



Common Council Chambers – City Hall Room 100
7325 W. Forest Home Ave, Greenfield, Wisconsin

BOARD OF PUBLIC WORKS MEETING Agenda

Tuesday, May 27, 2025 - 6:30 PM

1. Call to order
2. Roll Call
3. Approval of the April 22, 2025 meeting minutes
4. Citizen Commentary
5. Approve an agreement with Garland Company Inc. for project number 2504 City Hall Skylight replacement in the amount of \$203,525.
6. Approve a Maintenance Agreement with Milwaukee County Parks for the Powerline Trail Phase 3.
7. Discussion about the standards for determining traffic control for residential intersections.
8. Superintendent of Public Works report
9. Engineering Report
10. Other topics for future agendas
11. Adjournment

PLEASE NOTE: Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through sign language interpreters or other auxiliary aids. For additional information or to request this service, contact the Department of Human Resources at 329-5208, (FAX) 543-6158, TDD 1-800-947-6644 (Wisconsin Telecommunications Relay System), or by writing to the Director of Human Resources/ADA Coordinator at Greenfield City Hall, 7325 West Forest Home Avenue, Room 101, Greenfield, WI 53220. Greenfield City Hall is wheelchair accessible from the west and south entrances.

MINUTES OF THE BOARD OF PUBLIC WORKS MEETING HELD AT THE GREENFIELD CITY HALL
ON TUESDAY, APRIL 22, 2025

1. Call to order
The meeting was called to order by Alderperson Bailey at 6:38 PM.

2. Roll Call
Present: Alderperson Bruce Bailey, Alderperson Andrew Drzewiecki, Alderperson Pam Akers
Citizen Members: Denise Collins, John Graber
Also present: Jeff Katz, Director, Neighborhood Services; Randy Esch, Superintendent of Public Works
Excused: Bryan Haas, City Engineer

3. Approval of the March 25, 2025 meeting minutes.
Motion by Alderperson Pamela Akers, seconded by Denise Collins to approve the March 25, 2025 meeting minutes. Motion carried unanimously.

4. Citizen Commentary
None

5. Adopt an ordinance amending Section 8.04 of the Greenfield Municipal Code by repealing Ordinance 244 regarding a 4-way stop at the South 35th Street and West Howard Avenue intersection.
Mr. Katz said Ordinance 244 created a 4-way stop at the South 35th Street and West Howard Avenue intersection where a traffic signal is now located.

Motion by Alderperson Pam Akers, seconded by Denise Collins to adopt an ordinance amending Section 8.04 of the Greenfield Municipal Code by repealing Ordinance 244 regarding a 4-way stop at the South 35th Street and West Howard Avenue intersection. Motion carried unanimously.

6. Adopt an ordinance amending Section 8.04 of the Greenfield Municipal Code by repealing Ordinance 2220 regarding Yield signs on South 31st Street at West Holmes Avenue.
Mr. Katz stated that Ordinance 2220 added Yield signs for the northbound and southbound traffic on South 31st Street and West Holmes Avenue. He said part of the design and public involvement process for the road improvement project #2416, South 31st Street and West Holmes Avenue Neighborhood Resurfacing. It has been determined that West Holmes Avenue between South 27th Street and South 35th Street is heavily used as a cut-through for traffic bypassing West Edgerton Avenue. A four-way stop is proposed for the South 31st Street and West Holmes Avenue intersection.

Motion by Denise Collins, seconded by John Graber to adopt an ordinance amending Section 8.04 of the Greefield Municipal Code by repealing Ordinance 2220 regarding Yield signs on South 31st Street and West Holmes Avenue. Motion carried unanimously.

7. Adopt an ordinance amending Section 8.04 of the Greenfield Municipal Code adding stop signs at the intersection of West Holmes Avenue and South 31st Street.

Mr. Katz said that part of the design and public involvement process for the road improvement project \$2416, for South 31st Street to West Holmes Avenue neighborhood resurfacing. It has been determined that West Holmes Avenue between South 27th Street and South 35th Street is heavily used as a cut-through for traffic bypassing West Edgerton Avenue. A four-way stop is proposed for the the West Holmes Avenue and South 31st Street intersection.

Motion by John Graber, seconded by Denise Collins to adopt an ordinance amending Section 8.04 of the Greenfield Municipal Code adding stop signs at the intersection of West Holmes Avenue and South 31st Street. Motion carried unanimously.

8. Presentation on the proposed project to dredge the pond in Pondview Park in the fall of 2025.

Mr. Katz presented information on the proposed project to dredge the pond and Pondview Park this winter. He explained that Pondview Park was originally developed to control flooding. He said that cleaning and maintaining the pond is difficult because it is land-locked. The pond needs to be dredged every 10 years because silt and cattails form in the pond because it is shallow. Mr. Katz explained how the City replaced the inlet area so the water flows better to the pond. He said the project will include widening the path and making the pond deeper to prevent future cattails. This project will be bid out at the end of summer and the City will utilize stormwater funds to make the pond improvements.

9. Superintendent of Public Works report

Mr. Esch said Public Works has pruned 950 trees this season. The crews continue to do work at The Turf, planting trees and installing shade shelters. He said "Your Speed" signs and bike route signs have been installed throughout the City. The crew has been converting the winter plow trucks in preparation for summer. He said this is the first time we've had to stockpile salt outside the dome because of the decrease in snow last winter. Sewer crews are out doing work throughout the City. Since February, Public Works has serviced 1125 diggers hotline tickets and 285 service requests.

10. Engineering Report

Mr. Katz provided updates for Bryan, the City Engineer, on the Greenfield construction projects this year.

1. The Cold Spring Rd Concrete Repair project between 51st St and 68th St is planned. There will be spot replacement of concrete in poor condition. The project is split into 2 phases which can't overlap. The 51st St to 60th St and 60th St to 68th St. Cold Spring

Minutes are not official until formally approved by the Board of Public Works at the next scheduled meeting.

Rd will be closed to through traffic with a posted detour utilizing Layton Ave. The schedule is unknown at this time, but may start in early June.

2. Resurfacing of the west half of the neighborhood in the vicinity of 31st St and Holmes Ave has started. Completion is expected in July.

3. The 43rd St project between Cold Spring Rd and Howard Ave includes: a new traffic signal at Cold Spring Rd/43rd St, new concrete pavement, street lighting and a sidewalk on both sides of the road. 43rd St just closed today for the road project to begin. The project will last into the fall.

