CITY OF ONALASKA MEETING NOTICE

COMMITTEE/BOARD: **Board of Public Works**

DATE OF MEETING: March 4, 2014 (Tuesday)

PLACE OF MEETING: City Hall – 415 Main Street (Common Council Chambers)

TIME OF MEETING: 6:30 P.M.

PURPOSE OF MEETING

1. Call to Order and roll call.

2. Approval of minutes from the previous meeting.

3. Public Input: (limited to 3 minutes/individual)

Consideration and possible action on the following items:

4. Review and consideration of connection of water and sanitary sewer service at N4923 East Avenue, Onalaska

5. Review and consideration of Railroad Crossing Quiet Zone Report including presentation on report by Short Elliot Hendrickson

6. Review and consideration of downtown parking regulations

7. Review and consideration of 2013 Public Works Department Annual Report

8. Update on La Crosse County Solid Waste Department Landfill Siting Agreement

PLEASE TAKE FURTHER NOTICE that members of the Common Council of the City of Onalaska who do not serve on the Board may attend this meeting to gather information about a subject over which they have decision making responsibility.

Therefore, further notice is hereby given that the above meeting may constitute a meeting of the Common Council and is hereby noticed as such, even though it is not contemplated that the Common Council will take any formal action at this meeting.

Notices Mailed To:

* Mayor Joe Chilsen
Ald. Erik Sjolander
Ald. Jim Olson
* Ald. Jim Bialecki – Vice Chair
*Ald Jack Pogreba - Chair
Ald. Harvey Bertrand
**Ald. Diane Oldani Wulf
City Attorney Dept Heads
La Crosse Tribune Charter Com.
Onalaska Holmen Courier Life
WIZM WKTY WLXR WKBH
WLSU WKBT WXOW

*Board Members ** Alternate Member

*Jarrod Holter, City Engineer
*Fred Buehler, Financial Services Director/Treasurer

Robert Smith
Randy Sanford

Onalaska Public Library

Date Notices Mailed and Posted: 2-27-14

In compliance with the Americans with Disabilities Act of 1990, the City of Onalaska will provide reasonable accommodations to qualified individuals with a disability to ensure equal access to public meetings provided notification is given to the City Clerk within seventy-two (72) hours prior to the public meeting and that the requested accommodation does not create an undue hardship for the City.

9. **Preliminary Resolution 11-2014** – Proposed assessments and public hearing for alley paving for the 2014 Alley Paving Project.

10. Review and consideration of bids received for 2014 East Main Street Reconstruction Project

11. Review and consideration of sidewalk easement for 2014 Marcou Road Sidewalk Project

12. Review and consideration of bids received for 2014 Marcou Road Sidewalk Project

13. Review and consideration bids received for single axle dump truck chassis

14. **Resolution 14-2014** - Designating official Snowmobile Route within the City of Onalaska

