°22'30"E, 4006.51 feet to the East line of the Northeast 1/4 of said Section 13; Thence continuing along said Northwesterly right-of-way line, N56°38'27"E, 126.04 feet to a point of curvature; Thence continuing along said Northwesterly right-of-way line along the arc of a curve to the left having a radius of 5679.58 feet and a long chord bearing and distance of N53°38'48"E, 593.36 feet to the point of tangency; Thence continuing along said Northwesterly right-of-way line, N50°39'08"E, 480.98 feet to the centerline of Clarmar Drive; Thence along said centerline, N00°03'33"E, 1268.73 feet to the North line of the Northwest 1/4 of said Section 18; Thence continuing along said centerline, N01°02'45"W, 767.09 feet; Thence S87°33'33"W, 33.01 feet to the Southeast corner of the plat of Hunters Ridge; Thence along the South line of said Hunters Ridge, S87°33'33"W, 880.36 feet to the Southwest corner thereof; Thence along the West line of said Hunters Ridge, N00°09'47"W, 573.86 feet to the Southeast corner of Certified Survey Map No. 8355; Thence along the South line of said Certified Survey Map No. 8355, S87°43'35"W, 1213.04 feet; Thence continuing along said South line, N01°29'25"E, 90.19 feet; Thence continuing along said South line, S87°43'33"W, 120.26 feet to the Southwest corner of said Certified Survey Map No. 8355; Thence along the West line of said Certified Survey Map No. 8355, N01°29'25"E, 1248.82 feet to Northwest corner of Lot 1 of the plat of Prairie Fields; Thence along the North line of the Southeast 1/4 of said Section 12, S87°07'46"W, 1104.55 feet to the Southerly extension of the centerline of North Thompson Road; Thence along the approximate centerline of U.S. Highway 151, Northeasterly, 2870 feet, plus or minus, to the Easterly extension of the South line of the plat of Oakview Addition; Thence along said Easterly extension and said South line, S86°45'00"W, 2210 feet, plus or minus, to the centerline of North Thompson Road; Thence along said centerline, N05°11'40"W, 675.39 feet to the North 1/4 Corner of said Section 12; Thence continuing along said centerline, N00°02'40"W, 2273.45 feet to the centerline of Montana Avenue; Thence along said centerline, S86°15'44"W, 1295.47 feet to the West line of Certified Survey Map No. 8335; Thence along said West line, N00°02'40"W, 372.53 feet to the centerline of State Trunk Highway 19; Thence along said centerline, N87°13'46"E, 594.36 feet; Thence N01°06'21"E, 64.09 feet to the Southwest corner of the plat of Gateway; Thence along the West line of said Gateway, N01°06'21"E, 3100.96 feet to the Northwest corner thereof; Thence continuing N01°06'21"E, 33.24 feet to the centerline of St. Albert the Great Drive; Thence along said centerline, along the arc of a curve to the left having a radius of 300.00 feet and a long chord bearing and distance of S80°58'50"W, 37.34 feet to the point of tangency; Thence continuing along said centerline, S77°24'44"W, 199.72 feet to a point of curvature; Thence continuing along said centerline, along the arc of a curve to the right having a radius of 300.00 feet and a long chord bearing and distance of S83°20'56"W, 62.06 feet to the point of tangency; Thence continuing along said centerline, S89°17'07"W, 1617.90 feet to the centerline of County Trunk Highway C; Thence S00°07'04"W, 243.00 feet to the Northwest Corner of said Section 1 and the Point of Beginning.

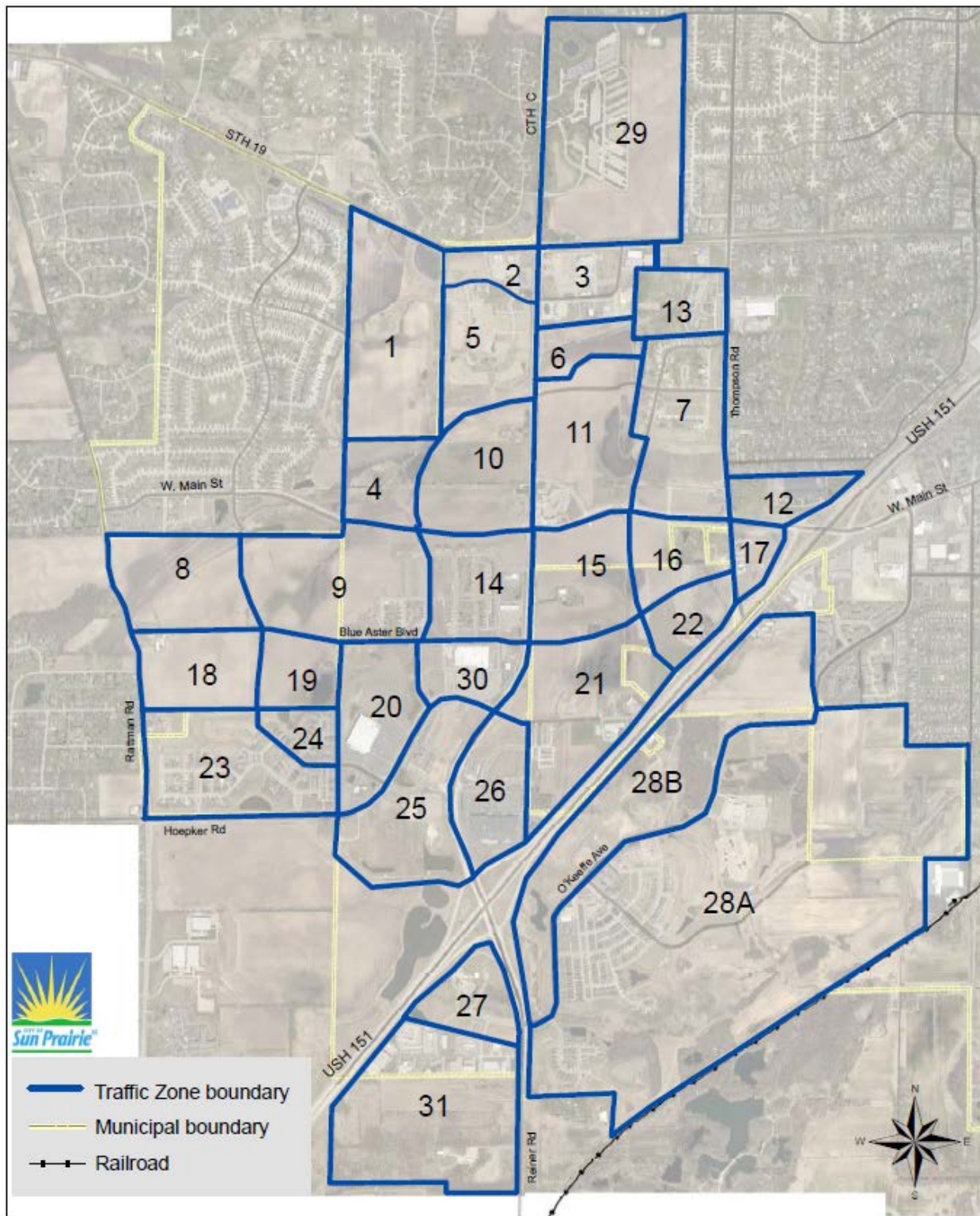


FIGURE B - Traffic Zones (Westside Traffic Impact Fee District)
 Sun Prairie, WI
 map created: 10-14-15

CITY OF SUN PRAIRIE

Traffic Impact Fees Section A – Impact Fee Statutory Requirements

SECTION A – IMPACT FEE STATUTORY REQUIREMENTS (cont.)

Wisconsin State Statute Section 66.0617(6) – Needs Assessment:

In addition to these requirements, the Impact Fee Statute also requires that a municipality prepare a public facility needs assessment for which it is anticipated that impact fees may be imposed. This document serves as the needs assessment for the City of Sun Prairie in the consideration of a traffic impact fee. In accordance with the statute, it provides each of the following required elements of the assessment:

1. *An inventory of existing public facilities, including an identification of existing deficiencies in the quantity or quality of those public facilities, for which it is anticipated that the impact fee may be imposed.*
 - An inventory of the City's road system is reflected in Figure C on page 11. The discussion of existing deficiencies and the treatment of these deficiencies in developing the impact fee are discussed in Section C on page 16.
2. *An identification of new public facilities, or improvements and expansions of existing public facilities that will be required because of the new land development. This identification shall be based upon an explicitly identified level of service.*
 - Table 3 on page 22 details the proposed new road construction and improvements. A description of the projects is also detailed on pages 19, 20 and 21. The level of service currently provided by the existing set of roads generally within the Westside planning area is detailed in Table 2 on page 15 and was used to develop the list of new construction and improvements.
3. *A detailed estimate of the capital costs of providing the new public facilities or improvements and expansions previously mentioned, including an estimate of the cumulative effect of all proposed and existing impact fees on the availability of affordable housing within the Municipality.*
 - Table 3 on page 22 of this report provides cost estimates to the City for the infrastructure expansion and upgrades. A statement of the effect of the existing and proposed impact fees as of the date of this report on affordable housing is contained in Section E on page 32.

These statutory requirements for impact fees as defined by Wisconsin Statute 66.0617 were considered in the process of developing a traffic impact fee for the City of Sun Prairie.

CITY OF SUN PRAIRIE
Traffic Impact Fees
Section B – Background Information

SECTION B – BACKGROUND INFORMATION

The Westside Plan

The City of Sun Prairie commissioned a study for the purpose of planning the development of the City's Westside. The document presented to the City was titled *The Westside Neighborhood Plan: Land Use and Transportation Study* and was prepared by RTKL Associates Inc. as well as other contributing firms. The plan was adopted in 2009 as a component of the City of Sun Prairie's Comprehensive Plan and was a replacement for the Master Plan 2020. This study, herein referred to as the Westside Plan, contains detailed recommendations regarding land use, transportation improvements, and development in the largely undeveloped area of the City of Sun Prairie. It contains totals for each type of land use and their location within the Westside Neighborhood. This information was used as an initial starting point in the development of a traffic impact fee. Updates to the traffic impact fee have been made based on actual project costs and plat submittals to date. In 2015, an extensive update of the land use plan for the portion of the Westside Neighborhood bounded by W. Main Street, S. Grand Avenue, and USH 151 was adopted by the City, prompting the current update of the program. Additional information may be obtained from the City's website, www.cityofsunprairie.com.

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION

Inventory of Existing Public Infrastructure

This section of the report fulfills the obligation under the Impact Fee statute to give a detailed inventory of the existing public infrastructure prior to development and the imposition of impact fees.

The major roadways that existed within the Westside neighborhood prior to the adoption of the impact fee are illustrated in Figure C on page 11.

Included in Figure D on page 12 are the proposed Westside roadway projects. This is not an exact representation. The specifics of the improvements are subject to change. The projects are also detailed in Table 3 on page 22.

Figure C: Inventory of the City of Sun Prairie's Pre-Impact Fee Road System

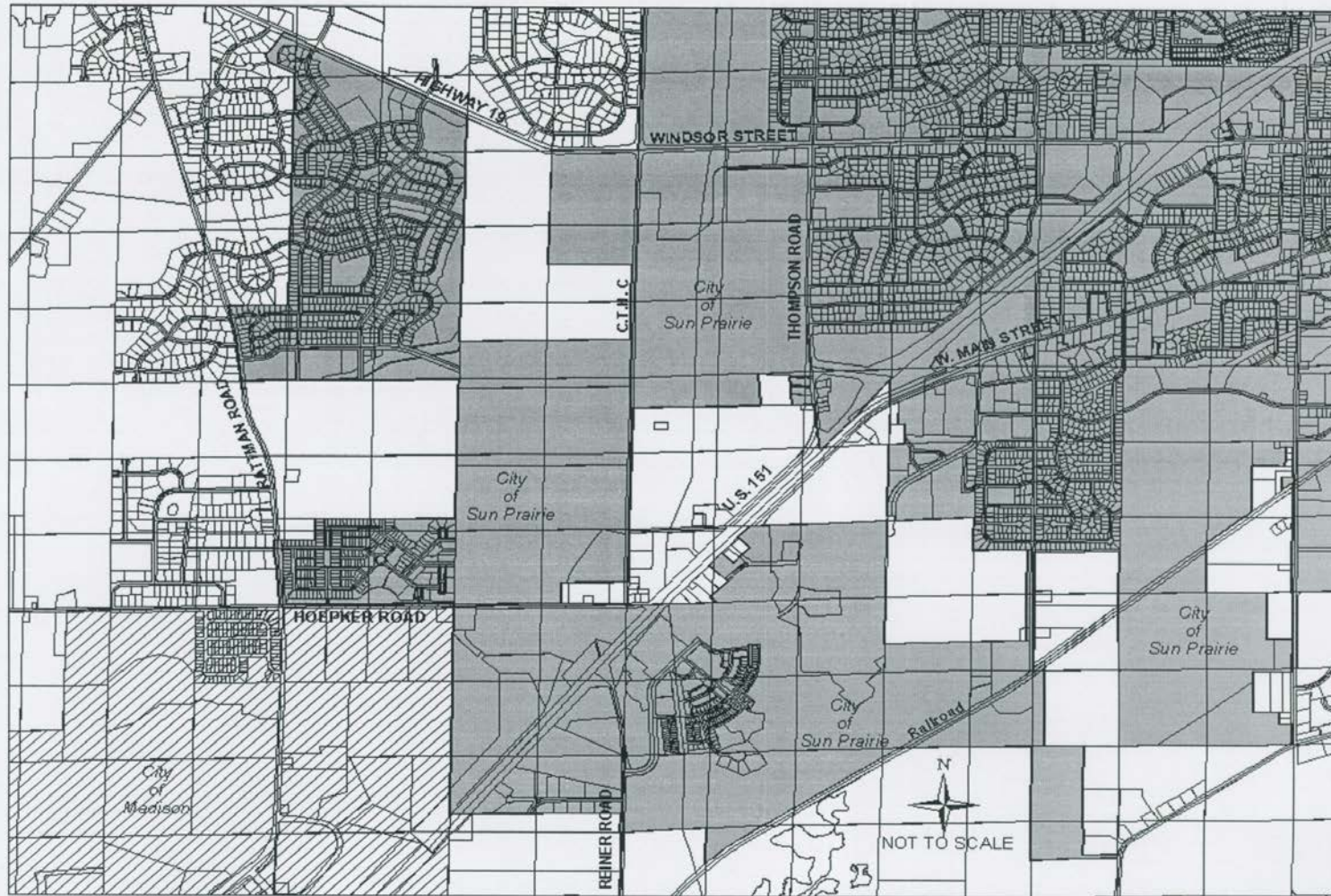
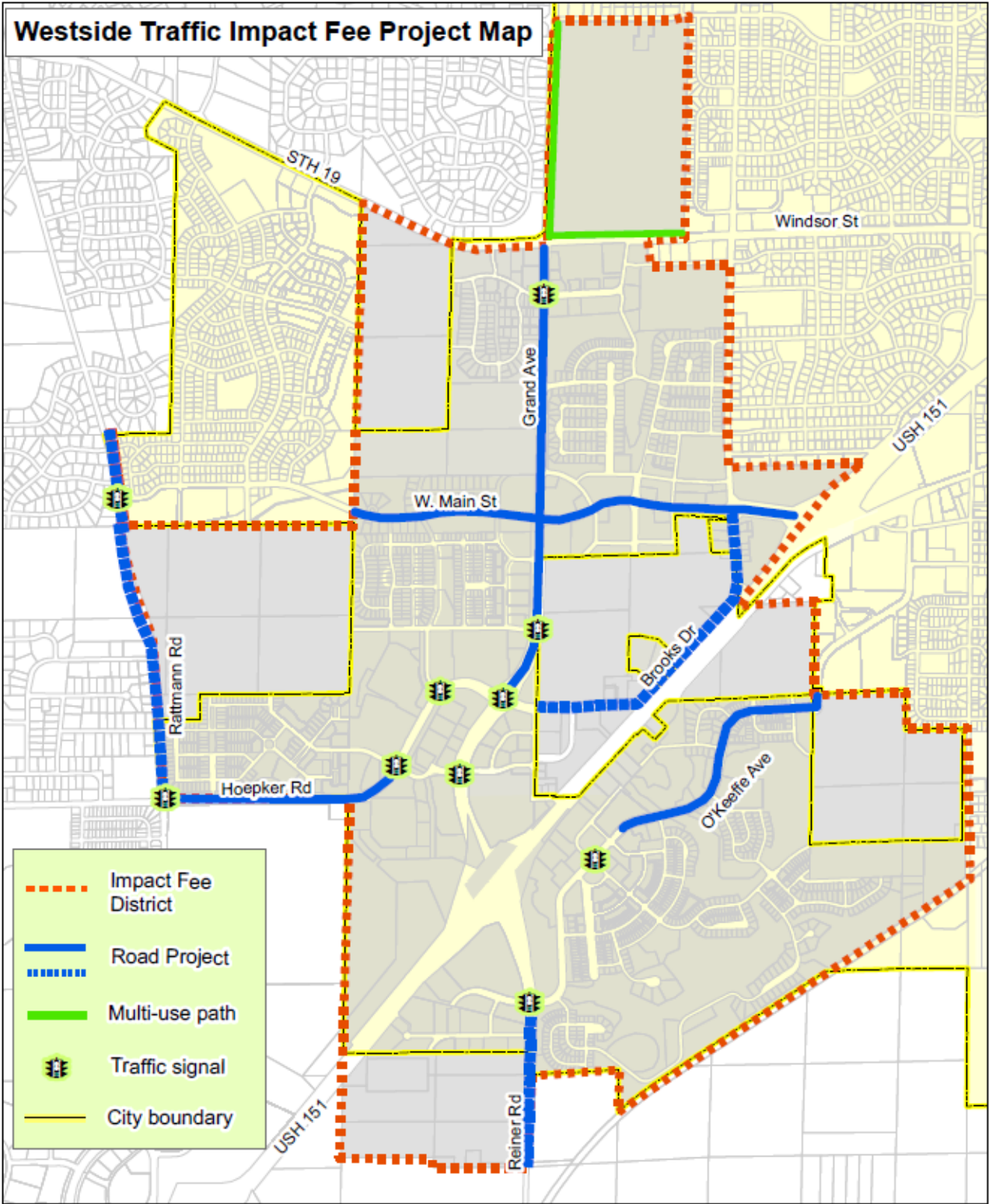


Figure D: Westside Impact Fee Project Map



Sun Prairie, WI

map created 12-30-15



CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Service Standard

The Wisconsin Impact Fee Statute requires that the public facility needs assessment provide the City's traffic service standard. The City has defined its service standard as a level of service (LOS) at a minimum of a C.

The Westside Plan contains an assessment of the current LOS provided by the existing set of roads generally located within the City's Westside area. The criterion used for LOS was delay experienced by drivers associated with traffic volume. A team headed by RTKL Associates performed the assessment in January 2003. The team analyzed intersections using ***Highway Capacity Manual*** (HCM) software to determine the average amount of delay a vehicle on the minor approach of an intersection would experience before exiting the intersection. The amount of delay determines the level of service. This LOS is reflected in a grade of 'A' through 'F'. The results of this assessment are reproduced in Tables 1 and 2 on pages 14 and 15.

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Level of Service Provided by Inventory of Major Roads Prior to Impact Fee Implementation

Table 1: Peak Hour Traffic Volume

PRE-IMPACT FEE WEEKDAY PEAK HOUR INTERSECTION APPROACH VOLUMES

Intersection	North Approach	East Approach	South Approach	West Approach
Weekday Morning Peak Hour				
USH 151 / Reiner Road	2,010	90	960	---
USH 151 / CTH 'C'	2,015	---	1,010	195
Hoepker Road / Rattman Road	290	305	55	300
Hoepker Road / CTH 'C'	215	335	---	105
Main Street / Rattman Road	25	5	55	---
Main Street / Thompson Road	480	320	55	---
Main Street / O'Keeffe Drive	5	675	460	585
Main Street / Clamar Drive	15	670	110	415
STH 19 / Westmount Drive	---	620	155	440
STH 19 / CTH 'C'	365	720	105	530
STH 19 / Thompson Road	385	645	265	545
CTH 'C' / St. Albert the Great Drive	285	55	50	---
Weekday Evening Peak Hour				
USH 151 / Reiner Road	995	80	2,355	---
USH 151 / CTH 'C'	970	---	2,435	115
Hoepker Road / Rattman Road	100	115	500	240
Hoepker Road / CTH 'C'	150	180	---	265
Main Street / Rattman Road	45	5	15	---
Main Street / Thompson Road	330	465	190	---
Main Street / O'Keeffe Drive	5	655	535	1,065
Main Street / Clamar Drive	15	695	110	850
STH 19 / Westmount Drive	---	655	80	690
STH 19 / CTH 'C'	285	630	320	735
STH 19 / Thompson Road	175	565	295	915
CTH 'C' / St. Albert the Great Drive	95	35	260	---

NOTE: The above represents vehicle trips per hour.

Source: The Westside plan. Refer to the street map in Figure C for the orientation of the intersections.

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Level of Service Provided by Inventory of Major Roads Prior to Impact Fee Implementation (cont.)

Table 2: Level of Service Provided by Pre-Impact Fee Road Infrastructure
PRE-IMPACT FEE INTERSECTION LEVEL OF SERVICE AND DELAY

Intersection	Morning Peak Hour		Evening Peak Hour	
	LOS	Delay	LOS	Delay
USH 151 / Reiner Road ¹	B	14.2	F	52.1
USH 151 / CTH 'C' ¹	F	53.1	C	22.8
Hoepker Road / Rattman Road ¹	B	14.2	C	17.1
Hoepker Road / CTH 'C' ¹	B	10.2	A	9.6
Main Street / Rattman Road ¹	A	8.8	A	8.8
Main Street / Thompson Road ¹	B	11.5	B	12.9
Main Street / O'Keeffe Drive ²	B	11.4	B	11.0
Main Street / Clarmar Drive ¹	C	17.4	D	28.3
STH 19 / Westmount Drive ¹	B	14.5	C	17.6
STH 19 / CTH 'C' ²	B	13.0	B	15.7
STH 19 / Thompson Road ²	B	19.5	B	18.1
CTH 'C' / St. Albert the Great Drive ¹	B	10.1	A	9.9

¹ Unsignalized Intersection

² Signalized Intersection

LOS – Level of Service

Delay – Measured in Seconds

Source: Westside plan

Based on this method for determining level of service (LOS), it is clear that all intersections examined provide adequate service with the exception of the first two intersections in the chart above. The following is taken from page 48 of the Westside Plan.

“The results indicated that the current level of service (LOS) is satisfactory for all intersections except for the intersections of CTH 'C' and Reiner Road with USH 151. This is a busy intersection with an offset geometric configuration. Turning movements from CTH 'C' during the morning operate at LOS 'F' while movements from Reiner Road operate at LOS 'F' during the evening peak hour. This is due to the high volumes of traffic that currently travel on USH 151 creating few gaps in the traffic stream for turning movements to occur from minor roadways. This is an unsatisfactory condition and will not improve as traffic volumes increase.”

CITY OF SUN PRAIRIE

Traffic Impact Fees

Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Deficiencies

In the late 1980's, the Wisconsin Department of Transportation announced plans to expand Hwy. 151 to six lanes east from Madison to Sun Prairie. This included closing both Hwy C and Reiner Road.

The City of Sun Prairie had always viewed the Westside area as its future growth area. The City felt that instead of terminating the roadways at Hwy. 151, an interchange would help to make this area fully developable.

With that in mind, the City worked with the Department of Transportation to amend their plans to create an interchange. The interchange will serve to work as the catalyst for the development of the Westside.

As part of the construction of the roadway and interchange, the City was financially responsible for approximately 25% of the costs while the Wisconsin Department of Transportation was responsible for 75% of the costs.

The Wisconsin Impact Fee Statute prohibits an impact fee from being charged to new development for the purpose of curing an existing deficiency in the public infrastructure. The disposition of such a deficiency is only fair when it is funded by the community as a whole.

The intersection of CTH "C" and USH 151 and the intersection of Reiner Road and USH 151 operate at Level of Service "F" (worst) during the morning and evening peak hours. The limited number of gaps in USH 151 traffic make it difficult for traffic from CTH "C" and from Reiner Road to enter USH 151.