4. Milwaukee is resurfacing Howard Ave between 43rd St and 60th St as part of their High Impact Paving program. We Energies is replacing the gas main right now and Milwaukee's road work is expected in June.

5. There will be a storm sewer extension in an easement in the vicinity of Van Beck Ave and 80th St. The contractor may start in May or June and construction should last one week.

6. Sanitary sewer cleaning of sewers in difficult locations or sewers that are large in diameter is continual. The schedule is unknown at this time.

7. Public Works will be upgrading streetlights on 68th St with the labor being done by DPW.

8. The streetlights on Grange Ave between 27th St and 48th St and on Edgerton Ave between Loomis Rd and 76th St. will be upgraded. Due to long lead times for materials, the actual replacements may occur next year.

9. The roof of the Law Enforcement Center and the skylights at City Hall will both be replaced.

10. The Turf Skatepark project is ongoing and will be finished this spring. Grindline is on-site doing work on the skatepark and DPW is doing the landscaping.

Update on other agency projects:

1. The WisDOT, I-894 resurfacing project between 35th St and 84th St will be completed in June. There will be ramp closures to complete their outside shoulder work along the ramps. Full freeway closures during several weekends are expected in June.

2. Noise walls will be constructed on the south side of I-894 in 3 locations. Tree clearing is occurring, but actual construction will be in the second half of this year, sometime in July or after.

3. The WisDOT, I-894 resurfacing project between 84th St and Lincoln Ave, including the Hale Interchange, will begin in the second half of this year and carry through to sometime in 2026.

4. The WisDOT Forest Home Ave resurfacing project between 108th St and 45th St has started with work north of 60th St. The project will be done in phases with lane closures and be completed this year. WisDOT and the contractor are working with businesses regarding their concerns.

5. The WisDOT 27th St resurfacing project between College Ave and Layton Ave has started and will be completed this year. Currently, one lane is closed in each direction.

6. The 43rd St/Howard Ave intersection project update. ATC has been installing a new underground duct bank before our road project begins. It's a major 6' wide duct bank that is very deep at times. They started in March at the Powerline Trail and are working north of the Howard Ave intersection. They anticipate to be done around Memorial Day. The Greenfield/Milwaukee boundary is in this area and ATC obtained a permit from each municipality for the work in their cities. ATC needs to cross the 43rd/Howard intersection and their work is within Milwaukee so Milwaukee's permit applies. There was confusion between Milwaukee, ATC's contractor and the traffic control subcontractor about what was allowed at the intersection. When the traffic control subcontractor set up the traffic control incorrectly, Greenfield's 43rd St road project was blamed for the inconvenience to the traveling public, even though ATC had message boards up one week in advance of the closure. Everyone is now aware that it is not our 43rd St project and Milwaukee has worked with ATC to set up their work in a way to minimize disruptions.

In general, Greenfield and Milwaukee work very well together on road projects and infrastructure that overlaps our cities, such as sanitary sewer, storm sewer, street lighting and water main. Sometimes, in unique situations like this, issues can arise. It's a good reminder to make sure everyone has the correct information before communicating with many people.

11. Other topics for future agendas

None

12. Adjournment

Motion by John Graber, seconded by Denise Collins to adjourn at 7:11 PM. Motion carried unanimously.

Minutes are not official until formally approved by the Board of Public Works at the next scheduled meeting.

Minutes transcribed by Stefanie Richter, Administrative Assistant, Engineering,
Distributed: 5/22/25



Board of Public Works Meeting

Introduced By: Department of Neighborhood Services (Katz)

Date Introduced: May 27, 2025

RELATING TO:

Approve an agreement with Garland Company Inc. for project number 2504 City Hall Skylight replacement in the amount of \$203,525.

SUMMARY:

Garland/DBS Inc. will be acting as the general contractor construction manager with Langer-Roofing as the subcontractor.

Garland/DBS Inc.

| | |
|----------------------|------------|
| 1 Langer-Roofing | \$ 203,525 |
| 2 F.J.A Christianson | \$ 213,690 |
| 3 Pioneer Roofing | \$ 309,133 |

FINANCIAL:

The cost of the work was approved in the 2025 capital budget.

RECOMMENDATION:

Approve an agreement with Garland Company Inc. for project number 2504 City Hall Skylight replacement in the amount of \$203,525.

ATTACHMENTS: KEY ISSUES ___ BACKGROUND ___ RESOLUTION ___ FISCAL NOTE ___
MOTION ___ OTHER ___



Board of Public Works Meeting

Introduced By: Department of Neighborhood Services (Katz)

Date Introduced: May 27, 2025

RELATING TO:

Approve a Maintenance Agreement with Milwaukee County Parks for the Powerline Trail Phase 3.

SUMMARY:

Greenfield is planning a project to construct the Powerline Trail Phase 3 in 2026. This is a 10-foot wide asphalt multi-use trail and includes a pedestrian bridge over the Root River.

Portions of the project are on Milwaukee County parkland in the vicinity of the Root River Parkway. Greenfield will be the lead agency for the construction of the improvements.

This Maintenance Agreement sets forth the terms by which Greenfield will be responsible for the long-term maintenance of the trail on Milwaukee County parkland.

FINANCIAL:

The design and construction of the trail is being partially funded by a grant which has already been approved by the city.

RECOMMENDATION:

Approve a Maintenance Agreement with Milwaukee County Parks for the Powerline Trail Phase 3.

ATTACHMENTS: KEY ISSUES ___ BACKGROUND ___ RESOLUTION ___ FISCAL NOTE ___
MOTION ___ OTHER ___



Milwaukee County Parks
9480 Watertown Plank Rd Wauwatosa, WI 53226



MAINTENANCE AGREEMENT
BETWEEN
MILWAUKEE COUNTY PARKS
AND
CITY OF GREENFIELD

This Maintenance Agreement (“Agreement”) is entered into effective on the date Milwaukee County Parks receives written notification of project completion (“Effective Date”), by and between Milwaukee County Parks (the “County” or “Landlord”) and the City of Greenfield (the “City”). The County and the City are collectively referred to as the “Parties” to this Agreement.

WHEREAS, the City is a municipality; and

WHEREAS, the City wishes to construct and maintain a 10-foot-wide asphalt multi-use trail; and

WHEREAS, recognizing that the 10-foot-wide asphalt multi-use trail is advantageous to both Parties, the Parties do herewith, in consideration of mutual promises and other good and valuable consideration, agree as follows:

1. PROJECT SITE AND PREMISES:

City shall be responsible for all maintenance obligations of the multi-use trail located at the Root River Parkway in the City of Greenfield, and agreed upon adjacent areas ("Premises"). The Premises shall be as indicated in Exhibit A.