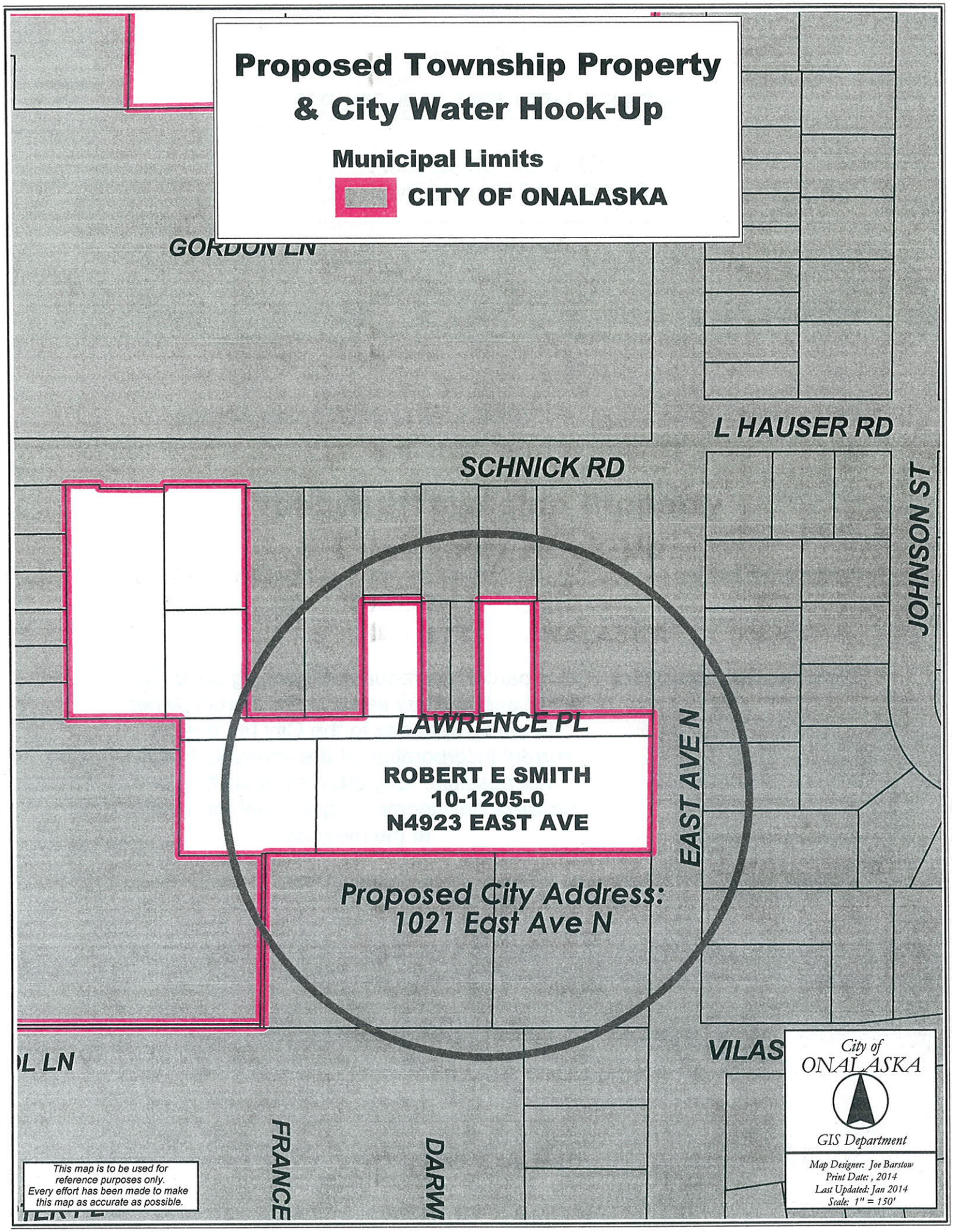
15. Review and consideration of amendment number two for Pralle Road extension design

16. Review and consideration of community sensitive design funding for Interstate 90 and State Trunk Highway 35 project with Wisconsin Department of Transportation including possible design costs

17. Review and consideration of costs associated with, notification of and issues related to choice of automated cart size for refuse and recycling collection

18. Pay Estimates: Strand Associates, Short Elliot Hendrickson Inc., Strand Associates, MSA Professional Services, Inc., Mathy Construction, Haas Sons, Winona Mechanical, A-1 Excavating, Wapasha Construction, Municipal Well & Pump, State of Wisconsin Department of Transportation and any other contractor/developer.