The interchange at USH 151 and Reiner Road/ Grand Ave (former CTH C) provides major access for the Westside Neighborhood, and it also corrected existing deficiency at the two intersections. The weekday peak hour intersection approach volumes before the interchange are as follows:

CTH "C" southbound approach	195 vehicles/hour
Reiner Road northbound approach	<u>90 vehicles/hour</u>
	285 vehicles/hour

The future build-out volumes with the development of the Westside Neighborhood will produce the following weekday peak hour approach volumes:

CTH "C" southbound approach	1,860 vehicles/hour
Reiner Road northbound approach	<u>1,668 vehicles/hour</u>
	3,528 vehicles/hour

The interchange has assisted to cure the deficiency of 8.0% of the vehicles using the interchange. Therefore, 8.0% of the cost of the interchange was deleted from the impact fee costs. Subtracting out the 8% from the total project reduces the city's share to 23.0%. Refer to Table 3 on page 22.

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Project Funding Sources

The Wisconsin Impact Fee Statute allows for the fee to finance the total amount of capital expenditure undertaken by a municipality for public infrastructure to accommodate new development. The statute is clear in its direction that *only* the expenditures by the municipality may be passed on to new development through an impact fee. This means that for any construction costs that are funded by payments from another source, such as state, federal, other governmental agencies or intermunicipal agreements, would be eliminated from the fee computation.

In the case of capital improvements to roadways in Sun Prairie, the costs are split between the State of Wisconsin and the City of Sun Prairie. To comply with this provision of the Impact Fee Statute, the total cost of construction was broken down to identify the Sun Prairie's local share of the capital costs. Only this share can be used to calculate the total amount subject to the impact fee. Refer to Table 3 on page 22.

Roadway Construction Cost Estimates

The total cost to the City of Sun Prairie for the construction and upgrade of traffic infrastructure to accommodate new vehicle trips generated by additional development is provided in Table 3 on page 22. The costs in the table take into consideration deficiencies and other funding sources. Detailed costs estimates for each of the projects are provided in Appendix B.

The "Westside Share" of project costs was determined by analysis of the volumes on selected roadway sections and determining the number of the trips that began or ended in the Westside Neighborhood area. The Madison Area Metropolitan Planning Organization (MPO) provided "selected link" plots for each of the projects. From these plots, the number of trips that began or ended in each zone in the Westside Neighborhood area was tabulated and compared to the total volume on the link. Then the Westside Neighborhood share of the traffic on that link was computed and applied to the cost of the project. The "Westside Share" of projects on multiple roadways uses the average of the individual roadway projects share.

The "Westside Share" was updated in November of 2007 based on updated traffic projections from the MPO. The original data was adjusted using factors to normalize the 2003 data to 2007 conditions. The normalized data was then adjusted based on changes to the proposed land use for each of the Traffic Zones as defined by Figure B on page 7. The calculations are found in Appendix B.

The cost for the construction and upgrade of traffic infrastructure to accommodate new vehicle trips generated by additional development is provided in Table 3. In summary, the total cost of the projects and the various shares of the costs are as follows:

- | | |
|---|--------------|
| • Total Cost at time of construction | \$24,597,106 |
| • City of Sun Prairie's share of the costs | \$23,347,324 |
| • Westside Development's share of the costs | \$13,589,631 |

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Roadway Construction Cost Estimates (cont.)

Additional details about the information in Table 3 on page 22 are as follows:

Total Estimated Cost (2015 Prices) (5th column): Preliminary plan sheets were prepared for many of the projects and are included in Appendix B. Note that plan details for some of these projects were included in earlier versions of this report and are incorporated herein by reference. A table was prepared for each project that included major construction quantities for the projects and 2015 unit prices were used to estimate the construction cost. A contingency of 10% was added for minor quantities and unknowns. Design Engineering at 7.5% and Construction Engineering at 7.5% were added to the costs. These are values that the City of Sun Prairie has experienced in recent years. The tables of quantities and costs are included in Appendix B. The cost of the other projects was provided by other organizations and source of that information is also included in Appendix B.

Estimated Construction Year (6th column): The year of construction of the projects will be a function of the progress of development. The Estimated Construction Year is based upon the current understanding of the plans for development of the various properties in the Westside Neighborhood.

Cost Index (7th column): The cost index is a factor that is applied to the cost estimates using 2015 prices to compute the cost estimate for the year of construction (6th column). The cost index was based upon a forecast of the 2001 to 2015 Engineering News Record cost index for Minneapolis. The City of Sun Prairie has used this index for other similar applications. The 2001 to 2015 data and the forecast are provided in Appendix C.

Sun Prairie Share (9th column): For some projects, other agencies may share in the cost of the projects.

- Rattman Road: Although this project *may* be cost-shared with the Town of Burke, it is likely that the City will end up picking up 100% of these costs. The impact fee will be calculated based on the assumption that this project will be covered 100% by the City.
- Hoepker Road: Sun Prairie, 52% / City of Madison, 48%
- Grand Avenue (former CTH C) – WisDOT credit for taper: Sun Prairie, 25% / State and Federal, 75%
- USH 151 & Reiner Road/ Grand Avenue (former CTH C) interchange share: Sun Prairie, 92% to cure an existing deficiency, 8%
- Traffic Signals at Rattmann Road and Hoepker Road / Main Street: Sun Prairie, 50% / City of Madison or Town of Burke, 50%
- CTH C Bike Path: Sun Prairie 50% / Dane County 50%

Westside Share (11th column): Part of the traffic on the roadways in the Westside Neighborhood comes from the neighborhood and part begins or ends elsewhere. Alternate methods were considered to determine the Westside Neighborhood share of the traffic and, thereby, the share in the project costs. The balance would be paid by City of Sun Prairie.

City of Sun Prairie
Traffic Impact Fees
Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Roadway Construction Cost Estimates (cont.)

The first method is described in the *Westside Neighborhood Plan*. In that method, the total City of Sun Prairie share of the costs would be allocated to the Westside Neighborhood and the balance of the city based upon the total number of trips generated in each section of the city. Based on the original Westside Neighborhood Plan, this method split the cost with the developments in the Westside Neighborhood paying 52.5% of the project costs and the City paying 47.5% of the costs.

The second method was to determine the actual distribution of trips on each project and allocate the cost accordingly. Some roadways in the Westside Neighborhood will primarily serve traffic from the neighborhood, whereas, other roadways will primarily serve city and regional traffic. The distribution of traffic on each roadway was determined by analysis of the number of the trips on each roadway that began or ended in the Westside Neighborhood area. The Madison Area Metropolitan Planning Organization (MPO) provided “selected link” plots for each of the projects. From these plots, the number of trips that began or ended in each zone in the Westside Neighborhood area was tabulated and compared to the total volume on the link and a factor was developed. The factors were updated in 2007 based on land use changes and updated traffic projections from the MPO. These factors were applied to the cost of each corresponding project. The tabulation of the factors is provided in Appendix B.

The second method was considered to be the more accurate method and was used in Table 3. For projects at intersections, the average of the factors for the two crossing roads was used. With this method, the developments in the Westside Neighborhood would pay 56.4% of the total project costs and the city would pay 43.6%.

Description of Recommended Improvements

Table 3 provides a list of roadway improvements that have been or are expected to be completed prior to 2022. Written descriptions of the proposed improvements can be found in the title blocks of the project estimates in Appendix B. These improvements are based on the proposed land uses in the updated Comprehensive Plan. These may be subject to alterations prior to construction. The proposed improvements are briefly described as follows:

Rattman Road: This project involves the reconstruction of Rattmann Road between Hoepker and Main Street. The roadway will consist of a two-lane urban cross section with turning lanes at key intersections. Estimated year of reconstruction is 2019

Hoepker Road: Hoepker Road, was upgraded to a four-lane divided roadway. Additionally, a portion of the roadway constructed by the WisDOT was reconstructed to 4-lane divided as well. This is the transition area installed in 2005. The City of Madison participated in a portion of the cost of the reconstruction of this street. The portion of the Hoepker Road between the east property line of the Providence Development and Grand Avenue (former CTH C) was included in the State DOT's interchange project and was realigned to intersect Grand Avenue (former CTH C) one-half mile north of the new interchange. This project was completed in 2009.

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Description of Recommended Improvements (cont.)

West Main Street (East of Grand Ave): Prior to 2005, Main Street west of US Hwy 151 only existed as a two-lane undivided roadway that ended at Thompson Road. In 2005 West Main Street was upgraded and extended to connect with Grand Avenue (former CTH C). The entire roadway was built as a four-lane divided roadway. Included in this project was the construction of three roundabouts at the following intersections: West Main Street and Thompson Road; West Main Street and Grand Avenue (former CTH C); and one intervening intersection between Thompson Road and Grand Avenue (former CTH C). The roadway was constructed with on street parking and bike lanes.

West Main Street (West of Grand Ave): West Main Street was extended from the Weybridge east property line easterly to the roundabout at Grand Avenue (former CTH C) as a two-lane divided roadway with the potential to add two extra lanes from the median. is the project was completed in 2014.

Grand Avenue (former CTH C) (north of Main Street): This rural two-lane, undivided section of Grand Avenue (former CTH C) between West Main Street and State Hwy 19 was reconstructed into a four-lane divided roadway with on-street bike lanes. Reconstruction was completed in 2006.

Thompson Road/Brooks Drive Connection: The southern portion of Thompson Road currently swings south-west and becomes Brooks Drive, which runs parallel to US Hwy 151. The improvement of this roadway will include construction of a two-lane divided roadway with space for turn lanes. The improved road will provide a more direct connection between Grand Avenue (former CTH C) and Main Street. Currently, improvements will follow the existing corridor alignment. In addition to the roadway improvements, the Thompson/Brooks Connection will reclassify the roadway as a minor arterial street. Estimated year of reconstruction is 2017.

Grand Avenue (former CTH C): The portion of Grand Avenue (former CTH C) between Hoepker Road and Main Street was a rural two-lane, undivided roadway. Reconstruction of this road created a four-lane, divided street with on-street bike lanes. Reconstruction was completed in 2005.

US Hwy 151 Interchange: Reiner Road and County Hwy C did not align across Highway 151. The Wisconsin DOT constructed a full-diamond interchange and realigned these two roadways. The State widened US Hwy 151 to provide a six-lane highway from American Parkway to Main Street. However, the City's share of the cost of this project was limited to 25% of the interchange costs, only. Construction was completed in 2006.

O'Keeffe Avenue: Construction of this roadway filled the gap between the northerly and southerly portions of O'Keeffe Avenue that formerly existed. O'Keeffe Avenue was reconstructed to predominately be a four-lane divided roadway through most of this area, except adjacent to environmental corridors, where the median was eliminated to reduce impacts. Construction was completed in 2006

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Description of Recommended Improvements (cont.)

Reiner Road: The portion of Reiner Road between O’Keeffe Avenue and the South City Limits is a rural two-lane, undivided roadway. Reconstruction of this road will create a four-lane, divided street with on-street bike lanes. Estimated year of construction is 2018.

Intersection Signalization: It is recommended that ten traffic signals be installed within the Westside Neighborhood using impact fee funding. Five of these signals have been already installed under this program, including: 1) Grand Avenue (former CTH C) and Prairie Lakes Drive (2012); 2) Grand Avenue and Hoepker Road (2009); 3) Grand Avenue and Blue Aster Boulevard (2009); 4) Hoepker Road and Legacy Way (2009); and 5) Hoepker Road and Triumph Drive (2012). Grand Avenue and Ironwood Drive will be signalized in early 2016. The remaining four signals will be located at the intersection of: O’Keeffe Avenue and Reiner Road (planned for 2017), Hoepker Road and Rattman Road (2017), Rattman Road and Main Street (2019), and O’Keeffe Avenue and Leopold Way (2020),.

Sidewalk Links: The US Hwy 151 Interchange project included the construction of sidewalks on one side of portions of S. Grand Avenue, Hoepker Road, and Brooks Drive. The impact fee has funded the construction of several sidewalk and bike path links on the opposite sides of these roadways to complete the pedestrian network. All segments of the remaining impact fee funded sidewalk and bike path links have been installed as of the end of 2015.

CTH C Bike Path (STH 19 to St. Albert the Great Drive): A bike path will be added along the QBE frontage of CTH C as part of a Dane County led project to reconstruct CTH C from STH 19 north beyond the corporate limits. The bike path will provide connectivity from the balance of the Westside Neighborhood north to the pedestrian network on St. Albert the Great Drive. Estimated year of construction is 2016.

Intersection Expansions: The intersections of Hoepker Road/S. Grand Avenue and O’Keeffe Avenue/Reiner Road were previously improved using impact fee funds as described above. However, it is anticipated that traffic volumes and turning movements will result in the need for the expansion of each intersection within the life of the impact fee program. Estimated construction: Hoepker/S. Grand in 2018 and O’Keeffe/Reiner in 2020.

The City’s estimated total cost of the recommended improvements, as shown in Table 3 on page 22, is \$23,347,324, of which \$13,589,631 is expected to be recovered from Impact Fees.

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Table 3: MAJOR ROADWAY CONSTRUCTION COST ESTIMATE											
(2015 Update)											
Project Name	From	To	Length (feet)	Total Est. Cost (2015 Prices)	Const. Year	Cost* Index	Const. Year Cost	Sun Prairie Share	Sun Prairie Cost	Westside Share	Westside Cost
Completed Projects:											
Transportation Planning Studies (4)					2004	1.0000	\$62,900	100%	\$62,900	100.00%	\$62,900
USH 151 & CTH "C" Interchange - Sun Prairie share (2) (6)					2004	1.0000	\$3,057,227	92%	\$2,812,649	59.48%	\$1,672,964
CTH "C" (5)	North of Hoepker	Main Street	2,231		2005	1.0000	\$532,483	100%	\$532,483	65.72%	\$349,948
Main Street - East (5)	CTH "C"	USH 151	3,875		2005	1.0000	\$2,907,186	100%	\$2,907,186	58.47%	\$1,699,832
CTH "C" (5)	Main Street	STH 19	3,590		2006	1.0000	\$2,260,937	100%	\$2,260,937	67.44%	\$1,524,776
O'Keefe Avenue (5)	New Town Drive	Hunter's Creek Access	4,220		2006	1.0000	\$1,814,774	100%	\$1,814,774	64.47%	\$1,169,985
Hoepker Road-Sidewalk (4)	Providence East property line	CTH C	1,500		2008	1.0000	\$113,106	100%	\$113,106	53.24%	\$60,217
Hoepker Road (4)	Rattman Road	Triumph Dr/Prairie Lakes Dr	3,545		2009	1.0000	\$1,643,177	52%	\$855,066	53.24%	\$455,237
CTH "C" and Hoepker Traffic Signal (4)					2009	1.0000	\$182,138	100%	\$182,138	59.48%	\$108,336
CTH "C" and Blue Aster Blvd Traffic Signal (4)					2009	1.0000	\$152,436	100%	\$152,436	65.72%	\$100,181
Hoepker Road and Legacy Way Traffic Signal (4)					2009	1.0000	\$124,369	100%	\$124,369	53.24%	\$66,214
CTH "C" and Prairie Lakes Drive Traffic Signal (4)					2012	1.0000	\$205,378	100%	\$205,378	65.72%	\$134,974
Hoepker Road and Triumph Drive Traffic Signal (4)					2012	1.0000	\$196,468	100%	\$196,468	53.24%	\$104,600
Main Street - West (4)	Weybridge east property line	Grand Avenue	2,500		2014	1.0000	\$1,253,841	100%	\$1,253,841	66.46%	\$833,303
Grand Avenue Sidewalk	Prairie Lakes Dr	Hoepker Rd			2014	1.0000	\$54,549	100%	\$54,549	65.72%	\$35,850
Grand-Brooks Sidewalks					2015	1.0000	\$28,963	100%	\$28,963	67.44%	\$19,533
Traffic Analysis Study					2015	1.0000	\$18,500	100%	\$18,500	100.00%	\$18,500
Future Projects:											
Grand & Ironwood Traffic Signals				\$339,675	2015-16	1.0000	\$339,675	100%	\$339,675	67.44%	\$229,077
CTH C Bike Path	STH 19	St. Albert Drive		\$86,394	2016	1.0000	\$86,394	50%	\$43,197	67.44%	\$29,132
East leg of Blue Aster/Grand Signals				\$142,960	2017	1.0239	\$146,377	100%	\$146,377	65.72%	\$96,199
Hoepker and Rattman Traffic Signals				\$339,675	2017	1.0239	\$347,793	50%	\$173,897	39.59%	\$68,846
O'Keefe and Reiner Traffic Signals				\$339,675	2017	1.0239	\$347,793	100%	\$347,793	65.10%	\$226,413
Thompson-Brooks Connection	Grand Avenue	Main Street	4,350	\$2,381,481	2017	1.0239	\$2,438,398	100%	\$2,438,398	60.16%	\$1,466,940
STH 19 Bike Path	CTH "C"	West of N. Thompson Road		\$220,296	2017	1.0239	\$225,561	100%	\$225,561	13.50%	\$30,451
Reiner Road	O'Keefe Ave	City Limits	1,500	\$1,099,826	2018	1.0478	\$1,152,398	100%	\$1,152,398	65.72%	\$757,356
CTH "C" and Hoepker Intersection Expansion				\$1,304,707	2018	1.0478	\$1,367,072	100%	\$1,367,072	59.48%	\$813,134
Rattman and Main Traffic Signals				\$269,084	2019	1.0716	\$288,350	100%	\$288,350	45.77%	\$131,978
Rattman Road	Hoepker Road	Main Street	4,955	\$1,898,987	2019	1.0716	\$2,034,954	100%	\$2,034,954	25.94%	\$527,867
O'Keefe & Leopold Traffic Signals				\$339,675	2020	1.0955	\$372,114	100%	\$372,114	64.47%	\$239,902
O'Keefe & Reiner Intersection Expansion				\$750,154	2020	1.0955	\$821,794	100%	\$821,794	65.10%	\$534,988
Traffic Analysis Study				\$20,000	2018	1.0000	\$20,000	100%	\$20,000	100.00%	\$20,000
Subtotal - Future Projects							\$9,988,674		\$9,771,580		\$5,172,283
							\$24,597,106	Total	\$23,347,324		\$13,589,631
* Source: ENR Index - Appendix C											
(1) - Per City of Sun Prairie appraisal											
(2) Per WisDOT											
(3) D'Onofrio, Kottke & Associates - refer to Appendix B											
(4) Per the City of Sun Prairie											
(5) Per construction bid documents											
(6) Sun Prairie share reduced due to existing deficiency.											
NOTE: All other projects are detailed in Appendix B											
NOTE: The totals for the Sun Prairie Cost and Westside Cost will not add up to the Construction Year cost. The difference between the Construction Year and Sun Prairie Costs is the portion of each project that will be paid for by other municipalities, agencies, etc. The difference between the Sun Prairie and Westside Costs is the portion of each project that will be paid from the general fund and not directly from Impact Fees.											

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Trip Generation Statistics

Impact fees will be assessed on a daily per vehicle trip basis using generally accepted and established standards. The land use details provided in the Westside plan were used to estimate the total trip generation within the district and to establish preliminary impact fees. However, the trip generation of suggested uses as properties are proposed for development will be used to determine the actual fees charged.

Each type of land use will be assigned a projected number of daily vehicle trips according to the methodology established by the Institute of Transportation Engineers (ITE). Table 4 on pages 24 and 25 provides the average daily vehicle trips for various types of land use from *Trip Generation*, 9th Edition, Institute of Transportation Engineers. As this report and Needs Assessment is updated, the City should consider updating to the most recent edition of *Trip Generation* to determine the average daily vehicle trips for a specific land use. The daily vehicle trips are the total number of vehicles that enter plus the total number of vehicles that exit the site in a 24-hour period on an average weekday. The appropriate land use category for a proposed development will be determined by the City of Sun Prairie staff based on definitions provided in the trip generation manual or the City's zoning ordinance if the definitions in the manual are not sufficient.

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Trip Generation Statistics (cont.)

Table 4: Vehicle Trips by Land Use Type				
Land Use *	Unit *	Daily Trips *	Pass-By	Impact Fee
			Reduction	Daily Trips
			9th Edition	
Industrial (Land Uses 100-199)				
110 General Light Industrial	1,000 sq. ft.	6.97	-	6.97
120 General Heavy Industrial	1,000 sq. ft.	1.50	-	1.50
130 Industrial Park	1,000 sq. ft.	6.83	-	6.83
140 Manufacturing	1,000 sq. ft.	3.82	-	3.82
150 Warehousing	1,000 sq. ft.	3.56	-	3.56
151 Mini-Warehouse	1,000 sq. ft.	2.50	-	2.50
Residential (Land Uses 200-299)				
210 Single-Family Detached Housing	Dwelling Units	9.52	-	9.52
220 Apartment	Dwelling Units	6.65	-	6.65
230 Residential Condominium / Townhouse	Dwelling Units	5.81	-	5.81
251 Senior Adult Housing - Detached	Dwelling Units	3.68	-	3.68
252 Senior Adult Housing - Attached	Dwelling Units	3.44	-	3.44
253 Congregate Care Facility	Dwelling Units	2.02	-	2.02
254 Assisted Living	Beds	2.66	-	2.66
255 Continuing Care Retirement Community	Units	2.40	-	2.40
270 Residential Planned Unit Development	Dwelling Units	7.50	-	7.50
Lodging (Land Uses 300-399)				
310 Hotel (sleeping rooms plus restaurants, meeting rooms, etc.)	Rooms	8.17	-	8.17
311 All Suites Hotel	Rooms	4.90	-	4.90
320 Motel	Rooms	5.63	-	5.63
Recreational (Land Uses 400-499)				
488 Soccer Complex	Fields	71.33	-	71.33
495 Recreational Community Center	1,000 sq. ft.	33.82	-	33.82
Institutional (Land Uses 500-599)				
520 Elementary School	1,000 sq. ft.	15.43	-	15.43
522 Middle School / Junior High School	1,000 sq. ft.	13.78	-	13.78
530 High School	1,000 sq. ft.	12.89	-	12.89
536 Private School (K-12)	Students	2.48	-	2.48
560 Church (Sunday rate / 7 to give average daily)	1,000 sq. ft.	5.23	-	5.23
565 Day Care Center	1,000 sq. ft.	74.06	-	74.06
590 Library	1,000 sq. ft.	56.24	-	56.24
Medical (Land Uses 600-699)				
610 Hospital	1,000 sq. ft.	13.22	-	13.22
620 Nursing Home	1,000 sq. ft.	7.60	-	7.60
630 Clinic	1,000 sq. ft.	31.45	-	31.45
Office (Land Uses 700-799)				
710 General Office Building	1,000 sq. ft.	11.03	-	11.03
714 Corporate Headquarters Building	1,000 sq. ft.	7.98	-	7.98
715 Single Tenant Office Building	1,000 sq. ft.	11.65	-	11.65
720 Medical-Dental Office Building	1,000 sq. ft.	36.13	-	36.13
732 United States Post Office	1,000 sq. ft.	108.19	-	108.19
733 Government Office Complex	1,000 sq. ft.	27.92	-	27.92
750 Office Park	1,000 sq. ft.	11.42	-	11.42
760 Research and Development Center	1,000 sq. ft.	8.11	-	8.11
770 Business Park	1,000 sq. ft.	12.44	-	12.44

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Trip Generation Statistics (cont.)