2. TERM:

This Agreement shall be for an initial term of twenty (20) years commencing on the effective date of this Agreement, and expiring twenty (20) years thereafter (the “Initial Term”), unless sooner terminated as provided herein. The anticipated useful life of the project is estimated to be twenty (20) years. This Agreement will continue thereafter on a year-to-year basis subject to termination as provided herein.

3. NOTIFICATION:

- a. City shall be responsible for notifying County with as much advance notice as possible of changes in key personnel, or continuing viability of City as a Responsible Party to this Agreement. Notices under this section shall be made to the Parks Director in writing. Failure to provide such notice may result in County declining any further agreements or cooperative efforts with City or its successors or assigns.
- b. All notices with respect to this Agreement shall be in writing, and e-mail shall constitute writing for the purposes of the foregoing. Except as otherwise expressly provided in this Agreement, a notice shall be deemed duly given and received upon delivery, if delivered by hand or after posting via US Mail, to the party addressed as follows:

To City:
City of Greenfield
Director of Neighborhood Services
7325 W. Forest Home Ave.
Greenfield, WI 53220



Milwaukee County Parks

9480 Watertown Plank Rd Wauwatosa, WI 53226



To County:
Milwaukee County Parks
Executive Director
9480 Watertown Plank Rd.
Wauwatosa, WI 53226

Either party may designate a new address for purposes of this Agreement by written notice to the other party.

4. MAINTENANCE AND REPAIRS:

- a. City shall maintain the Premises in good order, including cleaning and routine maintenance services to the Premises and any environs utilized by City. City shall be responsible for renovating and updating the Premises to ensure the site is operating in a manner compliant with appropriate codes, laws, and regulations. City shall make all "routine maintenance/minor repairs" and/or "major repairs" to all structures, installations, site features, plantings, and systems, where such repairs or replacement are to the existing items in place within the Premises or to those installed by City. The County shall have no obligation to make repairs or conduct routine maintenance to the Premises or project components.
- b. City shall post signage that notifies the users of City's maintenance responsibilities and a contact number for maintenance and other issues on the Premises. Signage shall include language on trail closures. Signage shall include language on permitted and prohibited uses on the Premises. The signage must receive the prior approval of the Parks Executive Director.
- c. City and County shall conduct no less than one annual on-site meeting to review conditions.
- d. City shall be solely responsible for snow and ice removal.
- e. City shall be responsible for all tree maintenance along the trail. This includes removing trees/limbs that fall on the trail. Tree maintenance shall also include restoration of any damage that occurred during construction.
- f. City shall be solely responsible for removal, collection and disposal of trash and litter associated with the Premises.
- g. City shall be responsible for addressing social trails or other encroachments that may result due to the presence of the Premises.
- h. Timeliness of Repairs: City shall perform its obligations under this Section promptly after learning of the need for such repairs, but in any event within thirty (30) days of the occurrence or notice provided by the County, five (5) days if the issue is related to health and safety, and within five (5) days if related to graffiti vandalism. If City fails to make such repairs for which it is obligated within thirty (30) days after County's notice, and such failure constitutes a health or safety hazard to the public, or has the potential to cause further damage to the Premises, then the County shall have the right to make the repair with its own staff or contract with a third party to make the repair, and charge all reasonable costs associated with making the repair to City (including salary and benefits if done with County's own staff). The County reserves the right to remove project components or improvements if site conditions warrant and charge related removal costs to City. Reasons for removal may include but are not limited to health and safety concerns, code violations, lack of alignment between the project and the Parks current mission, visual blight, or an attractive nuisance as determined by Parks staff.



Milwaukee County Parks

9480 Watertown Plank Rd Wauwatosa, WI 53226



- i. Graffiti Removal: City shall monitor for and remove all graffiti on the Premises. City shall respond to graffiti promptly after learning of the need for such repairs, but in any event within five (5) days of the occurrence or notice provided to City. If City fails to remove graffiti within five (5) days after receiving notice, then the County shall have the right to remove the graffiti with its own staff or contract with a third party to remove the graffiti, and charge all reasonable costs associated with removing the graffiti to City (including salary and benefits if done with County's own staff).

5. PERMITS, LICENSES, AND OTHER COSTS:

City shall procure, maintain, and pay the fees for all appropriate federal, state, and local licenses and permits required for its activities.

6. COMPLIANCE WITH LAWS – ADA:

City shall, at City's expense, promptly comply with all laws, rules, and regulations made by any governmental authority having jurisdiction over City's use of the Premises pertaining to: (a) accessibility, ensuring that the Premises and environs are fully accessible pursuant to the American with Disabilities Act of 1990 and the Architectural Barriers Act of 1968 and such accessibility is approved by the Milwaukee County Office of Persons with Disabilities; and (b) City's activities on the Premises.

7. INDEMNIFICATION:

To the fullest extent permitted by law, City shall indemnify the County for, and hold it harmless from all liability, claims and demands on account of personal injuries, property damage and loss of any kind whatsoever, including workers' compensation claims, which arise out of or are in any manner connected to the Premises, based on any injury, damage or loss being caused by any wrongful, intentional, or negligent acts or omissions of the City, its agents, or employees. City shall, at its own expense, investigate all claims and demands, attend to their settlement or disposition, defend all actions based thereon and pay all charges of attorneys and other costs and expenses arising from any such injury, damage or loss, claim, demand, or action. Nothing herein shall be deemed to be a waiver of any defense as to any third-party claims that either City or County may have, including, without limitation, defenses of governmental and/or recreational immunity under applicable state statutes.

8. ENVIRONMENTAL INDEMNIFICATION:

City shall, to the fullest extent provided for under any environmental laws, rules, and regulations, be responsible for any required repair, cleanup, remediation or detoxification arising out of any Hazardous Materials brought onto or introduced into the Premises or surrounding areas by City, or its agents. City hereby agrees to indemnify, defend and hold County harmless from and against any and all liabilities, costs, expenses (including attorney fees), damages (including but not limited to clean-up, remediation or detoxification of) or any other losses caused by its introduction of any such Hazardous Materials into or onto the Premises and any Hazardous Materials brought onto or introduced into the Premises as described below.