19. Adjournment


Proposed Township Property
& City Water Hook-Up
Municipal Limits
CITY OF ONALASKA
GORDON LN
L HAUSER RD
SCHNICK RD
JOHNSON ST
LAWRENCE PL
ROBERT E SMITH
10-1205-0
N4923 EAST AVE
EAST AVE N
Proposed City Address:
1021 East Ave N
VILAS
FRANCE
DARWI
This map is to be used for reference purposes only. Every effort has been made to make this map as accurate as possible.
City of
ONALASKA
GIS Department
Map Designer: Joe Barstow
Print Date: , 2014
Last Updated: Jan 2014
Scale: 1" = 150'

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

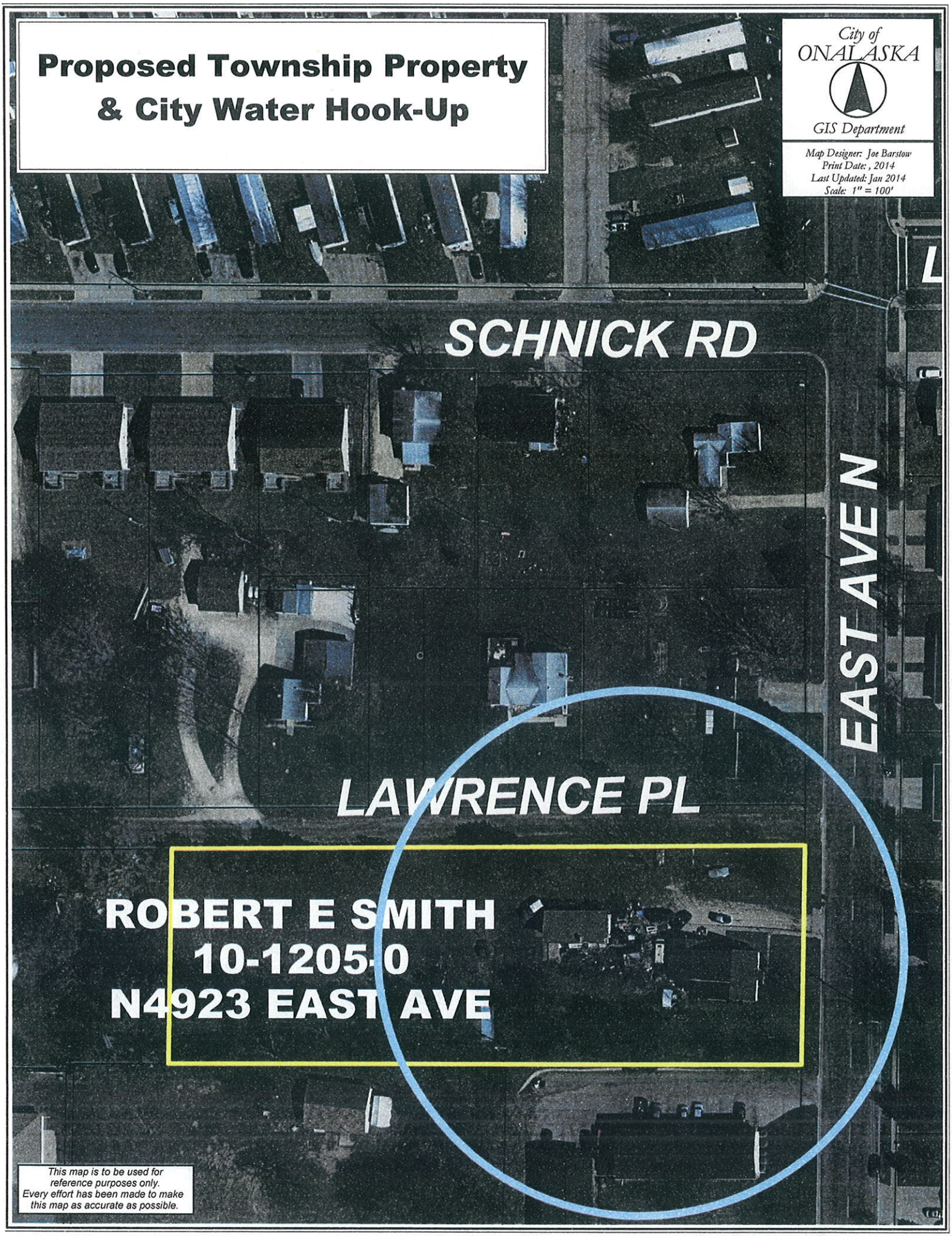
Agenda Item: #4

Project/Item Name:	Water hook up N4923 East Avenue
Location:	N4923 East Avenue
Requested Action:	Discussion on water & sanitary sewer service to parcel
Staff Report/Description:	This parcel has requested hooking up to City water and sanitary sewer. The Parcel owner is willing to annex to the City but due to current incorporation of the township that is not possible. City attorney is drafting a possible development agreement for review at the meeting.
Attachments:	Map