Retail (Land Uses 800-899)				
812 Building Materials and Lumber Store	1,000 sq. ft.	45.16	25%	33.87
813 Free-standing Discount Superstore	1,000 sq. ft.	50.75	25%	38.06
815 Free-standing Discount Store	1,000 sq. ft.	57.24	25%	42.93
816 Hardware / Paint Store	1,000 sq. ft.	51.29	25%	38.47
817 Nursery (Garden Center)	1,000 sq. ft.	68.10	25%	51.08
820 Shopping Center	1,000 sq. ft.	42.70	25%	32.03
823 Factory Outlet Center	1,000 sq. ft.	26.59	25%	19.94
826 Specialty Retail Center	1,000 sq. ft.	44.32	25%	33.24
841 Automobile Sales	1,000 sq. ft.	32.30	25%	24.23
843 Automobile Parts Sales	1,000 sq. ft.	61.91	25%	46.43
848 Tire Store	1,000 sq. ft.	24.87	25%	18.65
849 Tire Superstore	1,000 sq. ft.	20.36	25%	15.27
850 Supermarket	1,000 sq. ft.	102.24	25%	76.68
851 Convenience Market (Open 24 hours)	1,000 sq. ft.	737.99	50%	369.00
853 Convenience Market with Gasoline Pumps	1,000 sq. ft.	845.60	50%	422.80
854 Discount Supermarket	1,000 sq. ft.	90.86	25%	68.15
857 Discount Club	1,000 sq. ft.	41.80	25%	31.35
862 Home Improvement Superstore	1,000 sq. ft.	30.74	25%	23.06
863 Electronics Superstore	1,000 sq. ft.	45.04	25%	33.78
880 Pharmacy / Drugstore w/o Drive-through Window	1,000 sq. ft.	90.06	25%	67.55
881 Pharmacy / Drugstore with Drive-through Window	1,000 sq. ft.	96.91	25%	72.68
890 Furniture Store	1,000 sq. ft.	5.06	25%	3.80
Services (Land Uses 900-999)				
912 Drive-in Bank	1,000 sq. ft.	148.15	25%	111.11
931 Quality Restaurant	1,000 sq. ft.	89.95	25%	67.46
932 High-Turnover (Sit-down) Restaurant	1,000 sq. ft.	127.15	25%	95.36
934 Fast-Food Restaurant with Drive-through Window	1,000 sq. ft.	496.12	50%	248.06
937 Coffee/Donut Shop with Drive-through window	1,000 sq. ft.	818.58	50%	409.29
944 Gasoline / Service Station	Fueling Positions	168.56	50%	84.28
945 Gasoline / Service Station with Convenience Market	Fueling Positions	162.78	50%	81.39
946 Gasoline / Service Station with Convenience Market and Car Wash	Fueling Positions	152.84	50%	76.42
Additional Uses				
1001 Woodmans	1,000 sq. ft.	54.47	25%	40.85
1002 # Sporting Goods Superstore (861)	1,000 sq. ft.	18.40	25%	13.80
1003 # Multiplex Movie Theater (445)	Movie Screens	258.40	-	258.40
1004 # Pet Supply Superstore (866)	1,000 sq. ft.	33.80	25%	25.35
1005 # Automobile Care Center (942)	1,000 sq. ft.	35.10	25%	26.325
1006 Aldi	1,000 sq. ft.	63.29	25%	47.47
NOTE: Uses not listed in this table may be added by request as warranted. At that time, an appropriate trip generation rate will be determined for the requested land use.				
* SOURCE: <i>Trip Generation</i> , 9th Edition, Institute of Transportation Engineers				
# Rates are based on 10 times the PM Peak hour rates as determined by engineering judgement				

CITY OF SUN PRAIRIE

Traffic Impact Fees

Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

***Trip Generation Statistics* (cont.)**

A maximum of 25% will be allowed for “Pass-by” trip reductions for Retail (Land Uses 800-899) and Services (Land Uses 900-999), except that a maximum of 50% will be allowed for Convenience Markets, Fast-Food Restaurants, and Gasoline Stations.

“Pass-by” trips are made as intermediate stops on the way from a primary origin to the destination without a route diversion. An example would be stopping for gasoline or at the convenience store on the way home from work. “Pass-by” trips are not new or additional trips on the main route. “Pass-by” trip reductions are made for retail and service land uses.

The traffic zones in Figure B are small in size and the number of trips that may begin and end within the same zone was considered to be very small. Therefore, no reduction in the trips generated for a proposed development will be allowed for “Internal Capture.”

CITY OF SUN PRAIRIE

Traffic Impact Fees Section C – Traffic Cost and Generation Statistic Information

SECTION C – TRAFFIC COST AND GENERATION STATISTIC INFORMATION (cont.)

Trip Generation Statistics (cont.)

The Westside Neighborhood Plan (available at the City of Sun Prairie) included land use projections for the study area. The land use has been updated to reflect land use changes and specific approved users. The area was divided into traffic zones, a map of which is provided in Appendix B and Figure B. The land use and daily trips for the zones is provided in Table 5 below.

Table 5: Land Use - Trip Generation										
Traffic Zones	Land Use	Units	Net SF	ITE	Trip Rate	ITE Daily Trips	Pass-by 25%/50%	Net Trips	Already Built Trips	Estimated Remaining Trips
1	High School		400,000	530	12.89	5,156		5,156	0	5,156
2	Assisted Living	144		254	2.66	383		383	0	383
	Pharmacy/Drugstore w/Drive Thru		15,000	881	96.91	1,454	363	1,090	1,090	0
	Drive-In Bank		4,000	912	148.15	593	148	444	444	0
	Retail (Shopping Center)		7,000	820	42.70	299	75	224	0	224
	Clinic		10,000	630	31.45	315		315	315	0
	Medical - Dental Office Building		10,000	720	36.13	361		361	361	0
	High-Turnover Sit-Down Rest.		2,000	932	127.15	254	64	191	191	0
	High-Turnover Sit-Down Rest.		2,000	932	127.15	254	64	191	191	0
3	Mixed Multi-Family/ TND (Iron Gate)	204		220	6.65	1,357		1,357	1,357	0
	FF Restaurant w/ Drive-Thru		2,000	934	496.12	992	496	496	496	0
	Pet Supply Superstore		20,800	1004	33.80	703	176	527	527	0
	Supermarket		55,000	850	102.24	5,623	1,406	4,217	4,217	0
	Drive-In Bank		4,200	912	148.15	622	156	467	467	0
	Gas Station w/Market & Wash	20 fueling		946	152.84	3,057	1,528	1,528	1,528	0
	Car Service Station		6,500	1005	35.10	228	57	171	171	0
	Retail (BUILT)		9,500	820	42.70	406	101	304	304	0
	Retail (PROPOSED)		50,600	820	42.70	2,161	540	1,620		1,620
4	Low Density Residential/ TND	16		210	9.52	151		151		151
5	Low Density Residential/ TND	73		210	9.52	695		695		695
	Townhomes	4		230	5.81	23		23	23	
	Low Density Residential/ TND (Built)	25		210	9.52	238		238	238	
6	Low Density Residential/ TND	34		210	9.52	324		324		324
7	Low Density Residential/ TND	146		210	9.52	1,390		1,390	1,000	390
	Sherwin Williams Paint		1,500	816	51.29	77	19	58	58	0
	Townhomes	36		230	5.81	209		209		209
	Mixed-Use (may include Institute)	120		220	6.65	798		798		798
	Mixed-Use Retail		50,000	820	42.70	2,135	534	1,601		1,601
8	Low Density Residential/ TND	165		210	9.52	1,571		1,571		1,571
9	Low Density Residential/ TND	239		210	9.52	2,275		2,275	676	1,599
	Townhomes	16		230	5.81	93		93	93	0
10	Low Density Residential/ TND	148		210	9.52	1,409		1,409		1,409
	Townhomes	26		230	5.81	151		151		151
	Retail (future)		50,000	820	42.70	2,135	534	1,601		1,601
11	Low Density Residential/ TND	100		210	9.52	952		952		952
	Townhomes	90		230	5.81	523		523		523
	Mixed-Use Residential	60		220	6.65	399		399		399
	Mixed-Use Retail		37,000	820	42.70	1,580	395	1,185		1,185
	Civic		50,000	733	27.92	1,396		1,396	1,396	0
	Medical - Dental Office Building		7,000	720	36.13	253		253	253	0
12	Industrial		40,000	110	6.97	279		279		279
13	Middle School			522	13.78					0
14	Low Density Residential/ TND	85		210	9.52	809		809	647	162
	Drive-In Bank		9,000	912	148.15	1,333	333	1,000	500	500
	Apartments	100		220	6.65	665		665		665
	Mixed-Use Retail		21,800	820	42.70	931	233	698	372	326
	Gas Station w/Market	20 Fueling		945	162.78	3,256	1,628	1,628		1,628
	Townhomes	46		230	5.81	267		267	221	46
	High-Turnover Sit-Down Rest.		10,000	932	127.15	1,272	318	954		954
	Retail		36,000	820	42.70	1,537	384	1,153		1,153
15	Mixed-Use Residential	180		220	6.65	1,197		1,197		1,197
	Mixed-Use Retail		175,000	820	42.70	7,473	1,868	5,604		5,604
	Home Improvement Superstore		201,000	862	30.74	6,179	1,545	4,634		4,634
	Retail (Menard's Outlots)		10,000	820	42.70	427	107	320		320

16	Mixed-Use Residential	100		220	6.65	665		665		665
	Mixed-Use Retail		160,000	820	42.70	6,832	1,708	5,124		5,124
	Mixed Multi-Family/ TND	280		220	6.65	1,862		1,862		1,862
17	Retail		50,000	820	42.70	2,135	534	1,601		1,601
18	Low Density Residential/ TND	154		210	9.52	1,466		1,466		1,466
19	Low Density Residential/ TND	72		210	9.52	683		685		685
	Townhomes	14		230	5.81	81		81		81
20	Medical - Dental Office Building		23,000	720	36.13	831		831		831
	Gas Station	8 Fueling	8	944	168.56	1,348	674	674	674	0
	Discount Supermarket (Costco)		145,000	857	41.80	6,061	1,515	4,546	4,546	0
	Multiplex Movie Theater		18	1003	258.40	4,651		4,651	4,651	0
	Day Care Center		9,000	565	74.06	667		667		667
	Mixed Multi-Family/TND	284		220	6.65	1,889		1,889		1,889
21	Mixed Use Residential	225		220	6.65	1,496		1,496		1,496
	Mixed Multi-Family/TND			220	6.65	0		0		0
	Specialty Retail (BOSP)		21,000	826	44.32	1,427	481	946	946	0
	Mixed-Use Retail		220,000	820	42.70	9,394	2,349	7,046		7,046
22	Retail		50,000	820	42.70	2,135	534	1,601		1,601
	Mixed Multi-Family	220		220	6.65	1,463		1,463		1,463
23 & 24	Low Density Residential/ TND	157		210	9.52	1,495		1,495	543	952
	Mixed Multi-Family/ TND/Small Scale	196		230	5.81	1,139		1,139	1,023	116
	Mixed Multi-Family	131		220	6.65	871		871	871	0
	Mixed-Use Office		36,000	710	11.03	397		397		397
	Church		40,319	560	5.23	211		211	211	0
	Retail		36,000	820	42.70	1,537	384	1,153		1,153
25	Sporting Goods Superstore (Cabelas)		86,000	1002	18.40	1,582	396	1,187	1,187	0
	Hotel	100		310	8.17	817		817		817
	Mixed Multi Family	140		220	6.65	931		931		931
	High-Turnover Sit-Down Rest.		21,000	932	127.15	2,670	668	2,003	572	1,430
	FF Restaurant w/ Drive-Thru		10,000	934	496.12	4,961	2,481	2,481	992	1,488
	Drive-in Bank		5,000	912	148.15	741	185	556		556
	Retail		75,000	820	42.70	3,203	801	2,402		2,402
	Specialty Retail (Bldgs A-F)		85,000	826	44.32	3,767	942	2,825	1,695	1,130
26	Discount Supermarket (Woodman's)		217,778	1001	54.47	11,862	2,966	8,897	8,897	0
	FF Restaurant w/ Drive-Thru		7,000	934	496.12	3,473	1,736	1,736	1,736	0
	Gas/ Service Station		12 VFP	944	168.56	2,023	1,011	1,011	1,011	0
	Shopping Center		7,000	820	42.70	299	75	224		224
	Medical Clinic		7,800	630	31.45	245		245	245	0
	High-Turnover Sit-Down Rest.		6,000	932	127.15	763	191	572		572
	Supermarket (ALDI)		17,000	1006	63.29	1,076	269	807	807	0
	Furniture Store (Grand TV & Appl)		10,000	890	5.06	51	13	38	38	0
27	Office Park		36,000	750	11.42	411		411		411
	Clinic		108,000	630	31.45	3,397		3,397	251	3,146
	Gas Station w/Market & Wash		20 VFP	946	152.84	3,057	1,528	1,528		1,528
28A	Low Density Residential/ TND	855		210	9.52	8,140		8,140	2,399	5,741
	Apartments	299		220	6.65	1,988		1,988	1,988	0
	Condominium	221		230	5.81	1,284		1,284	633	651
	Civic/ School		97,800	520	15.43	1,509		1,509	1,509	0
	Mixed Use Retail		4,300	820	42.70	184	46	138	138	0
	Recreational Community Center		47,000	495	33.82	1,590		1,590	1,590	0
28B	Low Density Residential/ TND	132		210	9.52	1,257		1,257	152	1,105
	Apartments	220		220	6.65	1,463		1,463	1,463	0
	Mixed-Use Residential	51		230	5.81	296		296		296
	Office (Badgerland)		30,000	710	11.03	331		331	331	0
	Office		260,000	710	11.03	2,868		2,868		2,868
	Mixed-Use Retail		146,000	820	42.70	6,234	1,559	4,676		4,676
29	QBE									0
30	Free Standing Discount Superstore (Target)		135,000	813	50.75	6,851	1,713	5,138	5,138	0
	High-Turnover Sit-Down Rest. (Pizza Ranch)		5,500	932	127.15	699	175	524	524	0
	Drive-In Bank		4,500	912	148.15	667	167	500	500	0
	Retail		60,000	820	42.70	2,562	641	1,922		1,922
31	Office Park		410,000	750	11.42	4,682		4,682		4,682
	Retail		270,000	820	42.70	11,529	2,882	8,647		8,647
	Totals					218,816	41,691	177,126	64,398	112,728
	= Land uses for which traffic impact fees have previously been paid									Updated 2/2/2016

* The City of Sun Prairie Impact Fee Administrator or appointed City Staff shall determine the proper land use category at the time of the building permit.

CITY OF SUN PRAIRIE

Traffic Impact Fees

Section D – Impact Fee Methodology, Computation and Fee Schedule

SECTION D – IMPACT FEE METHODOLOGY, COMPUTATION AND FEE SCHEDULE

Impact Fee Methodology

The proposed impact fee examined in this report is intended for the partial recovery of public costs associated with improvements to the City of Sun Prairie's existing system of roads. These improvements will be required as a result of proceeding with the development of the area. The Impact Fee Statute requires the proposed fee to bear a rational relationship to capital costs as well as to be proportional to the use of the added infrastructure.

The total amount to be collected through impact fees is calculated based on the proportional share of the increase in vehicle trips generated by the Westside. Each type of land use within the newly developed area will be assessed a fee based on the number of vehicle trips it is projected to generate. In this manner, both the total amount collected in impact fees and the individual assessments are proportional to the use of the City's major roads infrastructure.

Impact Fee Computation – (Costs indexed using ENR)

Total costs attributable to the City - Amounts to cure deficiencies = Amount attributable to the fee (A)

[Amount attributable to the fee (A) – Fee Collected to Date (B)] / Estimated Remaining Trips(C)= Cost per trip (D)

Cost per trip (D) * Average daily vehicle trips for each land use = Impact Fee (See Table 6, Page 30-31)

Impact Fee Calculation		
(A)	Project Costs Attributable to WS Impact Fee:	\$13,589,631.34
(B)	Impact Fees Collected To-Date:	\$4,733,901.28
	Impact Fees Remaining to be Collected:	\$8,855,730.06
(C)	Estimated Remaining Trips:	112,728
(D)	Per-Trip Impact Fee:	\$78.56

CITY OF SUN PRAIRIE

Traffic Impact Fees Section D – Impact Fee Methodology, Computation and Fee Schedule

SECTION D – IMPACT FEE METHODOLOGY, COMPUTATION AND FEE SCHEDULE (cont.)

Impact Fee Schedule

Table 6: Vehicle Trips by Land Use Type					
Land Use *	Unit *	Daily Trips *	Pass-By	Impact Fee	Impact Fee
			Reduction	Daily Trips	Per Unit
9th Edition					
					\$78.56
Industrial (Land Uses 100-199)					
110 General Light Industrial	1,000 sq. ft.	6.97	-	6.97	\$ 548
120 General Heavy Industrial	1,000 sq. ft.	1.50	-	1.50	\$ 118
130 Industrial Park	1,000 sq. ft.	6.83	-	6.83	\$ 537
140 Manufacturing	1,000 sq. ft.	3.82	-	3.82	\$ 300
150 Warehousing	1,000 sq. ft.	3.56	-	3.56	\$ 280
151 Mini-Warehouse	1,000 sq. ft.	2.50	-	2.50	\$ 196
Residential (Land Uses 200-299)					
210 Single-Family Detached Housing	Dwelling Units	9.52	-	9.52	\$ 748
220 Apartment	Dwelling Units	6.65	-	6.65	\$ 522
230 Residential Condominium / Townhouse	Dwelling Units	5.81	-	5.81	\$ 456
251 Senior Adult Housing - Detached	Dwelling Units	3.68	-	3.68	\$ 289
252 Senior Adult Housing - Attached	Dwelling Units	3.44	-	3.44	\$ 270
253 Congregate Care Facility	Dwelling Units	2.02	-	2.02	\$ 159
254 Assisted Living	Beds	2.66	-	2.66	\$ 209
255 Continuing Care Retirement Community	Units	2.40	-	2.40	\$ 189
270 Residential Planned Unit Development	Dwelling Units	7.50	-	7.50	\$ 589
Lodging (Land Uses 300-399)					
310 Hotel (sleeping rooms plus restaurants, meeting rooms, etc.)	Rooms	8.17	-	8.17	\$ 642
311 All Suites Hotel	Rooms	4.90	-	4.90	\$ 385
320 Motel	Rooms	5.63	-	5.63	\$ 442
					\$ -
Recreational (Land Uses 400-499)					\$ -
488 Soccer Complex	Fields	71.33	-	71.33	\$ 5,604
495 Recreational Community Center	1,000 sq. ft.	33.82	-	33.82	\$ 2,657
Institutional (Land Uses 500-599)					
520 Elementary School	1,000 sq. ft.	15.43	-	15.43	\$ 1,212
522 Middle School / Junior High School	1,000 sq. ft.	13.78	-	13.78	\$ 1,083
530 High School	1,000 sq. ft.	12.89	-	12.89	\$ 1,013
536 Private School (K-12)	Students	2.48	-	2.48	\$ 195
560 Church (Sunday rate / 7 to give average daily)	1,000 sq. ft.	5.23	-	5.23	\$ 411
565 Day Care Center	1,000 sq. ft.	74.06	-	74.06	\$ 5,818
590 Library	1,000 sq. ft.	56.24	-	56.24	\$ 4,418
Medical (Land Uses 600-699)					
610 Hospital	1,000 sq. ft.	13.22	-	13.22	\$ 1,039
620 Nursing Home	1,000 sq. ft.	7.60	-	7.60	\$ 597
630 Clinic	1,000 sq. ft.	31.45	-	31.45	\$ 2,471
Office (Land Uses 700-799)					
710 General Office Building	1,000 sq. ft.	11.03	-	11.03	\$ 867
714 Corporate Headquarters Building	1,000 sq. ft.	7.98	-	7.98	\$ 627
715 Single Tenant Office Building	1,000 sq. ft.	11.65	-	11.65	\$ 915
720 Medical-Dental Office Building	1,000 sq. ft.	36.13	-	36.13	\$ 2,838
732 United States Post Office	1,000 sq. ft.	108.19	-	108.19	\$ 8,499
733 Government Office Complex	1,000 sq. ft.	27.92	-	27.92	\$ 2,193
750 Office Park	1,000 sq. ft.	11.42	-	11.42	\$ 897
760 Research and Development Center	1,000 sq. ft.	8.11	-	8.11	\$ 637
770 Business Park	1,000 sq. ft.	12.44	-	12.44	\$ 977

Retail (Land Uses 800-899)					
812 Building Materials and Lumber Store	1,000 sq. ft.	45.16	25%	33.87	\$ 2,661
813 Free-standing Discount Superstore	1,000 sq. ft.	50.75	25%	38.06	\$ 2,990
815 Free-standing Discount Store	1,000 sq. ft.	57.24	25%	42.93	\$ 3,373
816 Hardware / Paint Store	1,000 sq. ft.	51.29	25%	38.47	\$ 3,022
817 Nursery (Garden Center)	1,000 sq. ft.	68.10	25%	51.08	\$ 4,013
820 Shopping Center	1,000 sq. ft.	42.70	25%	32.03	\$ 2,516
823 Factory Outlet Center	1,000 sq. ft.	26.59	25%	19.94	\$ 1,566
826 Specialty Retail Center	1,000 sq. ft.	44.32	25%	33.24	\$ 2,611
841 Automobile Sales	1,000 sq. ft.	32.30	25%	24.23	\$ 1,903
843 Automobile Parts Sales	1,000 sq. ft.	61.91	25%	46.43	\$ 3,647
848 Tire Store	1,000 sq. ft.	24.87	25%	18.65	\$ 1,465
849 Tire Superstore	1,000 sq. ft.	20.36	25%	15.27	\$ 1,200
850 Supermarket	1,000 sq. ft.	102.24	25%	76.68	\$ 6,024
851 Convenience Market (Open 24 hours)	1,000 sq. ft.	737.99	50%	369.00	\$ 28,988
853 Convenience Market with Gasoline Pumps	1,000 sq. ft.	845.60	50%	422.80	\$ 33,215
854 Discount Supermarket	1,000 sq. ft.	90.86	25%	68.15	\$ 5,354
857 Discount Club	1,000 sq. ft.	41.80	25%	31.35	\$ 2,463
862 Home Improvement Superstore	1,000 sq. ft.	30.74	25%	23.06	\$ 1,812
863 Electronics Superstore	1,000 sq. ft.	45.04	25%	33.78	\$ 2,654
880 Pharmacy / Drugstore w/o Drive-through Window	1,000 sq. ft.	90.06	25%	67.55	\$ 5,307
881 Pharmacy / Drugstore with Drive-through Window	1,000 sq. ft.	96.91	25%	72.68	\$ 5,710
890 Furniture Store	1,000 sq. ft.	5.06	25%	3.80	\$ 299
Services (Land Uses 900-999)					
912 Drive-in Bank	1,000 sq. ft.	148.15	25%	111.11	\$ 8,729
931 Quality Restaurant	1,000 sq. ft.	89.95	25%	67.46	\$ 5,300
932 High-Turnover (Sit-down) Restaurant	1,000 sq. ft.	127.15	25%	95.36	\$ 7,491
934 Fast-Food Restaurant with Drive-through Window	1,000 sq. ft.	496.12	50%	248.06	\$ 19,487
937 Coffee/Donut Shop with Drive-through window	1,000 sq. ft.	818.58	50%	409.29	\$ 32,153
944 Gasoline / Service Station	Fueling Positions	168.56	50%	84.28	\$ 6,621
945 Gasoline / Service Station with Convenience Market	Fueling Positions	162.78	50%	81.39	\$ 6,394
946 Gasoline / Service Station with Convenience Market and Car Wash	Fueling Positions	152.84	50%	76.42	\$ 6,003
Additional Uses					
1001 Woodmans	1,000 sq. ft.	54.47	25%	40.85	\$ 3,209
1002 # Sporting Goods Superstore (861)	1,000 sq. ft.	18.40	25%	13.80	\$ 1,084
1003 # Multiplex Movie Theater (445)	Movie Screens	258.40	-	258.40	\$ 20,300
1004 # Pet Supply Superstore (866)	1,000 sq. ft.	33.80	25%	25.35	\$ 1,991
1005 # Automobile Care Center (942)	1,000 sq. ft.	35.10	25%	26.33	\$ 2,068
1006 Aldi	1,000 sq. ft.	63.29	25%	47.47	\$ 3,729
NOTE: Uses not listed in this table may be added by request as warranted. At that time, an appropriate trip generation rate will be determined for the requested land use.					
* SOURCE: <i>Trip Generation</i> , 9th Edition, Institute of Transportation Engineers					
# Rates are based on 10 times the PM Peak hour rates as determined by engineering judgement					

CITY OF SUN PRAIRIE
Traffic Impact Fees
Section E – Impact Fee Collection

SECTION E – IMPACT FEE COLLECTION

Low Cost Housing

In general, the level of the fee in relation to average housing cost should not impede the affordability of low-cost housing. For example, including the proposed single-family impact fee of \$748 in a typical 30-year mortgage at 5% interest would equate to an additional monthly payment of \$3.93. That is less than one half of one percent on the median monthly mortgage payment of \$1,745 for the City of Sun Prairie per the 2007-2011 American Community Survey 5-year Estimates from the Census Bureau. In addition, if the owner of a multifamily dwelling were to include the proposed multifamily fee of \$522 in a mortgage with the same terms, the additional monthly payment would be \$2.75. This equates to less than one half of one percent of the City of Sun Prairie's median monthly rent of \$915 per the 2007-2011 American Community Survey 5-year Estimates from the Census Bureau. However, the City will review projects that qualify for low cost housing on an individual basis.