- a. "Hazardous Materials" as the term is used herein shall mean any substance: (i) the presence of which requires investigation or remediation under any federal, state or local statute, regulation, ordinance, order, action, or policy; or (ii) which is or becomes defined as a "hazardous waste" or "hazardous substance" under any federal, state, or local statute, regulation, ordinance, or amendments thereto, including without limitation, the Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. §9601 et seq.), or the Resource Conservation and Recovery Act (42 U.S.C. §6901, et seq.); or (iii) which is toxic, explosive, corrosive, flammable, infectious, radioactive, carcinogenic, mutagenic, or otherwise hazardous and is or becomes regulated by any governmental authority, agency, department, commission, board, agency or instrumentality of the United States, the State of Wisconsin, or any political subdivision thereof; or (iv) the presence of which on lands within the Project Area causes or threatens to cause a nuisance upon the Project Area or surrounding area or poses or threatens to pose a hazard to the Project Area or surrounding areas or to the health or safety of persons on or about the Project Area; or (v) which contains gasoline, diesel fuel, or other petroleum hydrocarbons; or (vi) which



Milwaukee County Parks

9480 Watertown Plank Rd Wauwatosa, WI 53226



contains polychlorinated biphenyls (PCBs), asbestos, or urea formaldehyde foam insulation; or (vii) which causes notification of release and required actions in accordance with Chapter 292 Wisconsin Statutes.

9. INSURANCE:

The County assumes no responsibility for any loss or damage to the personal property of the City while in use or stored at or on the Premises. The City shall maintain comprehensive liability insurance for all scheduled Activities and as required below. The City shall provide the County with evidence of said coverage in the following minimum amounts.

| <u>Type of Coverage</u> | <u>Minimum Limits</u> |
|--|--|
| Wisconsin Workers' Compensation and Employer's Liability & Disease | Statutory/Waiver of Subrogation \$100,000/\$500,000/\$100,000 |
| General Liability | \$1,000,000 Per Occurrence |
| Bodily Injury and Property Damage to include: Personal Injury, Fire, Products and Completed Operations | \$2,000,000 Aggregate |
| Automobile Liability | |
| Bodily Injury and Property Damage | \$1,000,000 Per Accident |
| All Autos | |

Milwaukee County shall be named as an Additional Insured on the General and Automobile Liability policies as respects the services provided in this agreement. A Waiver of Subrogation shall be afforded to Milwaukee County on the Workers' Compensation policy. A thirty (30) day written notice of cancellation or non-renewal shall be afforded to Milwaukee County.

The insurance specified above shall be placed with a Carrier approved to do business in the State of Wisconsin. All carriers must be A- rated or better per AM Best's Rating Guide. Any requests for deviations from or waivers of required coverages or minimums shall be submitted in writing and approved by Milwaukee County's Risk Manager as a condition of this agreement.

The insurance requirements contained within this Agreement are subject to periodic review and adjustment by the County Risk Manager.

10. SITE RESTORATION:

Both City and County shall together participate in an annual inspection of the Premises. City shall be responsible for any actual documented physical damage to the Premises caused by City, its employees, agents, representatives, and invitees, as well as all Premises maintenance, including any necessary site restoration. Within five (5) days of the discovery of any such damage, the Premises shall be restored to the satisfaction of the Parks Director or his/her designee. If damage is not restored by the City after five (5) days of the discovery and the County elects to restore such damage, then the County shall have the right to restore the damage with its own staff or contract with a private company to restore the damage, and charge all reasonable costs directly associated with performing the restoration work, to the City (including salary and benefits if done with the County's own staff).



Milwaukee County Parks
9480 Watertown Plank Rd Wauwatosa, WI 53226



11. INSPECTION BY COUNTY:

County shall at all reasonable times have the right to enter the Premises to inspect the condition and maintenance activities thereof, and to improve or repair the Premises, and to make such repairs, alterations, improvements or additions as County may deem necessary or desirable; provided, however, such entry shall be done in such a manner that it does not unreasonably interfere with the conduct of City's use of the Premises.

12. RIGHT TO AUDIT:

City shall allow the County Audit Services Division and department contract administrators (collectively referred to as "Designated Personnel") and any other party the Designated Personnel may name, with or without notice, to audit, examine and make copies of any and all records of this Maintenance Agreement, related to the terms and performance of this Maintenance Agreement for a period of up to three years following the date of last payment, the end date of this Maintenance Agreement, or activity under this Maintenance Agreement, whichever is later. Any contractors or other parties performing work on this Maintenance Agreement will be bound by the same terms and responsibilities as the City. All contracts or other agreements for work performed on this Maintenance Agreement will include written notice that the contractors or other parties understand and will comply with the terms and responsibilities. The City and any contractors understand and will abide by the requirements of Section 34.09 (Audit) and Section 34.095 (Investigations concerning fraud, waste, and abuse) of the Milwaukee County Code of General Ordinances.

13. DEFAULTS & REMEDIES:

- a. City's Defaults. City agrees that any one or more of the following events shall be considered events of default as said term is used herein:
 - i. City shall fail to contest the validity of any lien or claimed lien and give security to County to insure payment thereof, or having commenced to contest the same and having given such security, shall fail to prosecute such contest with diligence, or shall fail to have the same released and satisfy any judgment rendered thereon, and such default continues for sixty (60) days after notice thereof to City; or
 - ii. City's failure to perform any other covenant or condition of this Agreement within forty-five (45) days after notice and demand, unless the failure is of such a character as to require more than forty-five (45) days to cure, in which event City's failure to proceed diligently to cure such failure shall constitute an event of default.
- b. County's Remedies. If a Default occurs, County shall have the rights and remedies hereinafter set forth, which shall be distinct, separate and cumulative and shall not operate to exclude or deprive County of any other right or remedy allowed it by law:
 - i. County may terminate the Lease Agreement or Right-of-Entry permit by giving to City notice of County's election to do so, in which event the Term of this Agreement shall end, and all right, title and interest of City hereunder shall expire, on the date stated in such notice;
 - ii. County may enforce the provisions of this Agreement and may enforce and protect the rights of County hereunder by a suit or suits in equity or at law for the specific performance of any covenant or agreement contained herein, or for the enforcement of any other appropriate legal or equitable remedy, including recovery of all moneys due or to become due from City under any of the provisions of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have set their hands as follows:



Milwaukee County Parks
9480 Watertown Plank Rd Wauwatosa, WI 53226



CITY OF GREENFIELD:

By: _____
Michael J. Neitzke
Mayor

Date: _____

By: _____
Jennifer Goergen
City Clerk

Date: _____

By: _____
Paula Schafer
Finance Director

Date: _____

By: _____
Chris Geary
City Attorney

Date: _____

MILWAUKEE COUNTY PARKS DIRECTOR:

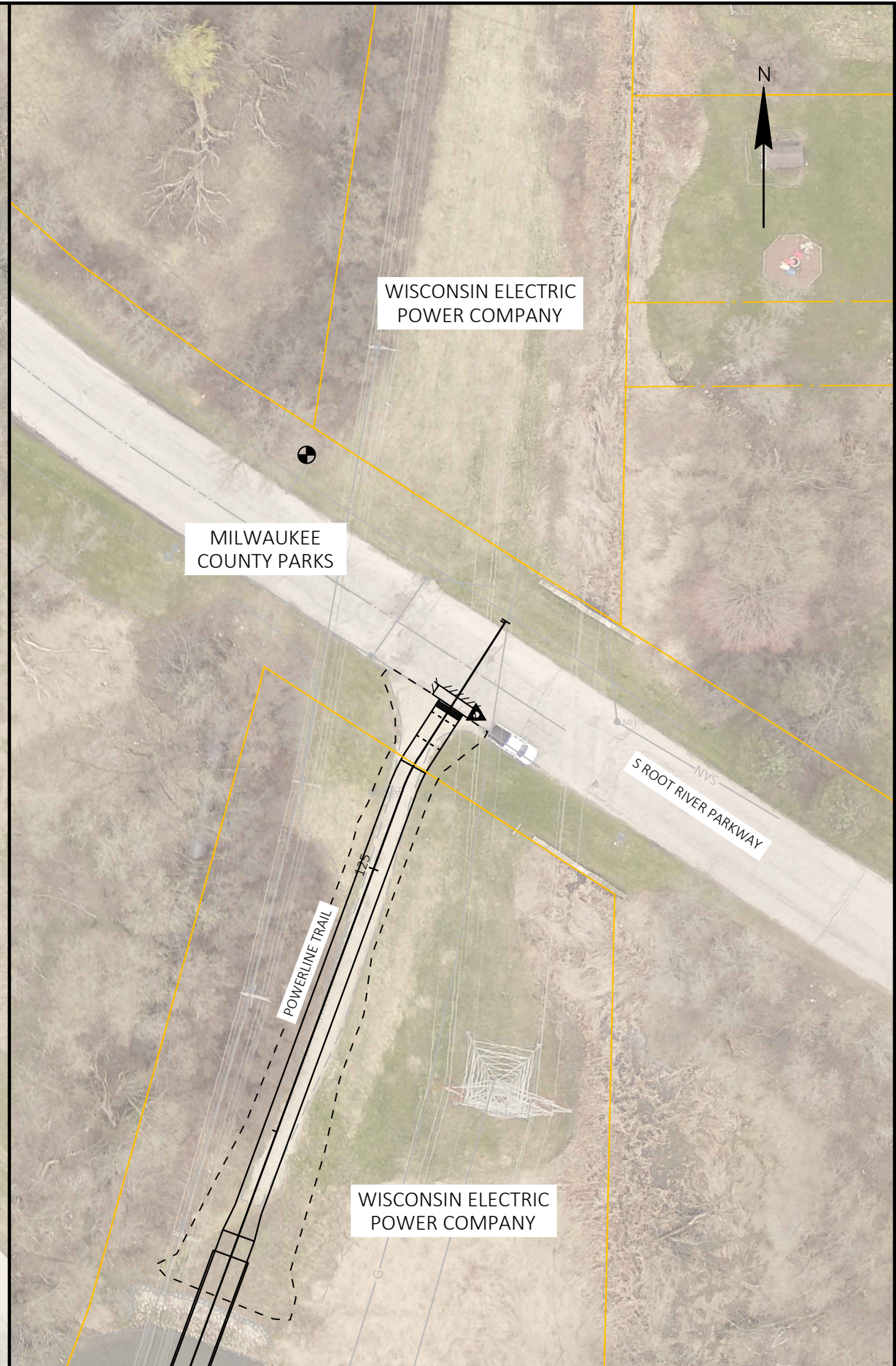
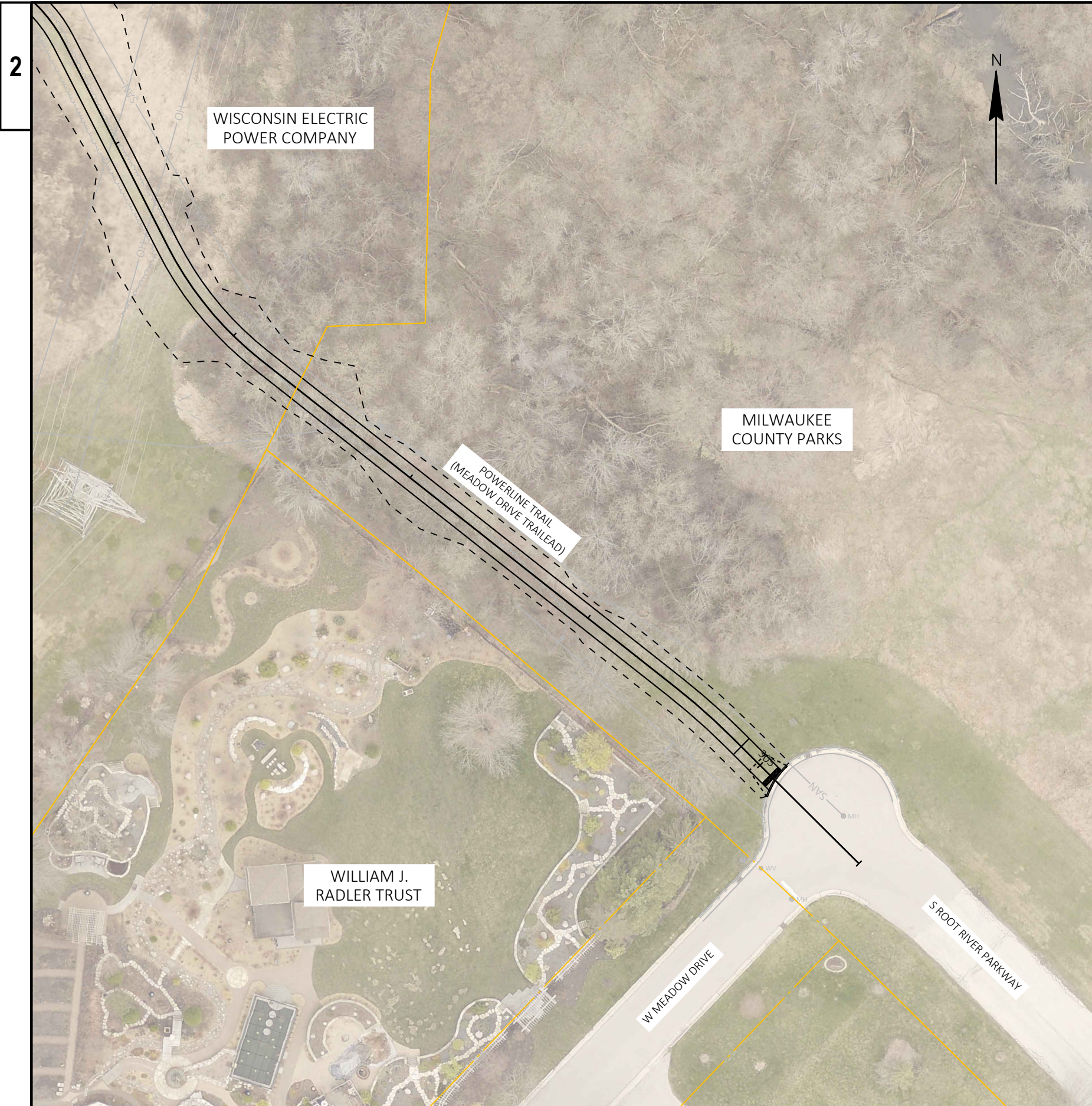
By: _____