Proposed Township Property & City Water Hook-Up

City of ONALASKA
GIS Department

Map Designer: Joe Barstow
Print Date: , 2014
Last Updated: Jan 2014
Scale: 1" = 100'



This map is to be used for reference purposes only. Every effort has been made to make this map as accurate as possible.

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item: #5

Project/Item Name:	Railroad quiet zone
Location:	2nd Ave. SW & Irvin Street
Requested Action:	Discussion on report
Staff Report/Description:	SEH will be giving a presentation on the railroad quiet zone report at the meeting. The report outlines possible improvements to request a train horn quiet zone.
Attachments:	Railroad quiet zone report

Railroad Crossing Quiet Zone Report

City of Onalaska

Onalaska, Wisconsin

SEH No. ONALA 123533

February 17, 2014

February 17, 2014

RE: Railroad Crossing Quiet Zone Report
City of Onalaska
SEH No. ONALA 123533

Mr. Jarrod Holter
City Engineer
City of Onalaska
415 Main Street
Onalaska, WI 54650

Dear Mr. Holter:

This report is an analysis of two public at-grade crossing in Onalaska on the BNSF Railroad track. The analysis was done to determine what necessary improvements are required for the City to implement a FRA Compliant railroad quiet zone.

If you have any questions, do not hesitate to contact either myself at 715.720.6241 or rsanford@sehinc.com or David McKenzie at 651.490.2042 or dmckenzie@sehinc.com.

Sincerely,

Randy J. Sanford, PE
Project Manager

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\\sehcf1\projects\ko\o\onala\123533\4-reports\rr quiet zone 2014 february.docx

Railroad Crossing Quiet Zone Report

City of Onalaska
Onalaska, Wisconsin

Prepared for:
City of Onalaska
Onalaska, Wisconsin

Prepared by:
Short Elliott Hendrickson Inc.
421 Frenette Drive
Chippewa Falls, WI 54729-3374
715.720.6200

I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Wisconsin.

	33689-006	
Randy J. Sanford, PE Project Manager	PE Number	Date

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Railroad Crossing Quiet Zone Report

City of Onalaska

Prepared for City of Onalaska

1.0 Introduction

The City has been concerned about the impact of the railroad noise to the residents within the City from increased train traffic from the BNSF Railway. The train noise is generated by the train horns blowing at two mainline grade crossings. This study addresses the requirements to implement a quiet zone within the City.

In the 1996 legislation, the federal government preempted local and state governments from regulating train horn noise. In 2005, after many years of investigation and rule making, final rules regulating train horn noise were adopted. There are two public grade crossings within the City that would be included in a federally approved railroad quiet zone.

The Federal Railroad Administration (FRA) rules provide a mechanism to evaluate how the City may minimize the noise caused by the trains. The rules provide for communities to create quiet zones where trains are exempt from horn regulations. There can be multiple quiet zones in a Community provided that each zone meets the criteria in the rules. This allows for phasing of a quiet zones based on funding, local development, and jurisdictional issues.

There are three basic options for the City to reduce noise.

1. Permanently close or grade separate (bridge) the roadways from the tracks
2. Install wayside or stationary horns at a crossing.
3. Comply with the FRA rules for a full-time or a nighttime quiet zone.