Impact fee requirements on new development that are approved for affordable housing may be waived or reduced by the City Council. If a portion of the project has been approved for affordable housing, then the fee may be adjusted accordingly.

Impact Fee Collection

Accounting

Revenues from impact fees shall be placed in a segregated interest bearing account separate from the other funds of the City. Impact fee revenues and interest may be expended only for capital costs for which the impact fees were imposed. Impact fees that are collected, but not used within the time period specified in the City's traffic impact fee ordinance for the capital costs, for which they were imposed, shall be refunded to the current owner of the property. The projects included in Table 3, on page 22, are considered to be part of one fee (network). Therefore, collections for each project are not required to be tracked separately. It is possible that traffic projects could be substituted if deemed to be more appropriate. The impact fees would be adjusted accordingly.

Imposition of the Fee

Building Permit

All impact fees will be due no later than at the time of issuance of a building permit.

Updates to the Report

The City of Sun Prairie will update the GIS Database associated with this report as roadway and development projects are completed to represent the actual cost and size of the projects. This will allow staff to monitor the Impact Fee as the actual costs and development will likely vary from what is estimated in this report. When it is determined that the fee should be adjusted, this report shall be updated and all requirements of State Statutes and Title 18 of the Sun Prairie Municipal Code shall be followed prior to adoption.

Appendix A: Growth Trends in Sun Prairie

CITY OF SUN PRAIRIE

Traffic Impact Fees

Appendix A – Growth Trends in the City of Sun Prairie

INTRODUCTION

The City of Sun Prairie is planning for significant anticipated growth in the years to come. The City continues to rank as one of the fastest growing areas in Dane County and the State of Wisconsin in terms of population added and population growth rate. Although growth slowed for several years as a result of the nationwide recession and the associated slump in the housing market, the City has seen a significant upturn in housing starts over the past few years. School district enrollment continues to grow at one of the fastest rates in the State, and a significant increase in commercial development has occurred in recent years. The rapidly developing Westside Neighborhood is seeing a significant proportion of the growth that the City is experiencing currently, and this trend is expected to continue in the years to come.

When viewed together, these trends demonstrate the need for the City of Sun Prairie to adopt measures that will allow for a smooth transition during the period of development that will accompany growth. The implementation of a traffic impact fee for the Westside Neighborhood is one such measure that will allow the City government to finance the expected expansion of public infrastructure that needed to serve new growth.

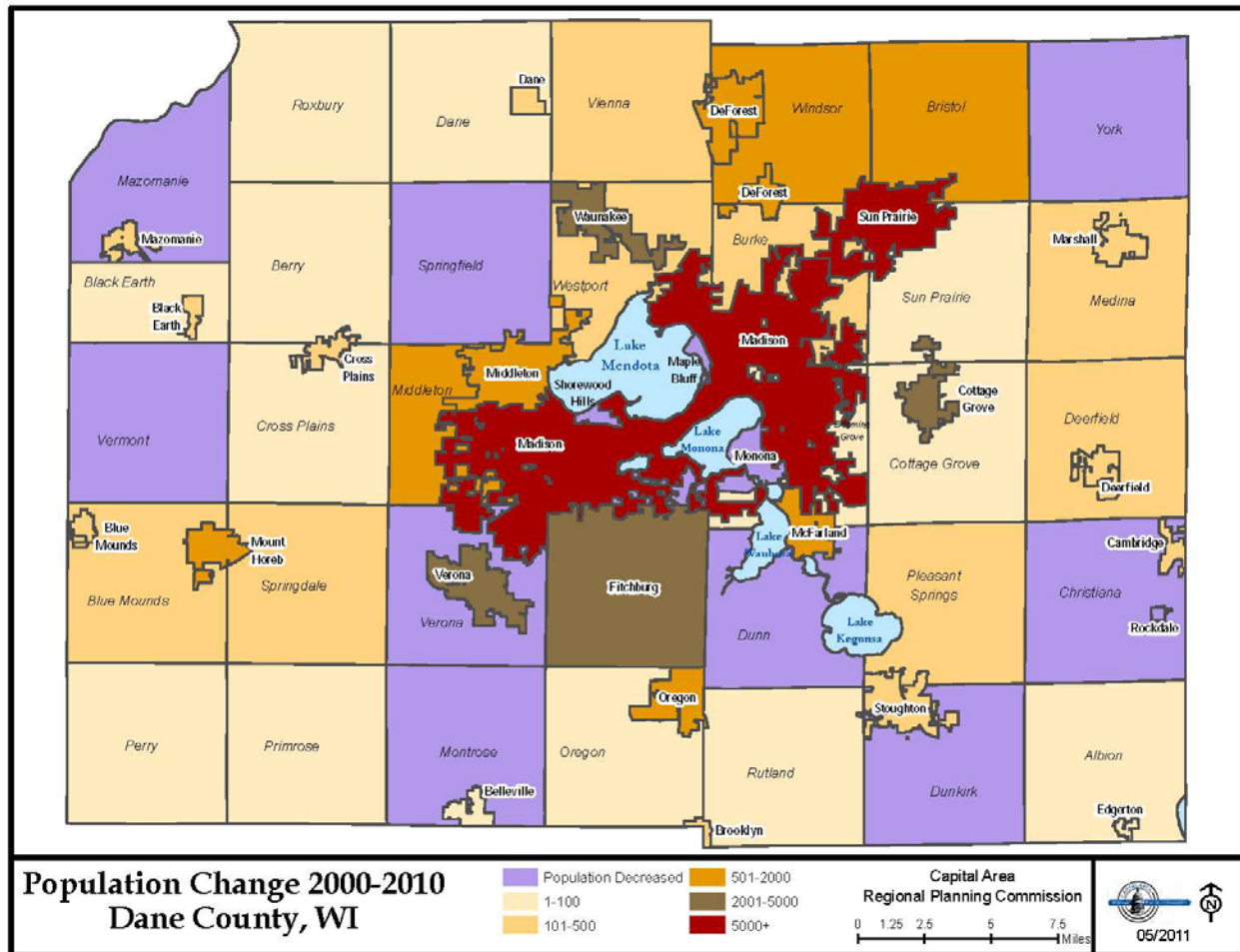
CITY OF SUN PRAIRIE

Traffic Impact Fees Appendix A – Growth Trends in the City of Sun Prairie

DANE COUNTY REGIONAL PLANNING COMMISSION LABELS SUN PRAIRIE HIGH GROWTH AREA

The figure below is included in a Capital Area Regional Planning Commission report outlining areas of high growth between 2000 and 2010. Sun Prairie is identified as having experienced a population growth of more than 5000 persons in the ten year period. More specifically, Sun Prairie has added an estimated 8,995 persons from April 1, 2000 to April 1, 2010, according to the 2010 United States Census

FIGURE E



CITY OF SUN PRAIRIE

Traffic Impact Fees Appendix A – Growth Trends in the City of Sun Prairie

POPULATION FIGURES

The City of Sun Prairie experienced one of the highest growth rates in Dane County with the population more than tripling in the last four decades.

Table 7: Population Changes within Dane County Cities

3rd or 4th Class Cities	1970	1980	1990	2000	2010 Census	2011	2012	2013	2014	2015
Edgerton *	0	0	0	7	97	98	103	111	113	120
Fitchburg	4,704	11,973	15,648	20,501	25,260	25,192	25,246	25,465	26,090	26,321
Middleton	8,286	11,779	13,785	15,770	17,442	17,555	17,903	18,146	18,323	18,810
Monona	10,420	8,809	8,637	8,018	7,533	7,533	7,523	7,532	7,573	7,833
Stoughton	6,095	7,589	8,786	12,354	12,611	12,588	12,630	12,646	12,641	12,698
Sun Prairie	9,935	12,931	15,352	20,369	29,364	29,433	29,840	30,395	31,213	31,810
Verona	2,334	3,336	5,374	7,052	10,619	10,696	10,856	11,162	11,343	11,871
Total	41,775	56,417	67,582	84,071	102,926	103,095	104,101	105,457	107,296	109,463
City of Madison	172,007	170,616	190,766	208,054	233,209	233,890	234,625	238,000	240,153	242,216
Dane County	290,272	323,545	367,085	426,526	488,073	489,331	491,555	497,021	502,251	508,384

Source: USCensus and Wisconsin Department of Administration estimates

As the Capital Area Regional Planning Commission noted in a recent report, the Sun Prairie Urban Service Area experienced one of the largest population growths between 1986 and 2010. Furthermore, between now and 2030, the Sun Prairie Urban Service Area is expected to add more population than any service area in Dane County other than the Central Service Area that serves the City of Madison, as is shown in the table on the following page. According to the CARPC, by 2030, the number served within the Sun Prairie Service Area is projected to grow by over 16,000 people.

CITY OF SUN PRAIRIE

Traffic Impact Fees Appendix A – Growth Trends in the City of Sun Prairie

POPULATION FIGURES (cont.)

Table 8: Population Changes within Urban Service Areas

Limited and Urban Service Areas	Census				Change 1980-2010		Urban Service Areas Projections			Change 2010-2035	
	1980	1990	2000	2010	Number	Percent	2020	2030	2035	Number	Percent
Belleville	1,215	1,408	1,890	1,935	720	59.3%	2,615	3,111	3,339	1,404	72.6%
Black Earth	1,179	1,301	1,340	1,281	102	8.7%	1,468	1,554	1,582	301	23.5%
Blue Mounds	390	446	708	848	458	117.4%	1,085	1,303	1,402	554	65.3%
Brooklyn	250	406	502	933	683	273.2%	1,145	1,421	1,551	618	66.2%
Cambridge	791	890	1,010	1,317	526	66.5%	1,469	1,848	1,971	654	49.7%
Central	218,344	245,390	268,850	302,141	83,797	38.4%	330,634	360,591	373,917	71,776	23.8%
Cottage Grove	901	1,131	4,059	6,177	5,276	585.6%	8,359	10,719	11,837	5,660	91.6%
Cross Plains	2,175	2,367	3,084	3,556	1,381	63.5%	4,322	5,003	5,307	1,751	49.2%
Dane	518	621	799	992	474	91.5%	1,221	1,439	1,538	546	55.0%
Deerfield	1,497	1,657	2,059	2,462	965	64.5%	2,956	3,420	3,626	1,164	47.3%
Edgerton	NA	66	7	91			361	531	615	524	575.8%
Koshkonong	508	598	487	652	144	28.3%	642	674	690	38	5.8%
Marshall	2,366	2,339	3,432	3,867	1,501	63.4%	4,742	5,520	5,867	2,000	51.7%
Mazomanie	1,333	1,421	1,500	1,688	355	26.6%	1,910	2,099	2,176	488	28.9%
Morrisonville	319	315	352	395	76	23.8%	443	487	505	110	27.8%
Mount Horeb	3,301	4,182	5,860	7,167	3,866	117.1%	9,104	10,877	11,690	4,523	63.1%
Northern	5,393	7,160	9,901	12,495	7,102	131.7%	15,819	18,859	20,251	7,756	62.1%
Oregon	3,927	4,528	7,514	9,266	5,339	136.0%	11,882	14,285	15,392	6,126	66.1%
Rockdale LSA*	209	235	214	227	18	8.6%	229	233	234	7	3.1%
Roxbury LSA*	217	217	282	308	91	41.9%	340	374	391	83	26.9%
Stoughton	8,256	9,265	12,671	13,016	4,760	57.7%	16,407	18,909	20,020	7,004	53.8%
Sun Prairie	13,306	15,481	20,533	29,593	16,287	122.4%	35,901	43,191	46,546	16,953	57.3%
Verona	3,424	5,395	7,306	10,706	7,282	212.7%	13,630	16,718	18,155	7,449	69.6%
Waunakee	3,890	5,899	9,000	12,291	8,401	216.0%	16,013	19,693	21,407	9,116	74.2%
Kegonsa LSA	1,956	1,745	2,228	2,302	346	17.7%	2,438	2,590	2,666	364	15.8%
Waubesa LSA			2,027	1,787			1,835	1,835	1,835	0	0.0%
Urban Total	275,665	314,463	367,615	427,493	151,828	55.1%	486,970	547,284	574,510	147,017	34.4%
Rural Total	47,880	52,622	58,911	60,580	12,700	26.5%	72,035	77,216	79,366	18,786	31.0%
Dane County	323,545	367,085	426,526	488,073	164,528	50.9%	559,005	624,500	653,876	165,803	34.0%

Source: U. S. Census Bureau, Capital Area Regional Planning Commission

*Rockdale and Roxbury USAs converted to LSAs in 2008

LSA = Limited Service Area

CITY OF SUN PRAIRIE

Traffic Impact Fees Appendix A – Growth Trends in the City of Sun Prairie

POPULATION FIGURES (cont.)

Table 9: City of Sun Prairie Population Projections

City of Sun Prairie Population Projections

Year	(A) HIGH	(B) LOW	# of Years
2030	43,191	40,948	20
2029	42,462	40,300	19
2028	41,733	39,652	18
2027	41,004	39,005	17
2026	40,275	38,357	16
2025	39,546	37,709	15
2024	38,817	37,033	14
2023	38,088	36,356	13
2022	37,359	35,680	12
2021	36,630	35,003	11
2020	35,901	34,327	10
2019	35,272	33,639	9
2018	34,641	32,950	8
2017	34,010	32,262	7
2016	33,379	31,573	6
2015	32,748	30,885	5
2014	32,117	30,627	4
2013	31,486	30,368	3
2012	30,855	30,110	2
2011	30,224	29,851	1
2010	29,593	29,593	0

POPULATION Growth

(A)	(B)
729	648
729	648
729	648
729	648
729	648
729	648
729	676
729	676
729	676
729	676
729	676
729	676
631	688
631	688
631	688
631	688
631	688
631	258
631	258
631	258
631	258
631	258
631	258

(A) Per U.S. Census Bureau, Capital Area Regional Planning Commission

(B) Per Wisconsin Department of Administration MCD and Municipal Population Projections, 2000-2030

Note:

-2010 Populations are actual, based on 2010 U.S. Census

-The projections from (A) are based on estimates for 2020 and 2030 with the remaining populations projected linearly

-The projections from (B) are based on estimates for 2015, 2020, 2025, 2030 with the remaining populations projected linearly

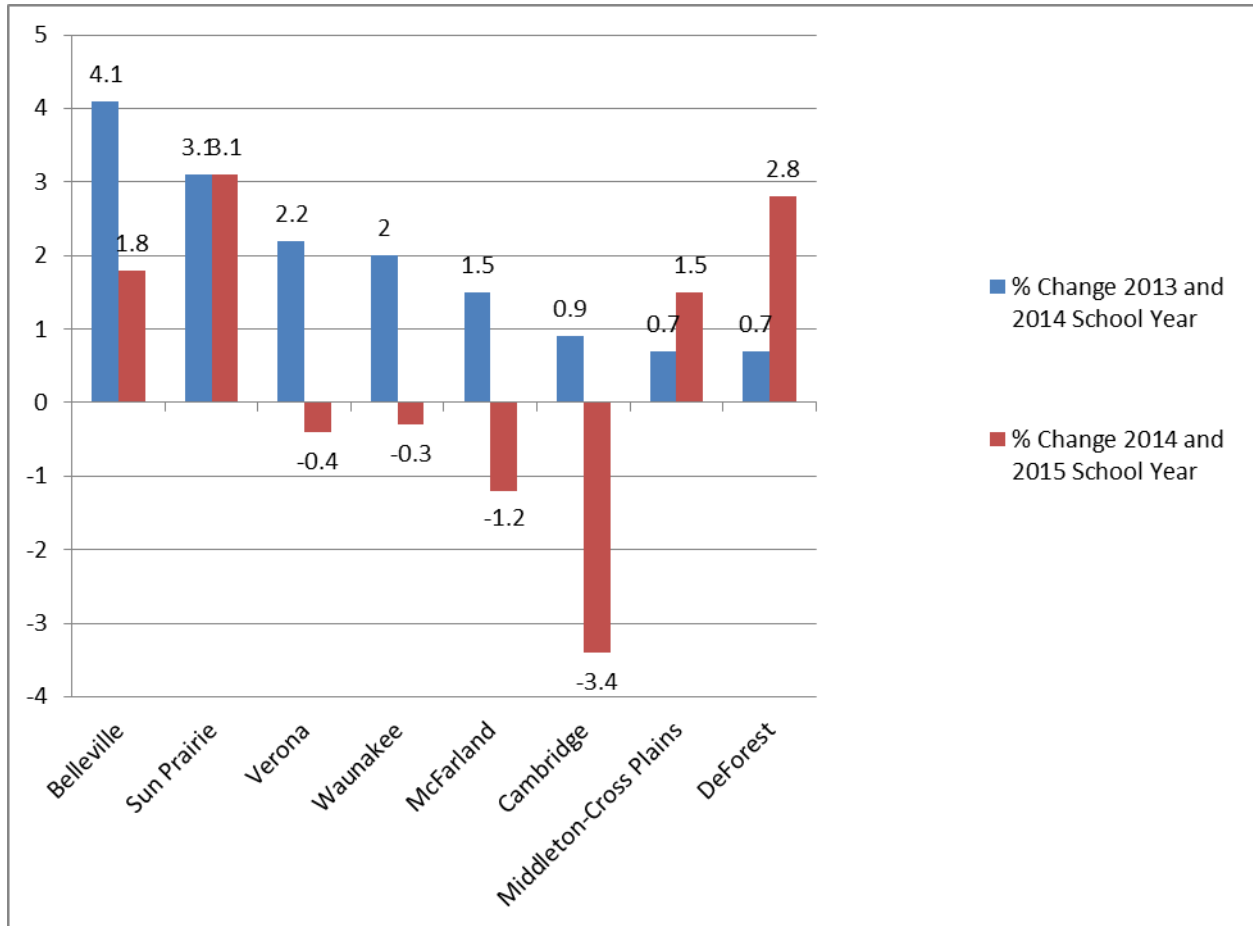
CITY OF SUN PRAIRIE

Traffic Impact Fees Appendix A – Growth Trends in the City of Sun Prairie

SCHOOL ENROLLMENT

Sun Prairie School District grew at the second fastest rate in Dane County for the 2012-13 and 2013-14 school years.

FIGURE F: School District Enrollment 2012-13 to 2013-14



CITY OF SUN PRAIRIE

Traffic Impact Fees Appendix A – Growth Trends in the City of Sun Prairie

RESIDENTIAL HOUSING

With the exception of a few years during the nationwide economic recession, Sun Prairie has experienced significant growth in terms of new housing starts. Figure G and Table 10 illustrate new housing units constructed in the City since 1990, per City records:

FIGURE G: Housing Units Added: 1990 to Present

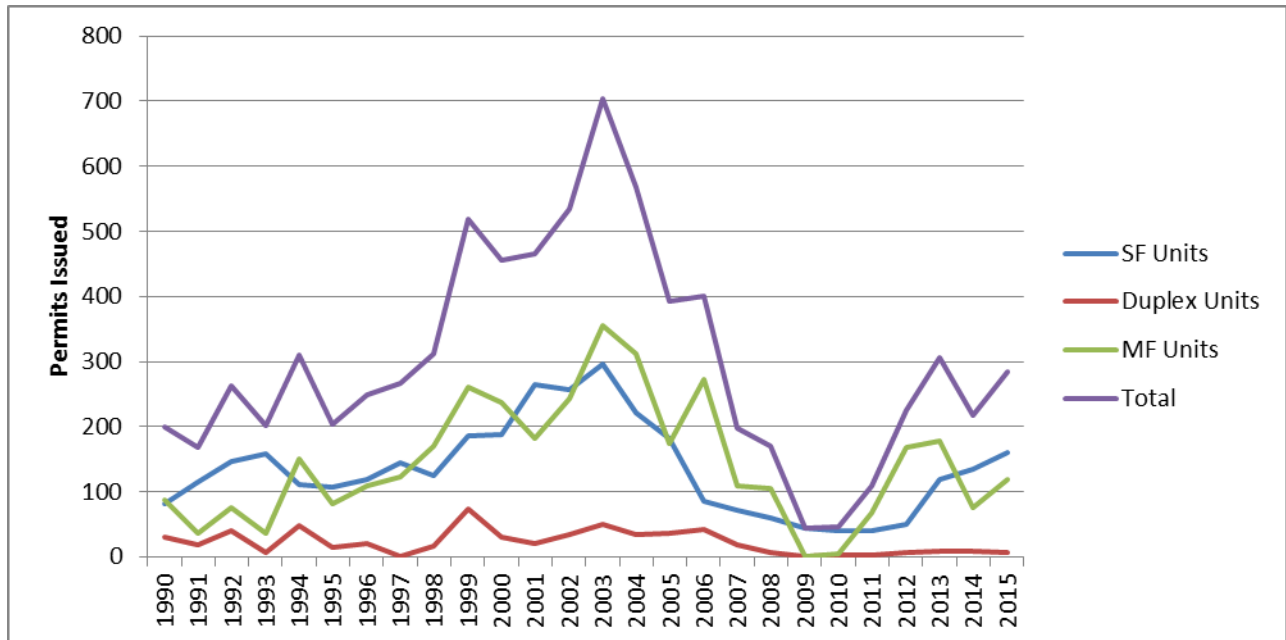


Table 10. Dwelling Units Added by Year

Dwelling Units Added by Year (Permit Activity)				
Year	SF Units	Duplex Units	MF Units	Total
1990	82	30	88	200
1991	115	18	36	169
1992	147	40	75	262
1993	159	6	37	202
1994	111	48	150	309
1995	108	14	82	204
1996	118	20	110	248
1997	144	0	122	266
1998	124	16	171	311
1999	185	74	260	519
2000	188	30	238	456
2001	264	20	182	466
2002	256	34	244	534
2003	297	50	356	703
2004	222	34	312	568
2005	181	36	175	392
2006	86	42	272	400
2007	71	18	109	198
2008	60	6	105	171
2009	45	0	0	45
2010	41	2	4	47
2011	40	2	68	110
2012	51	6	169	226
2013	119	8	179	306
2014	134	8	76	218
2015	161	6	118	285
Total 1990-2015	3,509	568	3,738	7,815
Annual Average	135	22	144	301
3-Year Ave.	138	7	124	270

Appendix B: Project Cost Detail

Completed Project – W. Main Street Extension (2014)