Date: _____



EXHIBIT A

Premises



PROJECT NO: 2980-08-70

HWY: POWERLINE TRAIL

COUNTY: MILWAUKEE

MILWAUKEE COUNTY PARKS - MAINTENANCE AGREEMENT EXHIBIT

SHEET

E

FILE NAME : S:\MIL\4300-4399\4356\012\DRAWINGS\CAD\CIVIL 3D\SHEETS\OTHER\MILWAUKEE COUNTY PARKS EXHIBIT.DWG
LAYOUT NAME - 020201_po

PLOT DATE : 3/5/2025 3:58 PM

PLOT BY : ANDERSON, ERIC

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDs SHEET 42



Board of Public Works Meeting

Introduced By: Department of Neighborhood Services (Katz)

Date Introduced: May 27, 2025

RELATING TO:

Discussion about the standards for determining traffic control for residential intersections.

SUMMARY:

The City follows the federal Manual on Uniform Traffic Control Devices (MUTCD) for the placement of traffic signs, pavement markings, and traffic signals.

We occasionally receive requests for stop signs at intersections. We use the standards in the MUTCD, along with good engineering judgment, to determine if a sign is warranted.

FINANCIAL:

RECOMMENDATION:

For information only.

ATTACHMENTS: KEY ISSUES ___ BACKGROUND ___ RESOLUTION ___ FISCAL NOTE ___
MOTION ___ OTHER ___

Manual on Uniform Traffic Control Devices for Streets and Highways

11th Edition



U.S. Department of Transportation
Federal Highway Administration

December 2023

CHAPTER 1B. LEGAL REQUIREMENTS FOR TRAFFIC CONTROL DEVICES

Section 1B.01 National Standard

Standard:

- 01 **The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or site roadway open to public travel (see definition in Section 1C.02) in accordance with 23 U.S.C. 109(d) and 402(a).**
- 02 **In accordance with 23 CFR 655.603(a), the MUTCD shall apply to all of the following types of facilities:**
- A. **Any street, roadway, or bikeway open to public travel, either publicly or privately owned;**
 - B. **Streets and roadways on sites that are off the public right-of-way that are open to public travel without full-time access restrictions. Examples include roadways within shopping centers, office parks, airports, sports arenas, other similar business and/or recreation facilities, governmental office complexes, schools, universities, recreational parks, and other similar publicly-owned complexes and/or recreation facilities. The above-described examples of streets and roadways are referred to in this Manual as site roadways open to public travel;**
 - C. **Publicly-owned toll roads, including those under the jurisdiction of a public agency, public authority, or public-private partnership;**
 - D. **Privately-owned toll roads where the public is allowed to travel without access restriction. This includes gated toll roads or roadways where the general public is able to pay to access the facility; and**
 - E. **Grade crossings of publicly-owned roadways with railroads or light rail transit.**
- 03 **The MUTCD shall not apply to the following types of facilities:**
- A. **Roadways within private gated properties where access to the general public is restricted at all times;**
 - B. **Grade crossings of privately-owned roadways with railroads; and**
 - C. **Parking areas, including the driving aisles within those parking areas, that are either publicly or privately owned.**

Support:

- 04 The policies and procedures of the Federal Highway Administration (FHWA) to obtain basic uniformity of traffic control devices are as described in 23 CFR 655, Subpart F.
- 05 Section 15-116 of the UVC (see Section 1A.06) states, “No person shall install or maintain in any area of private property used by the public any sign, signal, marking, or other device intended to regulate, warn, or guide traffic unless it conforms with the State manual and specifications adopted under Section 15-104.” Adoption by agencies of such a provision through statute or ordinance can help maintain the integrity of official traffic control devices and provide continuity of uniformity at locations that are not subject to the provisions of this Manual.

Section 1B.02 State Adoption and Conformance

Support:

- 01 All States have officially adopted the National MUTCD either in its entirety, with supplemental provisions, or as a separate published document. The National MUTCD has also been adopted by the National Park Service, the U.S. Forest Service, the U.S. Military Command, the Bureau of Indian Affairs, the Bureau of Land Management, and the U.S. Fish and Wildlife Service.

Standard:

- 02 **States or other Federal agencies that have their own MUTCDs or Supplements shall revise these MUTCDs or Supplements to be in substantial conformance with changes to the National MUTCD within 2 years of the effective date of the Final Rule for the changes [23 CFR 655.603(b)(3)]. Substantial conformance of such State or other Federal agency MUTCDs or Supplements shall be as defined in 23 CFR 655.603(b)(1).**
- 03 **For the purposes of Paragraph 2 of this Section, policies, directives, specifications, standard drawings, or similar documents that are issued by an agency and that change or modify Standard, Guidance, or Option provisions in this Manual shall be considered as supplements to the MUTCD and shall also be revised to be in substantial conformance with the National MUTCD.**

SIGNING FOR RIGHT-OF-WAY AT INTERSECTIONS

Section 2B.06 General Considerations

Support:

01 **Unsignalized intersections represent the most common form of intersection right-of-way control.** Selection of control type might be impacted by specific requirements of State law or local ordinances.