Wayside or stationary horns are a relatively new technology that has recently been approved for general installation. The wayside horn replaces the train mounted horn with a horn mounted at the crossing. The wayside horn is activated by the crossing signal system. The Road Authority is generally responsible for installation and maintenance of the system. The noise level is comparable to a train horn, but it decreases the noise impact area. The stationary horn works well in non residential areas, because the immediate area near the crossing is subjected to the full noise of the horn for 25 seconds, rather than a gradual increase as the train approaches. Although the wayside horn was authorized in the quiet zone rule packet, it is technically not in a quiet zone. It is considered the same risk level as a train mounted horn.

The FRA quiet zone rules allow a community to establish a quiet zone provided a series of conditions are met. The community has the option of a 24-hour per day zone or a nighttime (10:00 p.m. to 7:00 a.m.) zone. The process of obtaining either type is the same.

2.0 Background on FRA Rules

The FRA was directed in the early 1990s to establish national standards for locomotive horns at public grade crossings. After careful research, the FRA released draft rules in 2000. In December 2003, Interim Final rules were issued, and on April 27, 2005, the Final Rules were adopted. These rules preempt any state or local laws related to locomotive train horns. See Appendix A for details.

The Final Rules have four distinct parts. Quiet zone issues dominate the rules and are of most interest to local communities, even though the three other parts will help to reduce noise impacts.

The four sections are:

1. Railroads must sound the horn 15 to 20 seconds prior to a train's arrival at a grade crossing, but not more than one-quarter mile in advance of the crossing.
2. The rules describe a minimum and maximum volume level for a train horn. (96 dB (A) and 110dB(A)).
3. The rules outline a new test procedure to determine horn compliance.
4. The rules have provisions for local communities to establish quiet zones, where railroads are exempt from blowing the locomotive horns.

There are six types of quiet zones. Four of these quiet zone types provide for a transitional process for preexisting train horn bans. The City does not meet these requirements. The two types of zones that the City meets are 1) a 24-hour quiet zone or 2) a partial nighttime quiet zone. The partial quiet zone would run from 10:00 p.m. to 7:00 a.m. The requirements for either a full-time or partial nighttime quiet zones are the same. The City can choose which type to establish. Communities that have chosen the part-time zone reasoned that risk associated with no train horns were greatly reduced at night because of the decreased traffic volumes.

The FRA has incorporated flexibility in the process to create quiet zones, but has also made the process complex. The concept utilizes a risk index approach that estimates expected safety outcomes. Risk is averaged over the railroad crossings in the proposed zone and compared to a national risk level (NSRT). This risk analysis computes a Risk Index With Horns (RIWH) and a Quiet Zone Risk Index (QZRI). This analysis determines what crossing improvements are needed for a community to establish a quiet zone. At a minimum, all new quiet zones must have railroad signals with gates. The FRA has provided an Internet site (www.fra.dot.gov) to allow for the calculation of the QZRI and RIWH and NSRT, and is commonly called the Quiet Zone Calculator.

There are different ways that a community can institute a quiet zone, and are based on the risk index approach. Each method may require the community to apply for different types of quiet zones.

- A community can install supplemental safety measures (SSM) at each crossing. This would allow for automatic approval from the FRA.
- If SSMs are impractical at every crossing, a risk analysis is calculated and if the RIWH is less than the NSRT, or if the QZRI is less than the RIWH, a quiet zone can be institute without additional safety measures.

- If the risk index cannot be met, the City can propose to the FRA a plan that would allow Alternative Safety Measure (ASM) This requires the FRA to review and approve the plan. This option is normally reserved for difficult or complicated intersections.