W. MAIN STREET EXTENSION - WEST OF GRAND AVENUE: PAY REQUEST NO. 5 - FINAL									
A1 EXCAVATING, INC.									
				CONTRACT		PAY REQUEST NO. 4		PAY REQUEST NO. 5	
ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE	QUANTITY COMPLETE	TOTAL PRICE	QUANTITY COMPLETE	TOTAL PRICE
1.	Mobilization, Bonds & Insurance	1	LS	\$20,000.00	\$ 20,000.00	1	\$ 20,000.00	1	\$ 20,000.00
2.	Unclassified Excavation	1	LS	\$100,000.00	\$ 100,000.00	1	\$ 100,000.00	1	\$ 100,000.00
2a	Rock Excavation	200	CY	\$25.00	\$ 5,000.00	15	\$ 375.00	15	\$ 375.00
3.	Topsoil	26135	SY	\$2.40	\$ 62,724.00	26135	\$ 62,724.00	37224	\$ 89,337.60
4.	Seed/Fertilize/Mulch	7355	SY	\$1.00	\$ 7,355.00	27876	\$ 27,876.00	27876	\$ 27,876.00
5.	Seed/Fertilize/Enat	14725	SY	\$2.30	\$ 33,867.50	9348	\$ 21,500.40	9348	\$ 21,500.40
5a	Wet Mesic Seed Mix	4100	SY	\$2.95	\$ 12,095.00	3620	\$ 10,679.00	3620	\$ 10,679.00
6.	Erosion Control	1	LS	\$5,000.00	\$ 5,000.00	1	\$ 5,000.00	1	\$ 5,000.00
7.	Temporary Seed	4000	SY	\$0.30	\$ 1,200.00	1120	\$ 336.00	1120	\$ 336.00
8.	Traffic Control	1	LS	\$2,000.00	\$ 2,000.00	1	\$ 2,000.00	1	\$ 2,000.00
9.	Silt Fence	4000	LF	\$1.40	\$ 5,600.00	3500	\$ 4,900.00	3500	\$ 4,900.00
10.	Clear/Grub Trees	1	LS	\$2,000.00	\$ 2,000.00	1	\$ 2,000.00	1	\$ 2,000.00
11.	Concrete Curb/Gutter (24-Inch)	1400	LF	\$11.40	\$ 15,960.00	1314	\$ 14,979.60	1314	\$ 14,979.60
12.	Concrete Curb/Gutter (30-Inch)	6500	LF	\$9.80	\$ 63,700.00	6560	\$ 64,288.00	6560	\$ 64,288.00
13.	Concrete Median Sloped Nose Type 1	8	EA	\$375.00	\$ 3,000.00	8	\$ 3,000.00	8	\$ 3,000.00
14.	Concrete Sidewalk (4-Inch Thick)	21000	SF	\$2.70	\$ 56,700.00	18754	\$ 50,635.80	18754	\$ 50,635.80
15.	Truncated Dome Installation	224	SF	\$26.00	\$ 5,824.00	224	\$ 5,824.00	240	\$ 6,240.00
16.	CABC 3/4-Inch Gradation (4-Inch Thick)	3400	SY	\$2.30	\$ 7,820.00	1268	\$ 2,916.40	1268	\$ 2,916.40
17.	CABC 1-1/4-Inch Gradation (3-Inch Thick)	19200	SY	\$1.80	\$ 34,560.00	16613	\$ 29,903.40	18881	\$ 33,985.80
18.	CABC 3-Inch Gradation (8-Inch Thick)	3400	SY	\$4.50	\$ 15,300.00	1268	\$ 5,706.00	1268	\$ 5,706.00
19.	CABC 3-Inch Gradation (9-Inch Thick)	19200	SY	\$4.90	\$ 94,080.00	16613	\$ 81,403.70	18881	\$ 92,516.90
20.	Asphaltic Binder (2.25-Inch Thick)	16600	SY	\$7.20	\$ 119,520.00	15892	\$ 114,422.40	15892	\$ 114,422.40
21.	Asphaltic Surface (1.75-Inch Thick)	16600	SY	\$5.40	\$ 89,640.00	15892	\$ 85,816.80	15892	\$ 85,816.80
22.	Asphaltic Path (3-Inch Thick)	2900	SY	\$11.60	\$ 33,640.00	0	\$ -	0	\$ -
23.	Excavation Below Subgrade/Breaker Run	1400	CY	\$27.50	\$ 38,500.00	1382.7	\$ 38,024.25	1390.4	\$ 38,236.00
24.	Existing Sanitary Sewer Structure Adjustment	6	EA	\$210.00	\$ 1,260.00	5	\$ 1,050.00	5	\$ 1,050.00
25.	Adjust Existing Watermain (valves & hydrants)	1	LS	\$4,000.00	\$ 4,000.00	1	\$ 4,000.00	1	\$ 4,000.00
26.	Signs Type II Reflective H	118	SF	\$47.00	\$ 5,546.00	118	\$ 5,546.00	118	\$ 5,546.00
27.	Remove & Reinstall Existing Roadway Signs	1	LS	\$1,400.00	\$ 1,400.00	1	\$ 1,400.00	1	\$ 1,400.00
28.	Pavement Marking Epoxy 4-inch, solid double Yellow	2,625	LF	\$1.00	\$ 2,625.00	2454	\$ 2,454.00	2454	\$ 2,454.00
29.	Pavement Marking Epoxy 8-inch, White	290	LF	\$1.00	\$ 290.00	304	\$ 304.00	304	\$ 304.00
30.	Pavement Marking Stop line Epoxy 18-inch, White	40	LF	\$5.00	\$ 200.00	47.5	\$ 237.50	47.5	\$ 237.50
31.	Pavement Marking Crosswalk Epoxy 18-inch	780	LF	\$5.00	\$ 3,900.00	438	\$ 2,190.00	438	\$ 2,190.00
32.	Pavement Marking Diagonal Epoxy 12-inch, Yellow	370	LF	\$4.00	\$ 1,480.00	226	\$ 904.00	226	\$ 904.00
33.	Pavement Marking Epoxy 4-inch, White, 3-Foot Dash, 9-Foot Skip	450	LF	\$1.00	\$ 450.00	117.5	\$ 117.50	117.5	\$ 117.50
34.	Pavement Arrows Epoxy Type 2	4	EA	\$200.00	\$ 800.00	8	\$ 1,600.00	8	\$ 1,600.00
35.	Pavement Marking Words Epoxy	2	EA	\$220.00	\$ 440.00	2	\$ 440.00	2	\$ 440.00
36.	Pavement Marking Curb Epoxy, Yellow	150	LF	\$5.00	\$ 750.00	150	\$ 750.00	150	\$ 750.00
37.	Street Inlet (2.5-Footx3-Foot I.D.)	27	EA	\$1,775.00	\$ 47,925.00	20	\$ 35,500.00	20	\$ 35,500.00
38.	Field Inlet	4	EA	\$2,200.00	\$ 8,800.00	2	\$ 4,400.00	2	\$ 4,400.00
39.	Storm Manhole (4-Foot ID)	6	EA	\$2,100.00	\$ 12,600.00	7	\$ 14,700.00	7	\$ 14,700.00
40.	Storm Manhole (5-Foot ID)	4	EA	\$2,750.00	\$ 11,000.00	4	\$ 11,000.00	4	\$ 11,000.00
41.	Storm Manhole (6-Foot ID)	3	EA	\$3,400.00	\$ 10,200.00	2	\$ 6,800.00	2	\$ 6,800.00
42.	Storm Manhole (8-Foot ID)	2	EA	\$5,200.00	\$ 10,400.00	3	\$ 15,600.00	3	\$ 15,600.00
43.	RCP Storm Sewer (12-Inch ID)	530	LF	\$31.50	\$ 16,695.00	472.5	\$ 14,883.75	472.5	\$ 14,883.75
44.	RCP Storm Sewer (15-Inch ID)	256	LF	\$33.50	\$ 8,576.00	61	\$ 2,043.50	61	\$ 2,043.50
45.	RCP Storm Sewer (18-Inch ID)	176	LF	\$37.25	\$ 6,556.00	158	\$ 5,885.50	158	\$ 5,885.50
46.	RCP Storm Sewer (21-Inch ID)	331	LF	\$41.75	\$ 13,819.25	156.5	\$ 6,533.88	156.5	\$ 6,533.88
47.	RCP Storm Sewer (24-Inch ID)	531	LF	\$44.50	\$ 23,629.50	692	\$ 30,794.00	692	\$ 30,794.00
47A.	RCP Storm Sewer (27-Inch ID)	50	LF	\$50.00	\$ 2,500.00	47.5	\$ 2,375.00	47.5	\$ 2,375.00
48.	RCP Storm Sewer (30-Inch ID)	309	LF	\$55.50	\$ 17,149.50	378	\$ 20,979.00	378	\$ 20,979.00
49.	RCP Storm Sewer (33-Inch ID)	135	LF	\$64.00	\$ 8,640.00	0	\$ -	0	\$ -
50.	RCP Storm Sewer (36-Inch ID)	88	LF	\$72.50	\$ 6,380.00	168	\$ 12,180.00	168	\$ 12,180.00
51.	HERCP Storm Sewer (24-Inchx38-Inch ID)	45	LF	\$74.50	\$ 3,352.50	50	\$ 3,725.00	50	\$ 3,725.00
52.	HERCP Storm Sewer (34-Inchx53-Inch ID)	200	LF	\$104.50	\$ 20,900.00	181	\$ 18,914.50	181	\$ 18,914.50
53.	HERCP Storm Sewer (38-Inchx60-Inch ID)	701	LF	\$122.50	\$ 85,872.50	868	\$ 106,330.00	868	\$ 106,330.00
54.	RCP Endwall (18-Inch ID w/ Pipe Grate)	1	EA	\$1,225.00	\$ 1,225.00	0	\$ -	0	\$ -
55.	RCP Endwall (21-Inch ID w/ Pipe Grate)	1	EA	\$1,425.00	\$ 1,425.00	0	\$ -	0	\$ -
55A.	RCP Endwall (24-Inch ID w/ Pipe Grate)	1	EA	\$1,625.00	\$ 1,625.00	2	\$ 3,250.00	2	\$ 3,250.00
56.	HERCP Endwall (24-Inchx38-Inch ID w/ Pipe Grate)	1	EA	\$2,275.00	\$ 2,275.00	1	\$ 2,275.00	1	\$ 2,275.00
57.	HERCP Endwall (38-Inchx60-Inch ID w/ Pipe Grate)	5	EA	\$4,000.00	\$ 20,000.00	5	\$ 20,000.00	5	\$ 20,000.00
58.	HERCP 90 Bend (38-Inchx60-Inch ID)	1	EA	\$3,725.00	\$ 3,725.00	2	\$ 7,450.00	2	\$ 7,450.00
59.	HERCP Tee Storm MH (38-Inchx60-Inch ID)	3	EA	\$3,800.00	\$ 11,400.00	1	\$ 3,800.00	1	\$ 3,800.00
60.	Riprap w/ Geotextile Fabric	350	SY	\$40.00	\$ 14,000.00	502	\$ 20,080.00	502	\$ 20,080.00

(continued on next page)

(continued from previous page)

61.	Pond Outlet Structure (Complete)	1	EA	\$2,800.00	\$ 2,800.00	1	\$ 2,800.00	1	\$ 2,800.00
62.	Pond Infiltr. Trench w/ Drain Tile (Complete)	450	LF	\$9.00	\$ 4,050.00	0	\$ -	0	\$ -
63.	Core Existing Manhole No. 2	1	EA	\$1,900.00	\$ 1,900.00	1	\$ 1,900.00	1	\$ 1,900.00
64.	Sanitary Manhole	7	EA	\$3,400.00	\$ 23,800.00	5	\$ 17,000.00	5	\$ 17,000.00
65.	Sanitary Inside Drop Existing Manhole No. 2	1	EA	\$1,700.00	\$ 1,700.00	1	\$ 1,700.00	1	\$ 1,700.00
66.	PVC Sanitary Sewer (8-Inch ID)	1795	LF	\$32.00	\$ 57,440.00	1261	\$ 40,352.00	1261	\$ 40,352.00
67.	PVC Sanitary Lateral (4-Inch ID)	1027	LF	\$23.00	\$ 23,621.00	927	\$ 21,321.00	927	\$ 21,321.00
68.	PVC Sanitary Lateral (6-Inch ID)	295	LF	\$24.00	\$ 7,080.00	126	\$ 3,024.00	126	\$ 3,024.00
69.	Sanitary Cut in Wye (10-Inch x 4-Inch) (Complete)	16	EA	\$2,775.00	\$ 44,400.00	0	\$ -	0	\$ -
70.	Sanitary Wye (8-Inchx 6-Inch)	5	EA	\$100.00	\$ 500.00	0	\$ -	0	\$ -
70A.	Sanitary Wye (8-Inchx 4-Inch)	14	EA	\$90.00	\$ 1,260.00	14	\$ 1,260.00	14	\$ 1,260.00
71.	Sanitary Lateral Riser (4-Inch ID)	176	VF	\$36.50	\$ 6,424.00	108.8	\$ 3,971.20	108.8	\$ 3,971.20
72.	Sewer Televising	1795	LF	\$1.00	\$ 1,795.00	1261	\$ 1,261.00	1261	\$ 1,261.00
73.	Remove & Relocate Hydrant (Complete)	4	EA	\$950.00	\$ 3,800.00	4	\$ 3,800.00	4	\$ 3,800.00
74.	DI Watermain (6-Inch ID)	72	LF	\$48.50	\$ 3,492.00	145	\$ 7,032.50	145	\$ 7,032.50
75.	DI Watermain (8-Inch ID)	756	LF	\$44.50	\$ 33,642.00	763.5	\$ 33,975.75	763.5	\$ 33,975.75
76.	Valve and Road Box (6-Inch ID)	5	EA	\$1,105.00	\$ 5,525.00	7	\$ 7,735.00	7	\$ 7,735.00
77.	Valve and Road Box (8-Inch ID)	4	EA	\$1,515.00	\$ 6,060.00	4	\$ 6,060.00	4	\$ 6,060.00
78.	Valve and Road Box (12-Inch ID)	2	EA	\$2,560.00	\$ 5,120.00	3	\$ 7,680.00	3	\$ 7,680.00
79.	Cut-in Valve and Road Box (12-Inch ID) (Complete)	1	EA	\$4,700.00	\$ 4,700.00	0	\$ -	0	\$ -
80.	Cut-in Watermain Cross (12-Inch x 8-Inch ID) (Complete)	2	EA	\$2,850.00	\$ 5,700.00	2	\$ 5,700.00	2	\$ 5,700.00
81.	Watermain Tee (8-Inch x 6-Inch x 8-Inch ID)	3	EA	\$455.00	\$ 1,365.00	4	\$ 1,820.00	4	\$ 1,820.00
82.	Cut-in Watermain Tee (12-Inch x 6-Inch ID) (Complete)	2	EA	\$2,700.00	\$ 5,400.00	3	\$ 8,100.00	3	\$ 8,100.00
83.	Sixteenth Bend w/ Blocking (8-Inch ID)	2	EA	\$400.00	\$ 800.00	2	\$ 800.00	2	\$ 800.00
84.	Thirty-Second Bend w/ Blocking (8-Inch ID)	2	EA	\$400.00	\$ 800.00	2	\$ 800.00	2	\$ 800.00
85.	Plug w/ Blocking (8-Inch ID)	2	EA	\$200.00	\$ 400.00	2	\$ 400.00	2	\$ 400.00
86.	Hydrant Assembly (Complete)	3	EA	\$3,000.00	\$ 9,000.00	3	\$ 9,000.00	3	\$ 9,000.00
87.	Copper Water Service (1-Inch ID)	1887	LF	\$25.75	\$ 48,590.25	1112	\$ 28,634.00	1112	\$ 28,634.00
88.	Copper Water Service (2-Inch ID)	278	LF	\$33.00	\$ 9,174.00	0	\$ -	0	\$ -
89.	Corporation, Curb Stop and Box (1-Inch ID)	25	EA	\$410.00	\$ 10,250.00	23	\$ 9,430.00	23	\$ 9,430.00
90.	Corporation, Curb Stop and Box (2-Inch ID)	5	EA	\$1,150.00	\$ 5,750.00	0	\$ -	0	\$ -
91.	Granular Backfill	5000	TON	\$4.00	\$ 20,000.00	4014.62	\$ 16,058.48	4014.6	\$ 16,058.40
92.	Red Flex Lightning Conduit (1-Inch)	5200	LF	\$2.00	\$ 10,400.00	5231	\$ 10,462.00	5231	\$ 10,462.00
93.	PVC Lightning Conduit (4-Inch)	3200	LF	\$2.00	\$ 6,400.00	2630	\$ 5,260.00	2630	\$ 5,260.00
WA #875	Ex. MH 2 inside Drop to outside drop	1	LS	\$2,903.50	\$ 2,903.50	1	\$ 2,903.50	1	\$ 2,903.50
	Insulation	1	SF	\$2.00	\$ 2.00	960	\$ 1,920.00	960	\$ 1,920.00
	Sanitary Cut-In Wye (12"x4") (Complete)	1	EA	\$2,875.00	\$ 2,875.00	9	\$ 25,875.00	9	\$ 25,875.00
	Curb & Gutter Removal	1	LF	\$3.00	\$ 3.00	288	\$ 864.00	288	\$ 864.00
	Concrete Sidewalk Removal	1	SF	\$1.50	\$ 1.50	465.00	\$ 697.50	465.00	\$ 697.50
	Asphalt Pavement/Bike Path Removal	1	SY	\$4.00	\$ 4.00	632.00	\$ 2,528.00	632.00	\$ 2,528.00
	Asphaltic Bike Path 2-Inch Thick	2900	SY	\$8.60	\$ 24,940.00	3192.00	\$ 27,451.20	3192.00	\$ 27,451.20
	Base Course Under Bike Path (8-Inches Thick)	3400	SY	\$5.75	\$ 19,550.00	1914.00	\$ 11,005.50	2563.00	\$ 14,737.25
	6" Thick Concrete Ramps	1	EA	\$5.00	\$ 5.00	1351.00	\$ 6,755.00	1351.00	\$ 6,755.00
	TOTAL: Items #1-#93				\$ 1,652,319.00		\$1,482,139.51		\$ 1,528,308.13
							MSA Engineering		\$107,544.59
							CRS		\$58,717.96
							CGC, Inc.		\$4,127.00
							SUB-TOTAL =		\$1,698,697.68
							Less Developer costs =		\$444,856.89
							TOTAL =		\$1,253,840.79

Completed Project – Grand Avenue Sidewalk (2014)

GRAND AVENUE SIDEWALK					
CONTRACT 14-00182					
FINAL PAY REQUEST					
ITEM NO	ITEM DESCRIPTION	QUANTITY	UNITS	NUMERIC UNIT PRICE	NUMERIC TOTAL
100 GENERAL CONDITIONS					
101	UTILITY COORDINATION	1	LS	\$1,000.00	\$1,000.00
102	MOBILIZATION	1	LS	\$1,000.00	\$1,000.00
103	CLEARING AND GRUBBING	1	LS	\$500.00	\$500.00
200 EARTH WORK					
201	UNCLASSIFIED EXCAVATION (APPROX. CUT = 409.8 CY, FILL = 341.4 CY)	1	LS	\$6,000.00	\$6,000.00
202	UNDERCUTTING OF UNSUITABLE MATERIAL	0	CY	\$12.50	\$0.00
203	RESTORATION (Topsoil, seed, fertilizer and mat)	4,940	SY	\$3.75	\$18,525.00
300 CONCRETE WORK					
301	4-INCH CONCRETE SIDEWALK W/ BASE	5,855	SF	\$3.13	\$18,326.15
400 MISCELLANEOUS					
401	SILT SOCK	2,275	LF	\$4.00	\$9,100.00
402	SILT FENCE	0	LF	\$1.86	\$0.00
403	TYPE C INLET PROTECTION	2	EA	\$49.00	\$98.00
		BID TOTAL =			\$54,549.15

Completed Project – Grand-Brooks Sidewalks (2015)

Grand - Brooks Sidewalk							
				CONTRACT		FINAL PAYMENT	
ITEM NO.	ITEM DESCRIPTION	PLANNED QUANTITY	UNITS	NUMERIC UNIT PRICE	NUMERIC TOTAL PRICE	COMPLETED QUANTITY	NUMERIC TOTAL
1	Mobilization	1	LS	\$1,500.00	\$1,500.00	1	\$1,500.00
2	Excavation and CABC	5166.00	SF	\$1.00	\$5,166.00	5179	\$5,179.00
3	Concrete Sidewalk	5165	SF	\$4.10	\$21,176.50	5179	\$21,233.90
4	24"x48" Truncated Domes	4	EA	\$225.00	\$900.00	1	\$225.00
5	Staking and Administration	1	LS	\$825.00	\$825.00	1	\$825.00
				TOTAL =	\$29,567.50		\$28,962.90
	3485 SF ON GRAND AVE						
	1694 SF ON BROOKS DRIVE						
	TRUNCATED DOME ON BROOKS DRIVE						

Grand Avenue/Ironwood Drive Signalization (2016)

CITY OF SUN PRAIRIE					
GRAND AVE - IRONWOOD DRIVE SIGNALS					
ESTIMATE					
Date: August 2015					
ITEM NO	ITEM DESCRIPTION	PLANNED QUANTITY	UNITS	UNIT PRICE	COST
	TRAFFIC SIGNALS				
1	Traffic Signal Controller, Fully Actuated, 8 Phase (651.3050.S)	1	EA	\$14,500.00	\$14,500.00
2	Conduit Rigid Nonmetallic Schedule 40, 2-Inch (652.0225)	1048	LF	\$5.60	\$5,868.80
3	Conduit Rigid Nonmetallic Schedule 40, 3-Inch (652.0235)	2072	LF	\$6.75	\$13,986.00
4	Conduit Special, 3-Inch (652.0615)	510	LF	\$26.00	\$13,260.00
5	Conduit Loop Detector (652.0800)	1772	LF	\$4.80	\$8,505.60
6	Loop Detector Slots (655.0900)	203	LF	\$17.00	\$3,451.00
7	Pull Boxes Steel, 24x36-Inch (653.0135)	8	EA	\$730.00	\$5,840.00
8	Pull Boxes Steel, 24x42-Inch (653.0140)	17	EA	\$730.00	\$12,410.00
9	Concrete Bases Type 1 (654.0101)	9	EA	\$590.00	\$5,310.00
10	Concrete Bases Type 2 (654.0102)	6	EA	\$780.00	\$4,680.00
11	Concrete Bases Type 10 (654.0110)	2	EA	\$2,400.00	\$4,800.00
12	Concrete Control Cabinet Bases Type 9 Special (654.0217)	1	EA	\$1,500.00	\$1,500.00
13	Cable Traffic Signal 3-14 AWG (655.0210)	318	LF	\$1.60	\$508.80
14	Cable Traffic Signal 5-14 AWG (655.0230)	695	LF	\$1.65	\$1,146.75
15	Cable Traffic Signal 15-14 AWG (655.0270)	3198	LF	\$3.60	\$11,512.80
16	Cable Traffic Signal 19-14 AWG (655.0280)	630	LF	\$3.80	\$2,394.00
17	Cable Type UF 2-12 AWG Grounded (655.0310)	1166	LF	\$1.20	\$1,399.20
18	Grounding Conductor 10 AWG White (655.0515)	1831	LF	\$1.05	\$1,922.55
19	Equipment Grounding Conductor 10 AWG Green (655.0515)	2153	LF	\$1.05	\$2,260.65
20	Electrical Wire Lighting 12 AWG (655.0610)	1440	LF	\$0.75	\$1,080.00
21	Loop Detector Lead In Cable (655.0700)	6247	LF	\$1.00	\$6,247.00
22	Loop Detector Wire (655.0800)	6782	LF	\$1.10	\$7,460.20
23	Electrical Service Meter Breaker Pedestal (656.0200)	1	LS	\$950.00	\$950.00
24	Pedestal Bases (657.0100)	9	EA	\$250.00	\$2,250.00
25	Transformer Bases Breakaway 11 1/2- Inch Bolt Circle (657.0100)	6	EA	\$600.00	\$3,600.00
26	Poles Type 3 (657.0310)	2	EA	\$3,000.00	\$6,000.00
27	Poles Type 4 (657.0315)	4	EA	\$1,575.00	\$6,300.00
28	Traffic Signal Standards Aluminum 13-Ft (657.0420)	6	EA	\$520.00	\$3,120.00
29	Traffic Signal Standards Aluminum 15-Ft (657.0425)	2	EA	\$560.00	\$1,120.00
30	Traffic Signal Standards Aluminum 10-Ft (657.0430)	1	EA	\$400.00	\$400.00
31	Trombone Arms 15-Ft (657.0585)	2	EA	\$1,100.00	\$2,200.00
32	Luminaire Arms Truss Type 4 1/2 Inch 15-Foot (657.0715)	10	EA	\$500.00	\$5,000.00
33	luminaires Utility HPS 250 Watts (657.0125)	10	EA	\$600.00	\$6,000.00
34	Monotube Poles Type 9 Special (657.1345.SPV)	2	EA	\$6,200.00	\$12,400.00
35	Monotube Arms 30-Ft Special (657.1530.SPV)	2	EA	\$3,400.00	\$6,800.00
36	Pedestrian Push Buttons (658.0500)	8	EA	\$280.00	\$2,240.00
37	Traffic Signal Face 3 - 12-Inch Vertical (658.0110)	23	EA	\$675.00	\$15,525.00
38	Traffic Signal Face 4 - 12-Inch Vertical (658.0115)	4	EA	\$815.00	\$3,260.00
39	Backplates Signal Face 3 Section 12-Inch (658.0215)	23	EA	\$85.00	\$1,955.00
40	Backplates Signal Face 4 Section 12-Inch (658.0220)	4	EA	\$110.00	\$440.00
41	Pedestrian Signal Face 16-Inch (658.0416)	10	EA	\$700.00	\$7,000.00
42	Signal Mounting Hardware (658.5069)	1	LS	\$5,100.00	\$5,100.00
43	Install Fiber Optic Cable Outdoor Plannt 6-CT (678.0006)	1380	LF	\$3.00	\$4,140.00
44	Fiber Optic Termination (678.0400)	2	EACH	\$200.00	\$400.00
45	Communication System Testing (678.0500)	1	LS	\$4,500.00	\$4,500.00
46	Signs Reflective Type II (637.0202)	15	EACH	\$340.00	\$5,100.00
47	Overhead Sign Support (641.8100)	1	EACH	\$21,000.00	\$21,000.00
		2015 TOTAL COST ESTIMATE =		\$256,843.35	
		15% CONTINGENCY =		\$38,526.50	
		DESIGN & CRS =		\$44,305.48	
		TOTAL =		\$339,675.33	