02 Roundabouts and traffic circles are circular intersection designs and are not traffic control devices. The decision to convert an intersection from a conventional intersection to a circular intersection is an engineering design decision and not a traffic control device decision. As such, criteria for conversion from a conventional intersection to a circular intersection are not included in the MUTCD.

Guidance:

03 *The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.*

Support:

04 Some types of right-of-way control that can exist at an unsignalized intersection in order from the least restrictive to the most restrictive are the following:

- A. No intersection control (see Section 2B.09): There are no right-of-way traffic control devices on any of the approaches to the intersection.
- B. Yield control (see Section 2B.10): YIELD signs are placed on all approaches (for a circular intersection), on opposing approaches for a four-leg intersection, on a single approach for a three-leg intersection, or in the median of a divided highway. The YIELD signs are placed on the minor road.
- C. Minor road stop control (see Section 2B.11): STOP signs are typically placed on opposing approaches (for a four-leg intersection) or on a single approach (for a three-leg intersection). The STOP signs are normally placed on the minor road. Section 2B.07 contains guidance on selecting the minor road.
- D. All-way stop control (see Section 2B.12): STOP signs are placed on all approaches to the intersection.

Guidance:

05 *When selecting a form of intersection control, the following factors should be considered:*

- A. *Motor vehicle, bicycle, and pedestrian traffic volumes on all approaches; where the term units/day or units/hour is indicated, it should be the total of motor vehicle, bicycle, and pedestrian volume;*
- B. *Driver yielding behavior with regard to all modes of conflicting traffic, including bicyclists and pedestrians;*
- C. *Number and angle of approaches;*
- D. *Approach speeds;*
- E. *Sight distance available on each approach;*
- F. *Reported crash experience; and*
- G. *The presence of a grade crossing near the intersection.*

Standard:

06 **YIELD or STOP signs shall not be used for speed control.**

Support:

07 Appropriate traffic calming or other speed control measures are available to control vehicle speeds, such as those that do not have the potential to diminish the effectiveness of traffic control devices when used for their specified purpose.

Standard:

08 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**

- A. **If the signal indication for an approach is a flashing red at all times;**
- B. **If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
- C. **If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**

09 **STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other, except as provided for in Items A and B in Paragraph 3 of Section 2B.10.**

10 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**

- 11 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to resuming stop-and-go operation of the traffic control signal.**

Option:

- 12 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the stop message during a power outage and ceases to display the stop message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

- 13 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.
- 14 Section 9B.01 contains provisions regarding the assignment of priority where a shared-use path crosses a roadway.

Section 2B.07 Determining the Minor Road for Unsignalized Intersections

Guidance:

- 01 *The selection of the minor road to be controlled by YIELD or STOP signs should be based on one or more of the following criteria:*
- A. *A roadway intersecting a designated through or numbered highway,*
 - B. *A roadway with the lower functional classification,*
 - C. *A roadway with the lower traffic volume,*
 - D. *A roadway with the lower speed limit, and/or*
 - E. *A roadway that intersects with a roadway that has a higher priority for one or more modes of travel.*
- 02 *When two roadways that have relatively equal volumes, speeds, and/or other characteristics intersect, the following factors should be considered in selecting the minor road for installation of YIELD or STOP signs:*
- A. *Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
 - B. *Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
 - C. *Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*

Section 2B.08 Right-of-Way Intersection Control Considerations

Guidance:

- 01 *Before converting to a more restrictive form of right-of-way control at an unsignalized intersection, the following alternative treatments to address safety, operational, or other concerns should be among those to be considered:*
- A. *Where yield or stop controlled, installing Yield Ahead or Stop Ahead signs on the appropriate approaches to the intersection;*
 - B. *Removing parking on one or more approaches;*
 - C. *Removing sight distance obstructions;*
 - D. *Installing signs along the major street to warn road users approaching the intersection;*
 - E. *Relocating the stop line(s) and making other changes to improve the sight distance at the intersection;*
 - F. *Installing measures designed to reduce speeds on the approaches;*
 - G. *Installing an Intersection Control Beacon (see Section 4S.02) or Stop Beacon (see Section 4S.05) at the intersection to supplement STOP sign control;*
 - H. *Installing a Warning Beacon (see Section 4S.03) on warning signs in advance of a stop-controlled intersection on major-street and/or minor-street approaches;*
 - I. *Adding one or more lanes on a minor-street approach to reduce the number of vehicles per lane on the approach;*
 - J. *Revising the geometrics at the intersection to channelize vehicular movements and reduce the time required for a vehicle to complete a movement, which could also assist pedestrians;*
 - K. *Revising the geometrics at the intersection to add pedestrian median refuge islands and/or curb extensions;*
 - L. *Installing roadway lighting if a disproportionate number of crashes occur at night;*
 - M. *Restricting one or more turning movements on a full-time or part-time basis if alternate routes are available;*

- N. Installing on the major street a pedestrian-actuated device: Warning Beacon (see Section 4S.03), rectangular rapid-flashing beacon (see Section 4L.01), or In-Roadway Warning Lights (see Chapter 4U), if pedestrian safety is the major concern;
- O. If the warrant is satisfied, installing all-way stop control;
- P. Installing a pedestrian hybrid beacon (see Chapter 4J) on the major street to address pedestrian safety;
- Q. Installing a circular intersection; and
- R. Employing other alternatives, depending on conditions at the intersection.

Section 2B.09 **No Intersection Control**

Guidance:

- 01 *The decision not to use intersection control should be based on engineering judgment.*

Option:

- 02 *The following factors may be considered:*
- A. Intersection sight distance is adequate on all approaches.
 - B. All approaches to the intersection are a single lane and there are no separate turn lanes.
 - C. The combined motor vehicle, bicycle, and pedestrian volume (existing or projected) entering the intersection from all approaches averages less than 1,000 units per day or 80 units in the peak hour.
 - D. There are no marked crosswalks or bicycle lanes on any approach.
 - E. None of the approaches to the intersection are for a through highway, main road, or higher functional classification.
 - F. The angle of intersection is between 90 and 75 degrees.
 - G. The functional classification of the intersecting streets is either the intersection of two local streets or the intersection of a local street with a collector street.