There are five predetermined engineering improvements, called supplementary safety measures (SSM) that can be used to lower the QZRI and brings a crossing(s) into automatic conformance with the rules. The five SSMs include the following:

1. One-Way Streets with Full Gate Coverage – One-way streets allow for the gate(s) to be placed on the approach lanes of traffic, and vehicles cannot go around the gates. Vehicles also cannot get trapped between the gates.
2. Nighttime Closure of a Crossing – The roadway would be closed by the use of some type of barricade(s) that can completely close off the crossing. This would be used if only a part-time quiet zone is requested. The closure must include a process that will verify that a crossing has been closed for the night. Other cities have used an automatic barricade that is locked into place and provides a warning light to the train that the crossing is closed.
3. Permanent Closure of the Crossing – This means that the roadway would be closed and barricaded permanently. The railroad signals and surface would be removed. Under the FRA risk computations, the closure allows a credit in the risk assessment that may allow other options at the remaining crossings in the zone.
4. Raised Center Medians – Raised center medians a minimum of 60 feet long (100 feet long preferred) are installed to prevent vehicles from driving around the gates. If the median is less than 6 inches tall, traffic delineators are required. If a roadway is of sufficient width, medians are relatively inexpensive to install. The disadvantage of medians is disruption to local access.
5. Four Quadrant Gates – Four quadrant gates are regular railroad gates with two additional gates being added to the exit traffic lanes. This will completely close off the crossing. The exit gates are on a delay that will allow a vehicle to clear the crossing before descending. Traffic loop detectors may be required to detect if a vehicle is stopped on the tracks. The advantage of this SSM is that no additional roadway work is usually needed for the gates to be installed. The disadvantage is that there is a potential to trap a vehicle, they are expensive to install, the City may assume maintenance of the loop detectors and the City may be responsible for the extra maintenance for the extra gates.

If SSMs or Risk Analysis is insufficient, Alternate Safety Measures (ASM) can be proposed to the FRA for individual crossings. These ASM can be non-engineering solutions, such as traffic enforcement, photo enforcement, or education programs. Other engineering solutions can be proposed if shown effective in improving safety. These may include different styles of medians or a new type of warning device. A community is required to provide documentation that an ASM is effective. This documentation may require video camera installation, review of police efforts to enforce crossing violations, or a record of public service announcements. The level of documentation is not well defined in the rules. The three most popular ASM are:

1. Photo Enforcement of Traffic Violations – This is a system of cameras that monitor the railroad crossings and will issue traffic tickets to violators. In Minnesota, it is against state law to photo enforce traffic violations.
2. Increased Traffic Enforcement – This is a program that targets traffic violations near railroad crossings. The Quiet Zone submittal would outline and document what the City has done to enforce traffic violations.

3. Partial Center Medians – This is where full length medians are not possible on both sides and a median in installed on one side. The FRA will compute a partial risk reduction, based on the crossing improvements.

The FRA rules require communities to notify the FRA, the State Department of Transportation, and the railroad that they are interested in creating a quiet zone and provide a process for these interested parties to comment. The process has some built in time periods and that take 4 to 6 months to implement. If SSMs are installed according to the rules at all crossings, the community will receive an automatic approval for a quiet zone. If ASMs or other exceptions are needed, the FRA review and approval will be needed.

The rules are silent on the liability to either the railroad or communities who enact quiet zones. In the record of decision, the FRA discusses railroad and community liability. In the record of decision (page 66), the FRA says "As for the public authority that creates a quiet zone in accordance with this part, FRA expects that courts will apply the standard of care set by this rule, inasmuch as any quiet zone established in accordance with this part will have been established in accordance with federal law and FRA's intention to preempt State laws expressly stated." This rule, in effect, establishes the standard of care for the creating of quiet zones and the sounding of train horns, providing reassurance both to railroads and communities that no plaintiff will prevail on the basis that an audible warning has been withheld. Further, this rule making does nothing to undermine the sovereign immunity of State and local governments, where they have asserted it.

The rules encourage joint establishment of quiet zones where there are multiple roadway jurisdictions. Generally, one government agency will take the lead and coordinate the process

3.0 Proposed Alternatives

The following is a discussion regarding the feasibility of installing SSMs at each of the two crossings. One-way streets and grade separations are impractical for the City of Onalaska. This study concentrates on crossing closures, adding center medians, adding four quadrant gates to each of the crossings, or adding wayside horns.