CTH C Bike Path (2016)

CTH C MULTI-USE PATH				
Item Description	Unit	Planned Quantity	Unit Price	Estimated Amount
Asphalt	TON	325	\$65.00	\$21,125.00
CABC	CY	500	\$20.00	\$10,000.00
Add. Grading	CY	500	\$10.00	\$5,000.00
Add. Retaining Wall	SF	200	\$25.00	\$5,000.00
Add. Finishing	SY	1600	\$2.50	\$4,000.00
Right-of-way	ACRE	0.5	\$50,000.00	\$25,000.00
Signage	LS	1	\$5,000.00	\$5,000.00
			TOTAL =	\$75,125.00
			15% CONTINGENY =	\$11,268.75
			TOTAL =	\$86,393.75
			50% Cost Share =	\$43,196.88

East leg – Blue Aster Blvd/Grand Avenue Signals (2017)

Grand Avenue & Blue Aster Boulevard Preliminary Estimate
City of Sun Prairie
9-15-2015

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1	Mobilization	1 LS		\$8,000.00	\$ 8,000.00
2	Traffic Control (Project) 01.	1 LS		\$5,000.00	\$ 5,000.00
3	Removing Concrete Base	4 EACH		\$100.00	\$ 400.00
4	Remove Traffic Signal Equipment	1 LS		\$2,500.00	\$ 2,500.00
5	Salvage Traffic Signal Equipment	1 LS		\$2,500.00	\$ 2,500.00
6	Conduit Rigid Nonmetallic 2-Inch	54 LF		\$4.00	\$ 216.00
7	Conduit Rigid Nonmetallic 3-Inch	222 LF		\$8.00	\$ 1,776.00
8	Concrete Bases Type 1	2 EACH		\$650.00	\$ 1,300.00
9	Concrete Bases Type 2	1 EACH		\$700.00	\$ 700.00
10	Concrete Bases Type 10	2 EACH		\$4,300.00	\$ 8,600.00
11	Cable Traffic Signal 3-14 AWG	276 LF		\$1.15	\$ 317.40
12	Cable Traffic Signal 5-14 AWG	630 LF		\$1.25	\$ 787.50
13	Cable Traffic Signal 12-14 AWG	920 LF		\$1.80	\$ 1,656.00
14	Cable Traffic Signal 19-14 AWG	1,933 LF		\$3.75	\$ 7,248.75
15	Cable Type UF 2-12 AWG	948 LF		\$1.25	\$ 1,185.00
16	Electrical Wire Traffic Signals 10 AWG	2,867 LF		\$0.75	\$ 2,150.25
17	Electrical Wire Lighting 12 AWG	870 LF		\$0.75	\$ 652.50
18	Traffic Signal Standards Aluminum 15-Foot	3 EACH		\$530.00	\$ 1,590.00
19	Trombone Arms 15-FT	1 EACH		\$960.00	\$ 960.00
20	Poles Type 3	1 EACH		\$2,100.00	\$ 2,100.00
21	Poles Type 10	2 EACH		\$6,500.00	\$ 13,000.00
22	Luminaires Arms Single Member 4 1/2-Inch Clamp 8-FT	1 EACH		\$450.00	\$ 450.00
23	Traffic Signal Face 3-12 Inch Vertical	8 EACH		\$450.00	\$ 3,600.00
24	Traffic Signal Face 4-12 Inch Vertical	6 EACH		\$500.00	\$ 3,000.00
25	Backplates Signal Face 3 Section 12-Inch	8 EACH		\$57.00	\$ 456.00
26	Backplates Signal Face 4 Section 12-Inch	6 EACH		\$68.00	\$ 408.00
27	Pedestal Bases	1 EACH		\$185.00	\$ 185.00
28	Pedestrian Signal Face 16-Inch	2 EACH		\$250.00	\$ 500.00
29	Pedestrian Push Buttons	2 EACH		\$205.00	\$ 410.00
30	LED Modules 12-Inch Red Ball	4 EACH		\$69.00	\$ 276.00
31	LED Modules 12-Inch Yellow Ball	4 EACH		\$69.00	\$ 276.00
32	LED Modules 12-Inch Green Ball	4 EACH		\$69.00	\$ 276.00
33	LED Modules 12-Inch Red Arrow	10 EACH		\$42.00	\$ 420.00
34	LED Modules 12-Inch Yellow Arrow	20 EACH		\$42.00	\$ 840.00
35	LED Modules 12-Inch Green Arrow	6 EACH		\$42.00	\$ 252.00
36	LED Modules Pedestrian Countdown Timer 16-Inch	2 EACH		\$525.00	\$ 1,050.00
37	Signal Mounting Hardware	1 LS		\$1,500.00	\$ 1,500.00
38	Luminaires Utility HPS 250 Watts	1 EACH		\$525.00	\$ 525.00
39	Field System Integrator	1 LS		\$4,500.00	\$ 4,500.00
40	Monotube Arms 30-FT Special	2 EACH		\$5,800.00	\$ 11,600.00
41	Communication System Testing	1 LS		\$1,800.00	\$ 1,800.00
42	Microwave Detection Unit	4 EACH		\$7,000.00	\$ 28,000.00
43	Emergency Vehicle Preemption	1 LS		\$7,000.00	\$ 7,000.00
Subtotal: Items Without EVP					\$ 122,963.40
TOTAL: Items Without EVP					\$ 135,259.74
Subtotal: Items #1-43					\$ 129,963.40
TOTAL: Items #1-43					\$ 142,959.74

Not Included in this Estimate

APS

Video

Upgrade to mainline monotubes

Roadway Costs for new east leg + SB LT or NB RT

Road costs for Realignment of NB mainline left-turn lane

Hoepker Road/Rattman Road Signalization (2017)

CITY OF SUN PRAIRIE
HOEPKER ROAD - RATTMAN ROAD SIGNALS
ESTIMATE

Date: August 2015

ITEM NO	ITEM DESCRIPTION	PLANNED QUANTITY	UNITS	UNIT PRICE	COST
	TRAFFIC SIGNALS				
1	Traffic Signal Controller, Fully Actuated, 8 Phase (651.3050.S)	1	EA	\$14,500.00	\$14,500.00
2	Conduit Rigid Nonmetallic Schedule 40, 2-Inch (652.0225)	1048	LF	\$5.60	\$5,868.80
3	Conduit Rigid Nonmetallic Schedule 40, 3-Inch (652.0235)	2072	LF	\$6.75	\$13,986.00
4	Conduit Special, 3-Inch (652.0615)	510	LF	\$26.00	\$13,260.00
5	Conduit Loop Detector (652.0800)	1772	LF	\$4.80	\$8,505.60
6	Loop Detector Slots (655.0900)	203	LF	\$17.00	\$3,451.00
7	Pull Boxes Steel, 24x36-Inch (653.0135)	8	EA	\$730.00	\$5,840.00
8	Pull Boxes Steel, 24x42-Inch (653.0140)	17	EA	\$730.00	\$12,410.00
9	Concrete Bases Type 1 (654.0101)	9	EA	\$590.00	\$5,310.00
10	Concrete Bases Type 2 (654.0102)	6	EA	\$780.00	\$4,680.00
11	Concrete Bases Type 10 (654.0110)	2	EA	\$2,400.00	\$4,800.00
12	Concrete Control Cabinet Bases Type 9 Special (654.0217)	1	EA	\$1,500.00	\$1,500.00
13	Cable Traffic Signal 3-14 AWG (655.0210)	318	LF	\$1.60	\$508.80
14	Cable Traffic Signal 5-14 AWG (655.0230)	695	LF	\$1.65	\$1,146.75
15	Cable Traffic Signal 15-14 AWG (655.0270)	3198	LF	\$3.60	\$11,512.80
16	Cable Traffic Signal 19-14 AWG (655.0280)	630	LF	\$3.80	\$2,394.00
17	Cable Type UF 2-12 AWG Grounded (655.0310)	1166	LF	\$1.20	\$1,399.20
18	Grounding Conductor 10 AWG White (655.0515)	1831	LF	\$1.05	\$1,922.55
19	Equipment Grounding Conductor 10 AWG Green (655.0515)	2153	LF	\$1.05	\$2,260.65
20	Electrical Wire Lighting 12 AWG (655.0610)	1440	LF	\$0.75	\$1,080.00
21	Loop Detector Lead In Cable (655.0700)	6247	LF	\$1.00	\$6,247.00
22	Loop Detector Wire (655.0800)	6782	LF	\$1.10	\$7,460.20
23	Electrical Service Meter Breaker Pedestal (656.0200)	1	LS	\$950.00	\$950.00
24	Pedestal Bases (657.0100)	9	EA	\$250.00	\$2,250.00
25	Transformer Bases Breakaway 11 1/2- Inch Bolt Circle (657.0100)	6	EA	\$600.00	\$3,600.00
26	Poles Type 3 (657.0310)	2	EA	\$3,000.00	\$6,000.00
27	Poles Type 4 (657.0315)	4	EA	\$1,575.00	\$6,300.00
28	Traffic Signal Standards Aluminum 13-Ft (657.0420)	6	EA	\$520.00	\$3,120.00
29	Traffic Signal Standards Aluminum 15-Ft (657.0425)	2	EA	\$560.00	\$1,120.00
30	Traffic Signal Standards Aluminum 10-Ft (657.0430)	1	EA	\$400.00	\$400.00
31	Trombone Arms 15-Ft (657.0585)	2	EA	\$1,100.00	\$2,200.00
32	Luminaire Arms Truss Type 4 1/2 Inch 15-Foot (657.0715)	10	EA	\$500.00	\$5,000.00
33	luminaires Utility HPS 250 Watts (657.0125)	10	EA	\$600.00	\$6,000.00
34	Monotube Poles Type 9 Special (657.1345.SP.V)	2	EA	\$6,200.00	\$12,400.00
35	Monotube Arms 30-Ft Special (657.1530.SP.V)	2	EA	\$3,400.00	\$6,800.00
36	Pedestrian Push Buttons (658.0500)	8	EA	\$280.00	\$2,240.00
37	Traffic Signal Face 3 - 12-Inch Vertical (658.0110)	23	EA	\$675.00	\$15,525.00
38	Traffic Signal Face 4 - 12-Inch Vertical (658.0115)	4	EA	\$815.00	\$3,260.00
39	Backplates Signal Face 3 Section 12-Inch (658.0215)	23	EA	\$85.00	\$1,955.00
40	Backplates Signal Face 4 Section 12-Inch (658.0220)	4	EA	\$110.00	\$440.00
41	Pedestrian Signal Face 16-Inch (658.0416)	10	EA	\$700.00	\$7,000.00
42	Signal Mounting Hardware (658.5069)	1	LS	\$5,100.00	\$5,100.00
43	Install Fiber Optic Cable Outdoor Plannt 6-CT (678.0006)	1380	LF	\$3.00	\$4,140.00
44	Fiber Optic Termination (678.0400)	2	EACH	\$200.00	\$400.00
45	Communication System Testing (678.0500)	1	LS	\$4,500.00	\$4,500.00
46	Signs Reflective Type II (637.0202)	15	EACH	\$340.00	\$5,100.00
47	Overhead Sign Support (641.8100)	1	EACH	\$21,000.00	\$21,000.00
		2015 TOTAL COST ESTIMATE =			\$256,843.35
		15% CONTINGENCY =			\$38,526.50
		DESIGN & CRS =			\$44,305.48
		TOTAL =			\$339,675.33

O'Keeffe Avenue/Reiner Road Signalization (2017)

CITY OF SUN PRAIRIE O'KEEFFE AVE - REINER ROAD SIGNALS INSTALLATION ESTIMATE Date: August 2015					
ITEM NO	ITEM DESCRIPTION	PLANNED QUANTITY	UNITS	UNIT PRICE	COST
	TRAFFIC SIGNALS				
1	Traffic Signal Controller, Fully Actuated, 8 Phase (651.3050.S)	1	EA	\$14,500.00	\$14,500.00
2	Conduit Rigid Nonmetallic Schedule 40, 2-Inch (652.0225)	1048	LF	\$5.60	\$5,868.80
3	Conduit Rigid Nonmetallic Schedule 40, 3-Inch (652.0235)	2072	LF	\$6.75	\$13,986.00
4	Conduit Special, 3-Inch (652.0615)	510	LF	\$26.00	\$13,260.00
5	Conduit Loop Detector (652.0800)	1772	LF	\$4.80	\$8,505.60
6	Loop Detector Slots (655.0900)	203	LF	\$17.00	\$3,451.00
7	Pull Boxes Steel, 24x36-Inch (653.0135)	8	EA	\$730.00	\$5,840.00
8	Pull Boxes Steel, 24x42-Inch (653.0140)	17	EA	\$730.00	\$12,410.00
9	Concrete Bases Type 1 (654.0101)	9	EA	\$590.00	\$5,310.00
10	Concrete Bases Type 2 (654.0102)	6	EA	\$780.00	\$4,680.00
11	Concrete Bases Type 10 (654.0110)	2	EA	\$2,400.00	\$4,800.00
12	Concrete Control Cabinet Bases Type 9 Special (654.0217)	1	EA	\$1,500.00	\$1,500.00
13	Cable Traffic Signal 3-14 AWG (655.0210)	318	LF	\$1.60	\$508.80
14	Cable Traffic Signal 5-14 AWG (655.0230)	695	LF	\$1.65	\$1,146.75
15	Cable Traffic Signal 15-14 AWG (655.0270)	3198	LF	\$3.60	\$11,512.80
16	Cable Traffic Signal 19-14 AWG (655.0280)	630	LF	\$3.80	\$2,394.00
17	Cable Type UF 2-12 AWG Grounded (655.0310)	1166	LF	\$1.20	\$1,399.20
18	Grounding Conductor 10 AWG White (655.0515)	1831	LF	\$1.05	\$1,922.55
19	Equipment Grounding Conductor 10 AWG Green (655.0515)	2153	LF	\$1.05	\$2,260.65
20	Electrical Wire Lighting 12 AWG (655.0610)	1440	LF	\$0.75	\$1,080.00
21	Loop Detector Lead In Cable (655.0700)	6247	LF	\$1.00	\$6,247.00
22	Loop Detector Wire (655.0800)	6782	LF	\$1.10	\$7,460.20
23	Electrical Service Meter Breaker Pedestal (656.0200)	1	LS	\$950.00	\$950.00
24	Pedestal Bases (657.0100)	9	EA	\$250.00	\$2,250.00
25	Transformer Bases Breakaway 11 1/2- Inch Bolt Circle (657.0100)	6	EA	\$600.00	\$3,600.00
26	Poles Type 3 (657.0310)	2	EA	\$3,000.00	\$6,000.00
27	Poles Type 4 (657.0315)	4	EA	\$1,575.00	\$6,300.00
28	Traffic Signal Standards Aluminum 13-Ft (657.0420)	6	EA	\$520.00	\$3,120.00
29	Traffic Signal Standards Aluminum 15-Ft (657.0425)	2	EA	\$560.00	\$1,120.00
30	Traffic Signal Standards Aluminum 10-Ft (657.0430)	1	EA	\$400.00	\$400.00
31	Trombone Arms 15-Ft (657.0585)	2	EA	\$1,100.00	\$2,200.00
32	Luminaire Arms Truss Type 4 1/2 Inch 15-Foot (657.0715)	10	EA	\$500.00	\$5,000.00
33	Luminaires Utility HPS 250 Watts (657.0125)	10	EA	\$600.00	\$6,000.00
34	Monotube Poles Type 9 Special (657.1345.SPV)	2	EA	\$6,200.00	\$12,400.00
35	Monotube Arms 30-Ft Special (657.1530.SPV)	2	EA	\$3,400.00	\$6,800.00
36	Pedestrian Push Buttons (658.0500)	8	EA	\$280.00	\$2,240.00
37	Traffic Signal Face 3 - 12-Inch Vertical (658.0110)	23	EA	\$675.00	\$15,525.00
38	Traffic Signal Face 4 - 12-Inch Vertical (658.0115)	4	EA	\$815.00	\$3,260.00
39	Backplates Signal Face 3 Section 12-Inch (658.0215)	23	EA	\$85.00	\$1,955.00
40	Backplates Signal Face 4 Section 12-Inch (658.0220)	4	EA	\$110.00	\$440.00
41	Pedestrian Signal Face 16-Inch (658.0416)	10	EA	\$700.00	\$7,000.00
42	Signal Mounting Hardware (658.5069)	1	LS	\$5,100.00	\$5,100.00
43	Install Fiber Optic Cable Outdoor Plannt 6-CT (678.0006)	1380	LF	\$3.00	\$4,140.00
44	Fiber Optic Termination (678.0400)	2	EACH	\$200.00	\$400.00
45	Communication System Testing (678.0500)	1	LS	\$4,500.00	\$4,500.00
46	Signs Reflective Type II (637.0202)	15	EACH	\$340.00	\$5,100.00
47	Overhead Sign Support (641.8100)	1	EACH	\$21,000.00	\$21,000.00
2015 TOTAL COST ESTIMATE =					\$256,843.35
15% CONTINENCY =					\$38,526.50
DESIGN & CRS =					\$44,305.48
TOTAL =					\$339,675.33

Thompson – Brooks Connection (2017)

Thompson / Brooks				
Approx. 4350 LF				
Estimate assuming Two-lane divided with 17' median				
4-ft on-street bike lane both sides, 5-ft concrete sidewalk both sides apprx. 2400 LF,				
5-ft concrete sidewalk left side only approx. 1950 LF				
Connecting streets: S Grand Ave and W Main Street				
Date: August 2015				
ITEM DESCRIPTION	QUANTITY	UNITS	NUMERIC UNIT PRICE	NUMERIC TOTAL
GENERAL CONDITIONS				
Mintenance of Traffic	1	LS	\$10,000.00	\$10,000.00
Dust Control	6	EA	\$500.00	\$3,000.00
Mobilization	1	LS	\$50,000.00	\$50,000.00
EARTHWORK				
Excavation Common	12000	CY	\$8.50	\$102,000.00
Restoration (16,000 SY+/-)	1	LS	\$32,000.00	\$32,000.00
CONCRETE				
4-inch Concrete Sidewalk	33750	SF	\$3.75	\$126,562.50
30-inch Curb & Gutter > 100 ft	8700	LF	\$14.50	\$126,150.00
18-inch Curb & Gutter (median 12" head)	8700	LF	\$14.50	\$126,150.00
PAVEMENTS				
Pavement Sawcutting - Asphalt	212	LF	\$2.00	\$424.00
Asphalt Pavement (4-inch)	1668	TON	\$65.00	\$108,420.00
CABC, (12-inch)	7250	SY	\$8.00	\$58,000.00
Base Course Station Grading	90	STA	\$100.00	\$9,000.00
STORM AND SANITARY SEWERS				
Storm sewer	4350	LF	\$120.00	\$522,000.00
WATERMAIN				
Watermain Improvements	4350	LF	\$130.00	\$565,500.00
MISCELLANEOUS				
Clearing and Grubbing	1	LS	\$3,200.00	\$3,200.00
Tree Removal - Misc. sizes	6	EA	\$500.00	\$3,000.00
Silt Fence (Provide and install)	8700	LF	\$2.50	\$21,750.00
Pavement Markings	4350	LF	\$1.25	\$5,437.50
Signage	1	LS	\$10,000.00	\$10,000.00
Sub-total =				\$1,882,594.00
10% Contingencies =				\$188,259.40
15% Engineering =				\$310,628.01
ESTIMATE =				\$2,381,481.41

NOTE: Estimate does not include any decorative landscaping, street trees, stamped concrete, etc.