Section 2B.10 **Yield Control**

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs.*
- 02 *Yield control should be considered when engineering judgment indicates that all of the following conditions exist:*
- A. Intersection sight distance is adequate on the approaches to be controlled by YIELD signs.
 - B. All approaches to the intersection are a single lane and there are no separate turn lanes.
 - C. One of the following crash-related criteria applies:
 - D. For changing from no intersection control to yield control, there have been two or more reported crashes in the previous 12 months that are susceptible to correction by the installation of a YIELD sign.
 - E. For changing from minor road stop control to yield control, there have been two or fewer reported crashes in the previous 12 months.
 - F. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection averages less than 1,800 units per day or 140 units in the peak hour.
 - G. The angle of intersection is between 90 and 75 degrees.
 - H. The functional classification of the intersecting streets is either the intersection of two local streets or the intersection of a local street with a collector street.

Option:

- 03 YIELD signs may be installed at an intersection when any of the following conditions apply:
- A. At the second intersection of a divided highway crossing or median break functioning as two separate intersections (see Figure 2B-19). In this case, a YIELD sign may be installed at the entrance to the second intersection.
 - B. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
 - C. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
 - D. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.
 - E. On low-volume rural roads if engineering judgment indicates that a YIELD sign would provide adequate control.
 - F. On an approach to an intersection where the only permissible movement is a right-turn movement with an intersection geometry similar to a channelized right-turn lane or an approach to a roundabout.

Guidance:

- 04 *The YIELD signs should be installed on opposing minor-street approaches (for a four-leg intersection) or on the minor-street approach (for a three-leg intersection). When two intersecting roadways have relatively equal volumes, speeds, and other characteristics, yield control should be installed on the approach that conflicts the most with established pedestrian crossing activity, school walking routes, or bicycle crossing activity.*

Standard:

- 05 **A YIELD sign shall be used to require road users to yield the right-of-way to other traffic at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.**
- 06 **YIELD signs shall not be placed on all of the approaches to an intersection, except at roundabouts.**

Section 2B.11 Minor Road Stop Control*Guidance:*

- 01 **Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:**
- A. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.**
 - B. Crash records indicate that:**
 - 1. For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.**
 - 2. For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.**
 - C. The intersection is of a lower functional classification road with a higher functional classification road.**
 - D. Conditions that previously supported the installation of all-way stop control no longer exist.**
- 02 *On low-volume rural roads, a STOP sign should be considered at an intersection where engineering judgment indicates that Item C in Paragraph 1 of this Section is applicable or where the intersection has inadequate sight distance for the operating vehicle speeds.*

Section 2B.12 All-Way Stop Control**Support:**

- 01 The provisions in the following sections describe warrants for the recommended engineering study to determine all-way stop control. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification to install or not install all-way stop control. Because each intersection will have unique characteristics that affect its operational performance or safety, it is the engineering study for a given intersection that is ultimately the basis for a decision to install or not install all-way stop control.
- 02 All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

Guidance:

- 03 *The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants:*
- A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)*
 - B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)*
 - C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)*
 - D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)*
 - E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)*

Option:

- 04 The decision to install all-way stop control on site roadways open to public travel may be based on engineering judgment.

Standard:

- 05 **The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection.**

Section 2B.13 All-Way Stop Control Warrant A: Crash Experience

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates that:
- A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
 - B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

Support:

- 02 At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Section 2B.15 All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

Option:

- 01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates:
- A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and
 - B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours.
- 02 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Section 2B.17 All-Way Stop Control Warrant E: Other Factors

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:
- A. The need to control left-turn conflicts,
 - B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or
 - C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Section 2B.18 STOP Sign or YIELD Sign Placement**Standard:**

- 01 **The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.35) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.35) shall be installed in advance of the YIELD sign.**
- 02 **The STOP or YIELD sign shall be located as close as practicable to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**
- 03 **STOP signs and YIELD signs shall not be mounted on the same post.**

Support:

- 04 Section 2A.05 contains information about mounting signs back-to-back with a STOP or YIELD sign.

Guidance:

- 05 *STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).*
- 06 *Supplemental plaques used in conjunction with a STOP or YIELD sign should be limited to those specified for such use in this Manual.*

Option:

- 07 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque (see Figure 2B-1) may be mounted below the YIELD sign.
- 08 Where drivers must yield to traffic in a multi-lane roundabout, a TO TRAFFIC IN CIRCLE (R1-2bP) or TO ALL LANES (R1-2cP) plaque (see Figure 2B-1) may be mounted below the YIELD sign.

Support:

- 09 Figure 2A-3 shows examples of some typical placements of STOP signs and YIELD signs.
- 10 Section 2A.13 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

- 11 *Stop lines that are used to supplement a STOP sign should be located as described in Section 3B.19. Yield lines that are used to supplement a YIELD sign should be located as described in Section 3B.19.*
- 12 *Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the edge of the crosswalk that is nearest to the approaching traffic.*
- 13 *Except at roundabouts and channelized right-turn lanes, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the edge of the crosswalk that is nearest to the approaching traffic.*
- 14 *Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.*
- 15 *If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign should be placed on the left-hand side of the approach.*

Option:

- 16 If a raised splitter island is available on the left-hand side of a single-lane roundabout approach, an additional YIELD sign may be placed on the left-hand side of the approach.
- 17 At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, an additional STOP or YIELD sign may be installed on the left-hand side of the road and/or a stop or yield line may be used to improve observance of the right-of-way control. At channelized intersections or at divided roadways separated by a median or divisional island, the additional STOP or YIELD sign may be placed on a channelizing island, or in the median or on the divisional island. An additional STOP or YIELD sign may also be placed overhead facing the approach at the intersection to improve observance of the right-of-way control.

Standard:

- 18 **More than one STOP sign or more than one YIELD sign shall not be placed on the same support facing in the same direction.**

Option:

- 19 For a yield-controlled channelized right-turn movement onto a roadway without an acceleration lane and for an entrance ramp onto a freeway or expressway without an acceleration lane, a NO MERGE AREA (W4-5aP) supplemental plaque (see Section 2C.45) may be mounted below a Yield Ahead (W3-2) sign and/or below a YIELD (R1-2) sign when engineering judgment indicates that road users would expect an acceleration lane to be present.