3.1 Center Medians

Center medians have become a popular SSM alternative for local communities because they can be inexpensive compared to other SSM options and are easy to install.

The rules require that the medians be raised and be a minimum of 100 feet long. In certain exceptions, medians can be shortened to 60 feet. If a median is less than 6 inched high, delineator signs must be installed on the median.

3.2 Four Quadrant Gates

Four quadrant gates systems have two additional exit gates installed compared to a traditional signal system. These exit gates operate on a delay to the normal gates to allow vehicles to clear the crossing. The addition of the two exit gates requires a complete rewiring of the crossing circuitry and generally will require the installation of loop detectors in the pavement. Loop detectors would detect if a vehicle is stopped on the track and would keep the existing gate in the up position, so the vehicle is not trapped between two gates.

The rewiring of the signal system is needed because the exit gate circuitry is complex and needs a new controller and additional battery backup capacity. The BNSF's policy is that the

Road Authority will be responsible for the installation and maintenance of the loop detectors and the two additional gates.

Detailed cost estimates to upgrade are not available at this stage of a project but typical project cost will be around $350,000 to $450,000 plus the maintenance costs of $2,000 to $3,000 per year per crossing. Complete new signals systems may be required.

3.3 Crossing Closure

Permanent closure of a crossing is the removal of the crossing surface and roadway approaches.

There are also provisions in the rules for temporary closures, usually based on time of day. The rules require that a positive indication to the railroad is required that the crossing barricades are in place. The Irvin Street crossing has a potential to use this provision.

3.4 Stationary Horns

Wayside or stationary horns are a relatively new technology that has recently been approved for general installation. The wayside horn replaces the train mounted horn with a horn mounted at the crossing. The wayside horn is activated by the crossing signal system. The Road Authority is generally responsible for installation and maintenance of the system. The noise level is comparable to a train horn, but it decreases the noise impact area. The stationary horn works well in non- residential areas, because the immediate area near the crossing is subjected to the full noise of the horn for 25 seconds, rather than a gradual increase as the train approaches. The wayside horn was authorized in the quiet zone regulations but it is technically not in a quiet zone. It is considered the same risk level as a train mounted horn. Stationary horn costs range from $75,000 to $125,000, plus a monthly maintenance cost (see Appendix D).

4.0 Crossing Analysis and Alternatives

The following is an analysis of both crossings. Table 1 is a preliminary opinion of cost for each option can be found in Table 1A and 1B. A drawing of each proposed improvement can be found in Appendix C.

4.1 2nd Avenue SW

2nd Avenue SW is a two lane urban street with an average daily traffic count of 1,200. The BNSF has three tracks across the roadway, and is near the end of the yard. The roadway crosses the BNSF tracks at a skew. Areas on both sides of the roadway are fully developed with difficult terrain on each side that creates challenges to providing alternate access points. The existing railroad signals meet the minimum requirements for a quiet zone.

Complicating the access issues is the lumber industry located on both sides of the crossing that operate forklifts on the roadway.

The three basic options studied were raised center medians, four quadrant gates and closing the crossing. Below is a detail list of the issues:

4.1.1 Option 1 – Install Center Medians

Raised center medians can be used as a supplemental safety measure and must be 60 feet long when an intersection or driveway is present. The length of the median is measured from the railroad gate back to the end of the median.

The 100 foot long median on the south side fits the roadway well, except for the commercial driveway on the west side. There are two driveways into this business. The north driveway will need to be closed or relocated 150 feet to the south.

The median on the north side is a challenge. The driveway on the west side would need a slight modification. The driveway on the east side serves several industries and the building locations restrict options.