STH 19 (Windsor Street) Bike Path (2017)

Estimate Windsor Street Bike Path					
PROJECT: Sun Prairie STH 19 Bike & Pedestrian Path		1930 LF			
OWNER: City of Sun Prairie, WI					
Date: August 2015					
ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
90	DESIGN/ENGINEERING				
91	Surveying	1	LS	\$ 2,000.00	\$ 2,000.00
92	Engineering	1	LS	\$ 9,500.00	\$ 9,500.00
92	Construction Related Services	1	LS	\$ 9,500.00	\$ 9,500.00
100	GENERAL CONDITIONS				\$ -
101	Mobilization, Bonds, And Insurance	1	LS	\$ 4,000.00	\$ 4,000.00
102	Utility Coordination	1	LS	\$ 1,000.00	\$ 1,000.00
200	EARTHWORK				\$ -
201	Unclassified Excavation	1	LS	\$ 12,500.00	\$ 12,500.00
202	Excavation Below Subgrade (EBS) & Fill	500	CY	\$ 40.00	\$ 20,000.00
203	Granular Fill	150	CY	\$ 10.00	\$ 1,500.00
300	BIKE/PESESTRAIN PATH				\$ -
301	Sawcut Existing Pavement	20	LF	\$ 5.00	\$ 100.00
302	12-Inch CABC	3,000	SY	\$ 10.00	\$ 30,000.00
303	3-Inch Bituminous Concrete Pavement	2,150	SY	\$ 12.50	\$ 26,875.00
304	2-Inch Crushed Aggregate Shouldering	10,000	LF	\$ 0.50	\$ 5,000.00
306	6" Concrete	200	SF	\$ 4.50	\$ 900.00
307	Truncated Warning Field	8	EA	\$ 225.00	\$ 1,800.00
600	MISCELLANEOUS				\$ -
601	Bike Path Sign, R1-1 (STOP)	2	EA	\$ 350.00	\$ 700.00
602	Bike Path Sign, D11-1 (BIKE PATH)	2	EA	\$ 350.00	\$ 700.00
603	Pavement Marking, 24 Inch White Stop Bar	20	LF	\$ 10.00	\$ 200.00
604	Salvage Topsoil, Seed, Fertilize & Mulch	1	LS	\$ 22,500.00	\$ 22,500.00
605	Clearing & Grubbing	1	LS	\$ 1,000.00	\$ 1,000.00
606	Silt Fence	1,900	LF	\$ 2.40	\$ 4,560.00
607	Erosion Inlet Bales, Complete	4	EA	\$ 150.00	\$ 600.00
608	Geotextile Fabric	3,000	SY	\$ 0.70	\$ 2,100.00
609	Stone Ditch Check	2	EA	\$ 500.00	\$ 1,000.00
610	Traffic Control	1	LS	\$ 3,000.00	\$ 3,000.00
	SUBTOTAL:				\$ 161,035.00
	Contingencies			20%	\$ 32,207.00
	Total			2015 \$ =	\$ 193,242.00
				DESIGN & CRS =	\$ 27,053.88
				TOTAL =	\$ 220,295.88

Reiner Road Extension (2018)

REINER ROAD (to Smith's Crossing southerly limits)				
Approx. 1500 LF				
4-LANE DIVIDED - ASPHALT				
Water main and sanitary sewer items not included				
ESTIMATE (AUGUST 2015)				
ITEM DESCRIPTION	QUANTITY	UNITS	NUMERIC UNIT PRICE	NUMERIC TOTAL
GENERAL CONDITIONS				
Utility Coordination	1	LS	\$5,000.00	\$5,000.00
Mintenance of Traffic	1	LS	\$20,000.00	\$20,000.00
Dust Control	10	EA	\$500.00	\$5,000.00
Mobilization	1	LS	\$20,000.00	\$20,000.00
EARTHWORK				
Undercutting of Unsuitable Material (1-ft)	3600	CY	\$8.50	\$30,600.00
Unclassified Excavation	1	LS	\$20,000.00	\$20,000.00
Restoration	1	LS	\$25,000.00	\$25,000.00
CONCRETE				
4-inch Concrete Sidewalk	15000	SF	\$4.00	\$60,000.00
30-inch Curb & Gutter > 100 ft	3000	LF	\$14.50	\$43,500.00
18-inch Curb & Gutter (median 12" head)	3000	LF	\$14.50	\$43,500.00
Handicap Ramps	2	EA	\$250.00	\$500.00
6-inch Concrete Drive w/ Base	240	SF	\$5.00	\$1,200.00
Median Nosing	4	EA	\$500.00	\$2,000.00
Concrete Drive & Base Removal	240	SF	\$1.00	\$240.00
Curb & Gutter Removal	50	LF	\$3.00	\$150.00
PAVEMENTS				
Pavement Sawcutting - Asphalt	64	LF	\$2.00	\$128.00
Pavement Sawcutting - Concrete	10	LF	\$3.00	\$30.00
Pavement Removal, 12-inches Deep	5000	SY	\$5.00	\$25,000.00
Bituminous Concrete Binder (E-3) 4"	2200	TN	\$63.00	\$138,600.00
Bituminous Concrete Surface (E-3) 1.5"	810	TN	\$63.00	\$51,030.00
Breaker Run Fill, 6-inches w/ fines	7600	TN	\$10.00	\$76,000.00
CABC, 3- to 6-inch	5100	TN	\$10.00	\$51,000.00
CABC, 3/4- to 1-1/2-inch	2500	TN	\$10.00	\$25,000.00
Base Course Station Grading	15	STA	\$100.00	\$1,500.00
Maintenance of Driveways	1	EA	\$250.00	\$250.00
3-inch Bituminous Concrete Drive w/ Base	240	SY	\$20.00	\$4,800.00
Bituminous Drive and Base Removal	480	SY	\$5.00	\$2,400.00
STORM AND SANITARY SEWERS				
Storm sewer	1500	LF	\$130.00	\$195,000.00
MISCELLANEOUS				
Clearing and Grubbing	1	LS	\$4,000.00	\$4,000.00
Catch-All Inlet Protection	15	EA	\$250.00	\$3,750.00
Erosion Control	1	LS	\$6,000.00	\$6,000.00
Pavement Markings	1	LS	\$6,000.00	\$6,000.00
Signage	15	EA	\$150.00	\$2,250.00
			Sub-total =	\$869,428.00
			10% Contingencies =	\$86,942.80
			15% Engineering =	\$143,455.62
			ESTIMATE =	\$1,099,826.42

NOTE: Estimate does not include any decorative landscaping, street trees, stamped concrete, etc.

Intersection Expansions – Hoepker/Grand (2018) and O’Keeffe/Reiner (2020)

<i>Intersection Improvements</i>				
<i>Date: August 2015</i>				
			O'Keeffe Ave & Reiner Road	Grand & Hoepker Road
			Area	Area
			Sq. Ft.	Sq. Ft.
North Approach				
	Right turn lane		3300	8100
	Left turn lane		10200	6000
South Approach				
	Right turn lane		12000	2700
	Left turn lane		2100	16800
East Approach				
	Right turn lane		7200	8400
	Left turn lane		6300	3600
West Approach				
	Right turn lane		-	8400
	Left turn lane		-	15600
	TOTAL =		41100	69600
Widening Cost @ \$12 / sq. ft.			\$493,200.00	\$835,200.00
Traffic Signals			\$0.00	\$0.00
Removals			\$65,000.00	\$135,000.00
Traffic Control			\$14,000.00	\$25,000.00
	SUB-TOTAL =		\$572,200.00	\$995,200.00
	Contingency @ 15% =		\$85,830.00	\$149,280.00
	SUB-TOTAL =		\$658,030.00	\$1,144,480.00
	Design Engineering @ 7% =		\$46,062.10	\$80,113.60
	CRS @ 7% =		\$46,062.10	\$80,113.60
	TOTAL =		\$750,154.20	\$1,304,707.20

Rattman Road/Main Street Signalization (2019)

CITY OF SUN PRAIRIE					
RATTMAN ROAD - MAIN STREET SIGNALS					
ESTIMATE					
Date: August 2015					
ITEM NO	ITEM DESCRIPTION	PLANNED QUANTITY	UNITS	UNIT PRICE	COST
	TRAFFIC SIGNALS				
1	Traffic Signal Controller, Fully Actuated	1	EA	\$14,500.00	\$14,500.00
2	Conduit Rigid Nonmetallic Schedule 40, 2-Inch (652.0225)	735	LF	\$5.60	\$4,116.00
3	Conduit Rigid Nonmetallic Schedule 40, 3-Inch (652.0235)	1550	LF	\$6.75	\$10,462.50
4	Conduit Special, 3-Inch (652.0615)	380	LF	\$26.00	\$9,880.00
5	Conduit Loop Detector (652.0800)	1330	LF	\$4.80	\$6,384.00
6	Loop Detector Slots (655.0900)	152	LF	\$17.00	\$2,584.00
7	Pull Boxes Steel, 24x36-Inch (653.0135)	6	EA	\$730.00	\$4,380.00
8	Pull Boxes Steel, 24x42-Inch (653.0140)	13	EA	\$730.00	\$9,490.00
9	Concrete Bases Type 1 (654.0101)	6	EA	\$590.00	\$3,540.00
10	Concrete Bases Type 2 (654.0102)	4	EA	\$780.00	\$3,120.00
11	Concrete Bases Type 10 (654.0110)	1	EA	\$2,400.00	\$2,400.00
12	Concrete Control Cabinet Bases Type 9 Special (654.0217)	1	EA	\$1,500.00	\$1,500.00
13	Cable Traffic Signal 3-14 AWG (655.0210)	240	LF	\$1.60	\$384.00
14	Cable Traffic Signal 5-14 AWG (655.0230)	525	LF	\$1.65	\$866.25
15	Cable Traffic Signal 15-14 AWG (655.0270)	2400	LF	\$3.60	\$8,640.00
16	Cable Traffic Signal 19-14 AWG (655.0280)	475	LF	\$3.80	\$1,805.00
17	Cable Type UF 2-12 AWG Grounded (655.0310)	875	LF	\$1.20	\$1,050.00
18	Grounding Conductor 10 AWG White (655.0515)	1375	LF	\$1.05	\$1,443.75
19	Equipment Grounding Conductor 10 AWG Green (655.0515)	1615	LF	\$1.05	\$1,695.75
20	Electrical Wire Lighting 12 AWG (655.0610)	1100	LF	\$0.75	\$825.00
21	Loop Detector Lead In Cable (655.0700)	4700	LF	\$1.00	\$4,700.00
22	Loop Detector Wire (655.0800)	5100	LF	\$1.10	\$5,610.00
23	Electrical Service Meter Breaker Pedestal (656.0200)	1	LS	\$950.00	\$950.00
24	Pedestal Bases (657.0100)	8	EA	\$250.00	\$2,000.00
25	Transformer Bases Breakaway 11 1/2- Inch Bolt Circle (657.0100)	8	EA	\$600.00	\$4,800.00
26	Poles Type 3 (657.0310)	8	EA	\$3,000.00	\$24,000.00
27	Poles Type 4 (657.0315)	0	EA	\$1,575.00	\$0.00
28	Traffic Signal Standards Aluminum 13-Ft (657.0420)	8	EA	\$520.00	\$4,160.00
29	Traffic Signal Standards Aluminum 15-Ft (657.0425)	0	EA	\$560.00	\$0.00
30	Traffic Signal Standards Aluminum 10-Ft (657.0430)	0	EA	\$400.00	\$0.00
31	Trombone Arms 15-Ft (657.0585)	2	EA	\$1,100.00	\$2,200.00
32	Luminaire Arms Truss Type 4 1/2 Inch 15-Foot (657.0715)	8	EA	\$500.00	\$4,000.00
33	luminaires Utility HPS 250 Watts (657.0125)	0	EA	\$600.00	\$0.00
34	Monotube Poles Type 9 Special (657.1345.SP.V)	3	EA	\$6,200.00	\$18,600.00
35	Monotube Arms 30-Ft Special (657.1530.SP.V)	0	EA	\$3,400.00	\$0.00
36	Pedestrian Push Buttons (658.0500)	6	EA	\$280.00	\$1,680.00
37	Traffic Signal Face 3 - 12-Inch Vertical (658.0110)	10	EA	\$675.00	\$6,750.00
38	Traffic Signal Face 4 - 12-Inch Vertical (658.0115)	0	EA	\$815.00	\$0.00
39	Backplates Signal Face 3 Section 12-Inch (658.0215)	10	EA	\$85.00	\$850.00
40	Backplates Signal Face 4 Section 12-Inch (658.0220)	0	EA	\$110.00	\$0.00
41	Pedestrian Signal Face 16-Inch (658.0416)	6	EA	\$700.00	\$4,200.00
42	Signal Mounting Hardware (658.5069)	1	LS	\$3,800.00	\$3,800.00
43	Install Fiber Optic Cable Outdoor Plannt 6-CT (678.0006)	1000	LF	\$3.00	\$3,000.00
44	Fiber Optic Termination (678.0400)	1	EACH	\$200.00	\$200.00
45	Communication System Testing (678.0500)	1	LS	\$4,500.00	\$4,500.00
46	Signs Reflective Type II (637.0202)	10	EACH	\$340.00	\$3,400.00
47	Overhead Sign Support (641.8100)	1	EACH	\$15,000.00	\$15,000.00
		2015 TOTAL COST ESTIMATE =			\$203,466.25
		15% CONTINGENCY =			\$30,519.94
		DESIGN & CRS =			\$35,097.93
		TOTAL =			\$269,084.12

Rattman Road Reconstruction (2019)

RATTMAN ROAD ESTIMATE OF PROBABLE CONSTRUCTION COSTS				
Approx. 4955 LF				
Estimate assuming Two-lane urban cross-section				
Limits: Hoepker Road to Main Street				
2-12' lanes, 4' bike lanes, sidewalk on east side 4660 LF				
Date: August 2015				
ITEM DESCRIPTION	QUANTITY	UNITS	NUMERIC UNIT PRICE	NUMERIC TOTAL
GENERAL CONDITIONS				
Mintenance of Traffic	1	LS	\$15,000.00	\$15,000.00
Dust Control	6	EA	\$500.00	\$3,000.00
Mobilization	1	LS	\$50,000.00	\$50,000.00
EARTHWORK				
Excavation Common	18000	CY	\$8.50	\$153,000.00
Restoration (16,000 SY+/-)	1	LS	\$75,000.00	\$75,000.00
CONCRETE				
4-inch Concrete Sidewalk	23300	SF	\$3.75	\$87,375.00
30-inch Curb & Gutter > 100 ft	9910	LF	\$14.50	\$143,695.00
18-inch Curb & Gutter (median 12" head)	0	LF	\$14.50	\$0.00
PAVEMENTS				
Pavement Sawcutting - Asphalt	212	LF	\$2.00	\$424.00
Asphalt Pavement (4-inch)	15500	SY	\$14.00	\$217,000.00
CABC, (12-inch)	15500	SY	\$8.00	\$124,000.00
Base Course Station Grading	50	STA	\$100.00	\$5,000.00
STORM AND SANITARY SEWERS				
Storm sewer	4955	LF	\$120.00	\$594,600.00
WATERMAIN				
Watermain Improvements	0	LF	\$130.00	\$0.00
MISCELLANEOUS				
Clearing and Grubbing	1	LS	\$3,000.00	\$3,000.00
Tree Removal - Misc. sizes	3	EA	\$500.00	\$1,500.00
Silt Fence (Provide and install)	4955	LF	\$2.50	\$12,387.50
Pavement Markings	4955	LF	\$1.25	\$6,193.75
Signage	1	LS	\$10,000.00	\$10,000.00
Sub-total =				\$1,501,175.25
10% Contingencies =				\$150,117.53
15% Engineering =				\$247,693.92
ESTIMATE =				\$1,898,986.69
NOTE: Estimate does not include any decorative landscaping, street trees, stamped concrete, etc.				

O'Keeffe Avenue/Leopold Way Signalization

CITY OF SUN PRAIRIE O'KEEFFE AVE - LEOPOLD WAY SIGNALS ESTIMATE					
Date: August 2015					
ITEM NO.	ITEM DESCRIPTION	PLANNED QUANTITY	UNITS	UNIT PRICE	COST
	TRAFFIC SIGNALS				
1	Traffic Signal Controller, Fully Actuated, 8 Phase (651.3050.S)	1	EA	\$14,500.00	\$14,500.00
2	Conduit Rigid Nonmetallic Schedule 40, 2-Inch (652.0225)	1048	LF	\$5.60	\$5,868.80
3	Conduit Rigid Nonmetallic Schedule 40, 3-Inch (652.0235)	2072	LF	\$6.75	\$13,986.00
4	Conduit Special, 3-Inch (652.0615)	510	LF	\$26.00	\$13,260.00
5	Conduit Loop Detector (652.0800)	1772	LF	\$4.80	\$8,505.60
6	Loop Detector Slots (655.0900)	203	LF	\$17.00	\$3,451.00
7	Pull Boxes Steel, 24x36-Inch (653.0135)	8	EA	\$730.00	\$5,840.00
8	Pull Boxes Steel, 24x42-Inch (653.0140)	17	EA	\$730.00	\$12,410.00
9	Concrete Bases Type 1 (654.0101)	9	EA	\$590.00	\$5,310.00
10	Concrete Bases Type 2 (654.0102)	6	EA	\$780.00	\$4,680.00
11	Concrete Bases Type 10 (654.0110)	2	EA	\$2,400.00	\$4,800.00
12	Concrete Control Cabinet Bases Type 9 Special (654.0217)	1	EA	\$1,500.00	\$1,500.00
13	Cable Traffic Signal 3-14 AWG (655.0210)	318	LF	\$1.60	\$508.80
14	Cable Traffic Signal 5-14 AWG (655.0230)	695	LF	\$1.65	\$1,146.75
15	Cable Traffic Signal 15-14 AWG (655.0270)	3198	LF	\$3.60	\$11,512.80
16	Cable Traffic Signal 19-14 AWG (655.0280)	630	LF	\$3.80	\$2,394.00
17	Cable Type UF 2-12 AWG Grounded (655.0310)	1166	LF	\$1.20	\$1,399.20
18	Grounding Conductor 10 AWG White (655.0515)	1831	LF	\$1.05	\$1,922.55
19	Equipment Grounding Conductor 10 AWG Green (655.0515)	2153	LF	\$1.05	\$2,260.65
20	Electrical Wire Lighting 12 AWG (655.0610)	1440	LF	\$0.75	\$1,080.00
21	Loop Detector Lead In Cable (655.0700)	6247	LF	\$1.00	\$6,247.00
22	Loop Detector Wire (655.0800)	6782	LF	\$1.10	\$7,460.20
23	Electrical Service Meter Breaker Pedestal (656.0200)	1	LS	\$950.00	\$950.00
24	Pedestal Bases (657.0100)	9	EA	\$250.00	\$2,250.00
25	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle (657.0100)	6	EA	\$600.00	\$3,600.00
26	Poles Type 3 (657.0310)	2	EA	\$3,000.00	\$6,000.00
27	Poles Type 4 (657.0315)	4	EA	\$1,575.00	\$6,300.00
28	Traffic Signal Standards Aluminum 13-Ft (657.0420)	6	EA	\$520.00	\$3,120.00
29	Traffic Signal Standards Aluminum 15-Ft (657.0425)	2	EA	\$560.00	\$1,120.00
30	Traffic Signal Standards Aluminum 10-Ft (657.0430)	1	EA	\$400.00	\$400.00
31	Trombone Arms 15-Ft (657.0585)	2	EA	\$1,100.00	\$2,200.00
32	Luminaire Arms Truss Type 4 1/2-Inch 15-Foot (657.0715)	10	EA	\$500.00	\$5,000.00
33	luminaires Utility HPS 250 Watts (657.0125)	10	EA	\$600.00	\$6,000.00
34	Monotube Poles Type 9 Special (657.1345.SP.V)	2	EA	\$6,200.00	\$12,400.00
35	Monotube Arms 30-Ft Special (657.1530.SP.V)	2	EA	\$3,400.00	\$6,800.00
36	Pedestrian Push Buttons (658.0500)	8	EA	\$280.00	\$2,240.00
37	Traffic Signal Face 3 - 12-Inch Vertical (658.0110)	23	EA	\$675.00	\$15,525.00
38	Traffic Signal Face 4 - 12-Inch Vertical (658.0115)	4	EA	\$815.00	\$3,260.00
39	Backplates Signal Face 3 Section 12-Inch (658.0215)	23	EA	\$85.00	\$1,955.00
40	Backplates Signal Face 4 Section 12-Inch (658.0220)	4	EA	\$110.00	\$440.00
41	Pedestrian Signal Face 16-Inch (658.0416)	10	EA	\$700.00	\$7,000.00
42	Signal Mounting Hardware (658.5069)	1	LS	\$5,100.00	\$5,100.00
43	Install Fiber Optic Cable Outdoor Plannt 6-CT (678.0006)	1380	LF	\$3.00	\$4,140.00
44	Fiber Optic Termination (678.0400)	2	EACH	\$200.00	\$400.00
45	Communication System Testing (678.0500)	1	LS	\$4,500.00	\$4,500.00
46	Signs Reflective Type II (637.0202)	15	EACH	\$340.00	\$5,100.00
47	Overhead Sign Support (641.8100)	1	EACH	\$21,000.00	\$21,000.00
		2015 TOTAL COST ESTIMATE =		\$256,843.35	
		15% CONTINGENCY =		\$38,526.50	
		DESIGN & CRS =		\$44,305.48	
		TOTAL =		\$339,675.33	

2007 Updated Selected Link - Zones Ins Plus Outs

Zone	MPO	2004 Zone Totals	2007 Zone Totals	Increase/ Decrease	2004 Ratman	2004 Adjusted	2007 Ratman	2004 Hooper	2004 Adjusted	2007 Hooper	2004 W. Main	2004 Adjusted	2007 W. Main	2004 E. Main	2004 Adjusted	2007 E. Main	2004 S. CTH C	2004 Adjusted	2007 S. CTH C
1	714	889	889	100.00%	130	69	85	0	0	0	0	4	4	102	159	159	202	241	241
2	717	2,484	4,190	168.68%	144	62	104	114	125	211	178	95	169	1,048	999	1,686	1,122	1,166	1,967
3	721	7,640	9,108	119.21%	240	106	126	318	349	416	190	105	125	725	692	826	1,500	1,663	1,970
4	725	1,138	1,138	100.00%	506	216	216	0	0	0	566	301	301	164	156	156	56	60	60
5	726	1,407	821	58.35%	190	91	47	0	0	0	226	120	70	430	410	229	424	441	257
6	727	804	804	100.00%	80	34	34	92	101	101	68	36	36	8	8	364	360	360	360
7	-	4,847	4,426	95.24%	18	8	7	224	246	224	68	36	34	252	240	229	290	301	207
8	729	1,666	1,666	100.00%	1,860	796	796	0	0	0	1,162	628	628	800	763	763	0	0	0
9	730	2,874	2,874	100.00%	0	342	146	0	0	0	832	442	442	522	498	498	0	0	0
10	731	3,763	3,763	100.00%	662	279	279	0	0	0	804	427	427	1,240	1,182	1,182	1,430	1,486	1,486
11	-	4,083	3,840	94.05%	54	23	22	156	171	161	60	32	30	808	770	725	370	365	362
12	733	1,727	1,727	100.00%	4	2	2	84	92	92	34	18	18	198	189	189	92	96	96
13	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	735	1,865	6,535	350.40%	0	0	0	300	330	1,155	154	62	287	424	404	1,417	0	0	0
15	-	4,704	5,671	120.56%	4	2	2	680	747	901	208	110	133	2,190	2,088	2,517	1,750	1,807	2,203
16	-	3,546	3,546	100.00%	4	2	2	260	308	308	72	36	36	156	151	151	386	401	401
17	739	1,439	1,439	100.00%	2	1	1	206	226	226	94	50	50	230	219	219	118	123	123
18	747	1,474	1,474	100.00%	2,210	946	946	0	0	0	0	0	0	420	400	400	130	135	135
19	748	769	769	100.00%	912	380	380	0	0	0	0	0	0	336	320	320	106	110	110
20	749	4,139	9,798	236.72%	26	12	26	1,056	1,160	2,746	224	119	282	464	442	1,047	166	173	408
21	750	5,222	5,833	111.70%	0	0	0	458	503	562	190	101	113	230	219	245	446	464	518
22	751	3,682	3,682	100.00%	8	3	3	542	595	595	20	11	11	296	273	273	18	19	19
23	752	4,867	4,975	106.60%	346	148	148	160	60	66	70	59	31	33	238	227	242	362	423
24	753	701	747	106.56%	0	0	0	2,736	3,006	3,203	0	0	0	754	719	766	1,220	1,276	1,360
25	758	17,569	16,428	93.51%	836	360	334	3,064	3,366	3,148	766	407	380	1,434	1,367	1,278	2,796	2,896	2,708
26	759	12,164	15,825	130.10%	116	60	66	1,320	1,450	1,887	1,822	968	1,259	462	441	573	1,114	1,158	1,507
27	760	3,453	8,403	243.35%	34	15	35	384	433	1,053	790	424	1,031	78	74	181	484	503	1,224
28	761	30,429	25,515	83.85%	56	24	20	1,124	1,235	1,036	402	213	179	1,378	1,314	1,102	1,810	1,881	1,578
29	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	763	2,769	6,977	251.97%	4	2	4	284	312	798	190	101	254	306	290	736	554	576	1,451
31	-	-	15,031	-	-	-	9	1,684	-	1,684	-	-	548	-	-	1,584	-	-	3,126
Total - Ins plus outs					8,796		3,838	13,492		20,587	9,222		6,872	15,750		19,708	17,448		24,390
Link Total					17,310	42.78%	7,406	17,710	109.86%	19,457	9.65%	53.10%	5,235	17,710	95.35%	16,886	17,928	103.95%	18,636
Percentage					25.41%			25.91%	30.09%	52.90%	46.77%		65.63%	44.47%		58.36%	40.66%		65.44%

Zone	MPO	2004 Zone Totals	2007 Zone Totals	Increase/ Decrease	2004 R. CTH C	2004 Adjusted	2007 R. CTH C	2004 Thompson	2004 Adjusted	2007 Thompson	2004 STH 19	2004 Adjusted	2007 STH 19	2004 O'Ree	2004 Adjusted	2007 O'Ree
1	714	889	889	100.00%	394	502	602	94	72	72	682	952	952	18	13	13
2	717	2,484	4,190	168.68%	2,380	3,030	5,111	234	178	300	980	1,549	2,613	38	26	48
3	721	7,640	9,108	119.21%	2,616	3,331	3,971	238	181	216	0	0	0	59	43	52
4	725	1,138	1,138	100.00%	0	0	0	78	59	59	218	345	345	14	10	10
5	726	1,407	821	58.35%	640	1,069	624	92	70	41	328	519	303	20	15	9
6	727	804	804	100.00%	486	619	619	86	65	65	0	0	0	16	12	12
7	-	4,847	4,426	95.24%	76	97	92	352	260	255	76	120	114	248	195	176
8	729	1,666	1,666	100.00%	328	418	418	198	151	151	176	278	278	36	27	27
9	730	2,874	2,874	100.00%	196	250	250	118	90	90	112	177	177	26	21	21
10	731	3,763	3,763	100.00%	0	0	0	199	151	151	222	351	351	42	31	31
11	-	4,083	3,840	94.05%	94	120	113	122	93	87	0	0	0	34	25	24
12	733	1,727	1,727	100.00%	0	0	0	244	186	186	200	316	316	154	115	115
13	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
14	735	1,865	6,535	350.40%	200	256	892	128	97	341	110	174	609	28	21	73
15	-	4,704	5,671	120.56%	600	764	921	430	333	402	0	0	0	62	61	74
16	-	3,546	3,546	100.00%	294	374	374	376	296	296	0	0	0	202	160	160
17	739	1,439	1,439	100.00%	76	97	97	904	688	688	276	436	436	496	352	362
18	747	1,474	1,474	100.00%	266	339	339	124	94	94	124	196	196	40	30	30
19	748	769	769	100.00%	196	237	237	124	94	94	96	156	156	24	18	18
20	749	4,139	9,798	236.72%	308	352	928	174	132	313	172	272	644	38	28	67
21	750	5,222	5,833	111.70%	224	285	319	288	219	245	0	0	0	56	42	47
22	751	3,682	3,682	100.00%	440	560	560	396	301	301	0	0	0	76	57	57
23	752	4,867	4,975	106.60%	120	153	163	104	79	94	50	79	84	22	16	17
24	753	701	747	106.56%	428	545	581	386	294	313	158	250	266	54	40	43
25	758	17,569	16,428	93.51%	504	642	600	884	673	629	74	117	108	0	0	0
26	759	12,164	15,825	130.10%	832	1,059	1,378	1,242	945	1,229	20	32	41	212	158	205
27	760	3,453	8,403	243.35%	236	300	731	438	333	811	62	82	200	970	723	1,768
28	761	30,429	25,515	83.85%	438	558	468	8,944	6,805	5,708	1,012	1,800	1,342	22,205	16,541	13,870
29	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
30	763	2,769	6,977	251.97%	128	163	411	110	84	211	52	82	207	16	12	30
31	-	-	15,031	-	-	-	895	-	-	454	-	-	446	-	-	65
Total - Ins plus outs					12,680		21,581	17,114		13,875	5,112		10,185	25,217		17,403
Link Total					12,622	127.32%	16,070	15,250	76.09%	11,603	18.93%	158.09%	29,936	18,076	74.49%	13,465
Percentage					50.27%		67.15%	56.11%		59.79%	13.50%		17.01%	69.75%		64.62%

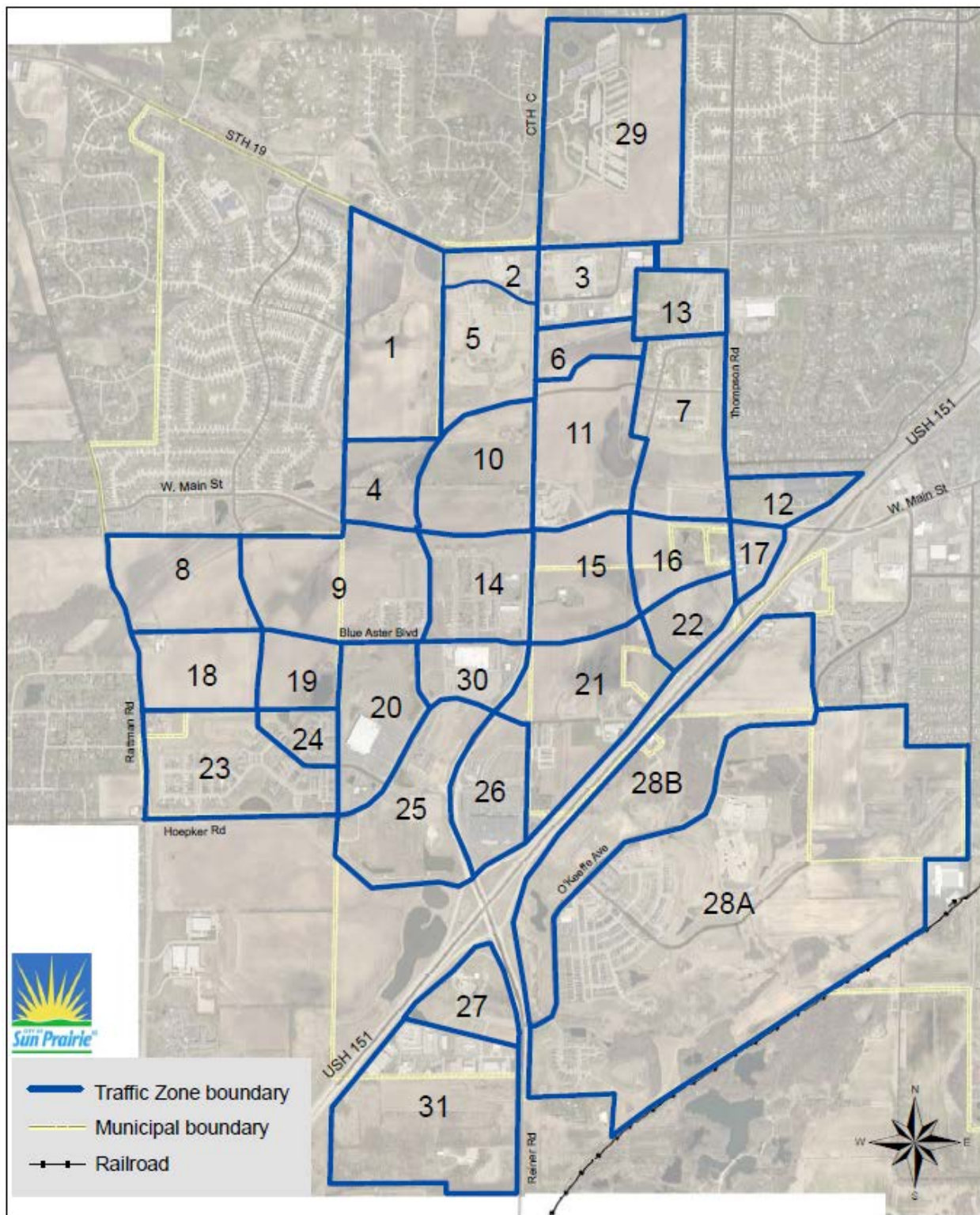
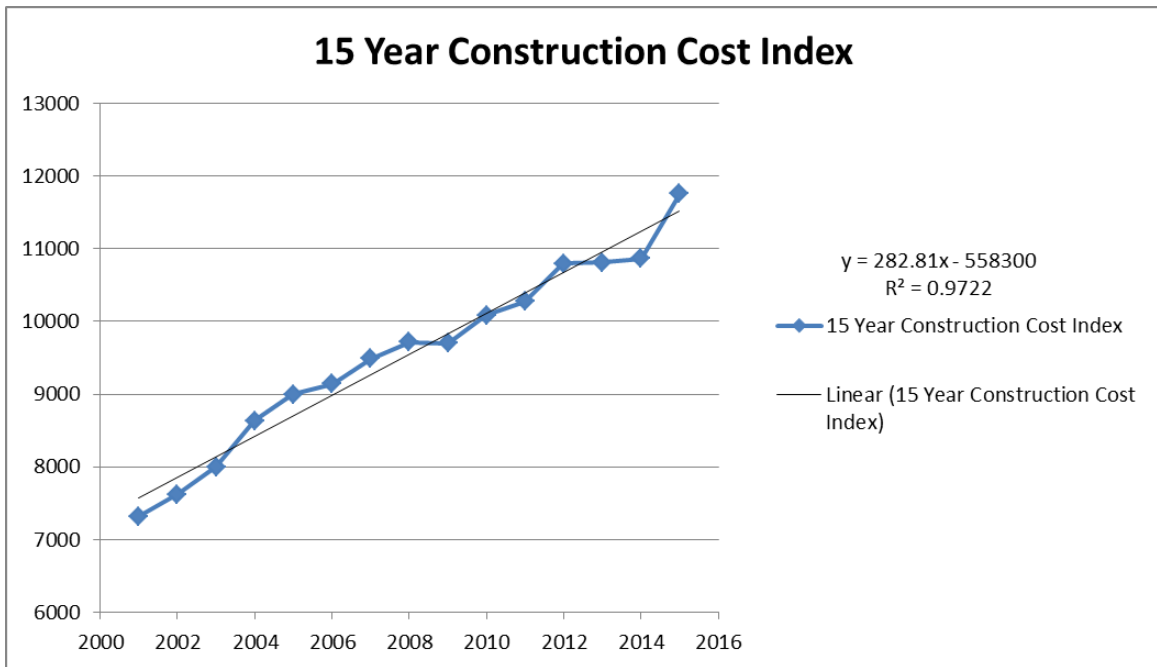


FIGURE B - Traffic Zones (Westside Traffic Impact Fee District)
 Sun Prairie, WI
 map created: 10-14-15

0 0.1 0.2 0.4 0.6 Miles

Appendix C: Engineering News Report Indexes



Year	15 Year Construction Cost Index	15 Year Cost Index Factor
2001	7317.41	
2002	7620.66	
2003	7999.46	
2004	8637.53	
2005	9000.45	
2006	9142.39	
2007	9489.29	
2008	9713.66	
2009	9698.88	
2010	10086.48	
2011	10271.86	
2012	10796.60	
2013	10813.23	
2014	10865.65	
2015	11760.40	
2016	11844.96	1.0000
2017	12127.77	1.0239
2018	12410.58	1.0478
2019	12693.39	1.0716
2020	12976.20	1.0955
2021	13259.01	1.1194
2022	13541.82	1.1433

This site uses cookies. By continuing to browse the site you are agreeing to our use of cookies. Review our [Privacy and Cookies Notice](#) for more details.

RAILWAY SHORT COURSES

from the world's renowned railway engineering program



Railway Operations • Railway Engineering • High-Speed Rail Engineering

Summer 2015 on the University of Illinois at Urbana-Champaign campus, USA

subscribe

contact us

advertise

industry jobs

events

FAQ

ENR Subscriber Login

DODGE

ENR.com
Engineering News-Record

SUBSCRIBE TODAY
Web access will be provided
as part of your subscription.

Search our site:

INFRASTRUCTURE BLDGS BIZ MGMT POLICY EQUIPMENT PEOPLE MULTIMEDIA OPINION TECH EDUCATION ECONOMICS TOP LISTS REGIONS

CURRENT COSTS MATERIAL TRENDS **HISTORICAL INDICES** QUARTERLY COST REPORTS FAQ

share: [more](#) [print](#) [email](#) [comment](#)

City Cost Index - Minneapolis - As of March 2015

[View all City indexes](#)

Text size: **A**



The building and construction cost indexes for ENR's individual cities use the same components and weighting as those for the 20-city national indexes. The city indexes use local prices for portland cement and 2 X 4 lumber and the national average price for structural steel. The city's BCI uses local union wages, plus fringes, for carpenters, bricklayers and iron workers. The city's CCI uses the same union wages for laborers.

ENR COST INDEXES IN MINNEAPOLIS (1978-2015)

YEAR	MONTH	BCI	%CHG	CCI	%CHG
2015	Feb	5569.9	1.8	11758.9	4.4
2015	Jan	5571.4	1.4	11760.4	8.2
2014	Dec	5578.53	1.5	11767.53	8.3
2014	Nov	5602.04	2.8	11791.03	8.3
2014	Oct	5595.48	2.8	11784.47	8.3
2014	Sep	5547.09	2	11758.65	8.1
2014	Aug	5535.46	2.0	11747.02	8.1
2014	Jul	5524.58	1.8	11642.14	7.2
2014	Jun	5515.70	1.9	11633.26	7.2
2014	May	5511.95	1.9	11629.51	7.2
2014	Apr	5510.95	2.3	11275.51	4.2
2014	Mar	5469.40	1.6	11259.94	4.1
2014	Feb	5472.15	1.6	11262.69	4.1
2014	Jan	5492.11	3.3	10855.65	0.5
2013	Dec	5494.61	3.6	10858.15	0.7
2013	Nov	5433.95	2.5	10870.40	0.7
2013	Oct	5441.95	2.6	10876.40	2.9
2013	Sep	5438.16	2.4	10874.82	3.0
2013	Aug	5426.03	2.4	10862.49	2.8
2013	Jul	5428.78	2.4	10865.24	2.8
2013	Jun	5415.65	2.3	10852.11	2.8
2013	May	5409.90	2.1	10846.36	2.7
2013	Apr	5389.27	2.2	10825.73	2.8
2013	Mar	5384.02	2.4	10820.48	2.8
2013	Feb	5385.02	2.6	10821.46	2.9
2013	Jan	5318.42	1.3	10813.23	5.4
2012	Dec	5301.79	0.9	10796.90	5.1
2012	Nov	5302.18	1.5	10796.97	5.1
2012	Oct	5303.16	1.4	10687.97	2.8
2012	Sep	5310.48	1.7	10654.09	3.7



- This week's content
- Archive
- Subscribe to ENR
- Order back issues
- Manage Subscription
- Newsletter Subscriptions

Most Viewed on ENR.com

- The 10 Longest Arch Bridges in the World
- Overhaul of San Ysidro Land Port of Entry Burdened by Myriad Site Constraints
- Superfund Manager Convicted in Bid-rig Scheme Must Pay \$4.38M

Most Commented On enr.com

- Architect Swastika Hayden Connell Files for Bankruptcy Protection
- Review: The Lego Movie is a Blockbuster, Sort Of

Video



09:00 - 02:29

Supertower's Climbing Forms

Core and perimeter climbing formwork systems helped shape 1,397-ft-tall 432 Park Avenue. Video courtesy Doka USA.



Displaying Page: 1 / 41

[View all Videos](#)

Blogs: ENR Staff

Blogs: Other Voices

Other Voices: Highly opinionated industry observers offer commentary from around the world.

What N.Y. Doesn't Need: More 'Stuck' Contractor Data that Can't be Measured, Compared
By: [JRB](#)

2012	Aug	5299.44	1.6	10594.25	3.8
2012	Jul	5303.56	1.5	10598.37	3.7
2012	Jun	5295.68	1.6	10561.49	3.8
2012	May	5297.18	1.7	10561.99	3.8
2012	May	5297.18	1.7	10561.99	3.8
2012	Apr	5271.55	1.2	10536.36	3.6
2012	Mar	5258.92	1.2	10523.73	3.6
2012	Feb	5249.17	1.5	10513.98	3.7
2012	Feb	5249.17	1.5	10513.98	3.7
2012	Jan	5249.17	2.5	10283.98	1.8
2011	Dec	5257.05	2.6	10271.86	1.8
2011	Nov	5223.96	1.9	10271.36	1.8
2011	Oct	5229.84	2.2	10277.24	1.9
2011	Sep	5223.34	2.2	10180.74	1.0
2011	Aug	5216.39	2.1	10179.49	1.0
2011	Jul	5225.40	2.1	10188.50	1.0
2011	Jun	5213.90	2.0	10177.00	1.0
2011	May	5208.15	2.8	10171.25	1.3
2011	Apr	5207.15	3.1	10170.25	1.5
2011	Mar	5197.65	2.9	10160.75	1.4
2011	Feb	5172.89	2.8	10135.99	1.3
2011	Jan	5119.38	3.4	10052.48	0.8
2010	Dec	5123.38	4.2	10096.48	4
2010	Nov	5125.63	4.3	10089.73	4.1
2010	Oct	5118.13	3.7	10081.23	3.7
2010	Sep	5109.32	3.4	10077.66	3.7
2010	Aug	5109.32	3.1	10077.66	3.5
2010	Jul	5119.7	4.2	10088.04	3.7
2010	Jun	5113.2	4.7	10081.54	3.5
2010	May	5074.69	3.8	10043.03	3
2010	Apr	5052.05	3.2	10020.4	3.9
2010	Mar	5050.05	2.9	10018.4	3.7
2010	Feb	5033.18	2.6	10001.62	3.6
2010	Jan	4949.37	0.6	9999.77	3.4
2009	Dec	4918.48	-0.9	9988.88	-0.2
2009	Nov	4915.73	-1.8	9996.13	-0.7
2009	Oct	4937.24	-2.1	9717.64	-0.9
2009	Sep	4941.99	-2.1	9722.39	-0.9
2009	Aug	4953.62	-0.5	9734.02	-0.3
2009	Jul	4915.4	-0.4	9732.27	0
2009	Jun	4885.99	0.7	9745.02	0.9
2009	May	4887.86	1.7	9746.89	1.3
2009	Apr	4895.35	2.2	9644.39	0.5
2009	Mar	4907.99	2.6	9657.02	0.6
2009	Feb	4905.49	2.9	9654.92	0.8
2009	Jan	4919.74	2.9	9698.77	1.9
2008	Dec	4964.63	3.9	9713.88	2.4
2008	Nov	5003.95	4.1	9766.65	2.6
2008	Oct	5044.46	6	9807.17	6.9
2008	Sep	5049.71	5.7	9812.42	7
2008	Aug	4979.73	5.7	9760.67	6.4
2008	Jul	4935.26	6.8	9732.16	6.2
2008	Jun	4950.69	6.4	9662.41	6.1
2008	May	4908.69	5.5	9620.41	5.7
2008	Apr	4789.44	5.4	9601.16	5.8

3/17/2015 8:51 AM CDT

Things in South Korea are DifferentBy: [brenner](#)

3/25/2015 12:33 PM CDT

Rebar Madness: Va. Receives First Offshore Wind Energy Research LeaseBy: [jim](#)

3/25/2015 8:45 AM CDT

[View all Posts »](#)**Project Leads/Pulse**

Gives readers a glimpse of who is planning and constructing some of the largest projects throughout the U.S. Much information for pulse is derived from McGraw-Hill Construction Dodge.

For more information on a project in Pulse that has a DR#, or for general information on Dodge products and services, please visit our Website at www.dodge.construction.com.

Information is provided on construction projects in following stages in each issue of ENR: Planning, Contracts/Bids/Proposals and Bid/Proposal Dates.

[View all Project Leads/Pulse »](#)

2008	Mar	4748.44	5.4	9596.16	5.6
2008	Feb	4768.44	3.8	9580.16	4.8
2008	Jan	4779.32	4.1	9491.04	3.8
2007	Dec	4777.57	4	9489.29	3.8
2007	Nov	4907.71	4.7	9519.43	3.9
2007	Oct	4758.49	0.7	9178.67	-1.2
2007	Sep	4734.98	1.5	9170.03	1.5
2007	Aug	4711.83	1.2	9169.78	1.6
2007	Jul	4619.45	-0.8	9167.76	1.6
2007	Jun	4558.55	-1.8	9105.88	1.1
2007	May	4557.55	-1.6	9105.88	1.2
2007	Apr	4543.55	-2.7	9091.88	0.7
2007	Mar	4540.8	-2.7	9089.13	0.7
2007	Feb	4592.7	-1.5	9141.03	1.3
2007	Jan	4592.07	-1	9140.4	1.5
2006	Dec	4594.06	-0.9	9142.39	1.6
2006	Nov	4593.13	-0.3	9158.96	2.1
2006	Oct	4728.14	2.8	9291.97	3.7
2006	Sep	4698.48	2.2	9032.47	1.1
2006	Aug	4664.23	0.6	9030.22	0.3
2006	Jul	4657.23	0.2	9023.22	0.1
2006	Jun	4640.73	-0.4	9006.72	-0.2
2006	May	4632.98	1.1	8996.97	0.6
2006	Apr	4667.37	4.3	9033.36	4.8
2006	Mar	4664.37	5	9030.36	5.1
2006	Feb	4690.22	4.9	9028.21	5
2006	Jan	4640.46	3.4	9008.45	4.3
2005	Dec	4634.46	3.3	9000.45	4.2
2005	Nov	4607.21	2.7	8973.2	3.9
2005	Oct	4596.47	2.8	8962.46	3.9
2005	Sep	4585.66	2.2	8931.65	3.7
2005	Aug	4635.57	4.2	9001.56	4.7
2005	Jul	4648.43	7.4	9013.56	8.5
2005	Jun	4667.93	8.7	9025.06	9.7
2005	May	4582.4	7.4	8949.53	9
2005	Apr	4473.05	7.7	8622.76	6.6
2005	Mar	4441.81	8	8591.51	6.6
2005	Feb	4443.81	9	8593.51	7.1
2005	Jan	4487.83	10.8	8637.53	8
2004	Dec	4487.83	10.7	8637.53	8
2003	Dec	4054.8	5	7999.46	5
2002	Dec	3860.38	2.9	7520.66	4.1
2001	Dec	3752.65	3.5	7317.41	4.6
2000	Dec	3624.84	0.4	6995.02	1.7
1999	Dec	3609.85	4.1	6878.53	3.8
1998	Dec	3468.98	1.6	6528.38	3
1997	Dec	3414.63	0.5	6434.11	2.2
1996	Dec	3397.24	8.6	6298.52	6.6
1995	Dec	3129.52	-0.1	5909.05	2.3
1994	Dec	3131.05	5.1	5778.85	7.1
1993	Dec	2978.6	6	5395.05	5.1
1992	Dec	2811.14	3.7	5133.25	4.1
1991	Dec	2711.5	2.4	4932.67	2.8
1990	Dec	2648.43	1.6	4798.61	-0.1
1989	Dec	2607.64	2.5	4804.75	4.6

1988	Dec	2543.91	1.7	4582.99	2
1987	Dec	2500.9	1.7	4494.16	2
1986	Dec	2459.3	2.4	4408.75	2.4
1985	Dec	2401.69	4	4303.33	2.2
1984	Dec	2309.85	-3.6	4209.93	-2.6
1983	Dec	2395.62	8.1	4322.45	10.1
1982	Dec	2217.19	5.6	3924.98	8.6
1981	Dec	2098.75	9.7	3812.6	11.5
1980	Dec	1913.26	0.5	3238.66	2.7
1979	Dec	1902.93	9.8	3154.37	8.7
1978	Dec	1732.46	9.9	2902.6	8.1

— Advertising —

[Subscribe to ENR](#) | [Back Issues](#) | [Manage your subscription](#) | [Get Top List Merchandise](#)

Reader Comments:



stillerhaus wrote:

In past years, ENR has had info for November. Currently it only shows through August. Is there a way to get the info for Sept., Oct. and Nov? Thanks!

11/4/2014 12:45 PM CDT

[Recommend](#)

[Report Abuse](#)

[Permalink](#)



Karen.Kalla-Horse wrote:

Where is September and October info?

10/10/2014 11:56 AM CDT

[Recommend](#)

[Report Abuse](#)

[Permalink](#)



subscriptions wrote:

I'm looking for monthly CCI for years 200 through 2004 for Minneapolis but data from ENR only gives monthly data back to 2005. Can I get these years for Minneapolis on a monthly basis?

5/2/2014 3:44 PM CDT

[Recommend](#)

[Report Abuse](#)

[Permalink](#)

You must be logged in to leave a comment. [Login](#) | [Register](#)

POWERED BY DODGE

We welcome comments from all points of view. Off-topic or abusive comments, however, will be removed at the editors' discretion.

[View This Week's Magazine](#) | [Go to Magazine Archives](#) | [Subscribe to ENR](#) | [Order Back Issues](#)

DODGE

DODGE

Sweets

ENR

ARCHITECTURAL
RECORD

GreenSource

[resources](#) | [editorial calendar](#) | [contact us](#) | [about us](#) | [submissions](#) | [site map](#) | [ENR subscriber login](#) | [ENR community](#)
[back issues](#) | [advertise](#) | [terms of use](#) | [privacy and cookie notice](#) | © 2015 Dodge Data & Analytics. All Rights Reserved

Appendix D: Fees Collected to Date

**Westside Traffic Impact Fees Collected :
2005 - 2015**

Year	Amount Collected
2005	\$314,748.48
2006	\$583,853.89
2007	\$431,210.88
2008	\$725,943.25
2009	\$58,336.26
2010	\$13,487.04
2011	\$755,506.07
2012	\$594,136.71
2013	\$318,945.76
2014	\$566,261.94
2015	\$363,989.00
Total	\$4,726,419.28