A median only supplemental safety measure would require the removal of the building on the east side to allow for relocation of the driveway. (Option 1)

The potential Alternative Safety Measure (ASM) would be to restrict the movement on the east side to a right in/right out access. **This requires concurrence by the FRA and may not be accepted.** The Risk Index computation would allow for a partial reduction in risk and may reduce the QZRI number to below the NSRT. The actual computation is done by the FRA and depends on many site specific circumstances. A right in/right out option is shown as Option 1A would cause traffic circulation issues with the current land uses. (Option 1A)

4.1.2 Option 2 – Four Quadrant Gates

Four quadrant gates provide two additional gates on the exits lanes prohibiting vehicles to go around the entrance gates. In the case of 2nd Avenue, 5 gates would be needed plus medians, to protect the northbound movement out of northeast driveway.

4.1.3 Option 3 – Close the Crossing

Closing a crossing in an urban area is difficult but there may be an opportunity at 2nd Avenue. The Wisconsin Department of Transportation (WisDOT) has started the process of redesigning the I-90/Hwy 53 interchange. The preliminary design would allow for a full access intersection at Hwy 53 and George Street. The existing configuration does not allow for a northbound movement from George Street. Additional studies are needed to determine if a full intersection would function properly. Construction is expected in 2017 or 2018. WisDOT is not supportive of a full Hwy 53/George Street intersection.

If the new Hwy 53/George Street intersection is approved, 2nd Avenue would not be needed as a thru street and could be closed. A cul-de-sac would be installed on each side of the crossing. The public access would be abandoned across the BNSF tracks. To accommodate the lumber traffic, a private crossing would remain and the existing signals would be modified to accommodate a narrow private road.

4.2 Irvin Street

Irvin Street is a local street used to access a City park and the river. There currently is a gate on the west side of the tracks that limit access to the park by City employees only. Irvin Street is also in the area of a proposed new City visitor center. This project is currently undergoing environmental review and is expected to begin design and construction in 2014.

The concept plan shows acquisition of additional parcels north of Irvin Street, which would allow for elimination of the private driveway on the north side of the roadway. The driveway on the south is a secondary access into the maintenance facility which would also close.

It is also expected that the park access would change. Limited private vehicles would be allowed across the tracks, but pedestrian's access would be permitted. Vehicle access across

the track would be restricted to park vehicles, buses and handicapped access. An improved roadway would extend to the west to allow for vehicle turnaround.

Irvin Street and to the north is a popular area for fishing. There is no vehicle access to the river but pedestrian trespassing is a safety concern of the Railroad. The proposed visitor center and park improvements would funnel pedestrian to cross the tracks at the Irvin Street crossing.

Improvements for a quiet zone would need to be coordinated with the park and visitor center improvements.

4.2.1 Option 1 – Raised Center Medians

Raised medians would work within the existing improved road on the east side. The west side would need the roadway extended to allow for median and turnaround.

Depending upon the timing of design decisions and the various improvements, temporary raise center medians maybe an option for supplemental safety measures. Temporary raise medians could be asphalt or a plastic curb with delineators.

4.2.2 Option 2 – Four Quadrant Gates

Four quadrant gates would also be an option for supplemental safety measures but would require a complete new crossing signal system.

4.2.3 Option 3 – Temporary Closures

Temporary closure of a crossing is also acceptable under the rules. The challenge for this type of measure is that requirement that a positive signal needs to conveyed to the Railroad that the crossing is close to vehicles. It has limited success around the country, but Irvin Street may have an opportunity to meet the rule.

The park gate at Irvin Street would be replaced with an electric gate operated by the City. The gate could be on a timer and open when the park is busy. The normal position would be closed, especially at night. An indicator light would be mounted at the track, that the train engineer could tell if the gate was open or closed. If the gate was open, the train horn would blow. If the gate was closed, the train horns would not blow. A system design would need FRA approval.

Table 1A – Preliminary Opinion of Cost

Item	U/M	Unit Price	Option 1 Medians only		Option 1A* Medians only		Option 2 4-Quad gates		Option 3** Close crossing	
			Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
2nd Avenue SW										
Mobilization	LS	$5,000	1	$5,000	1	$5,000	1	$5,000	1	$5,000
Bituminous	TON	$100	50	$5,000	25	$2,500	0	$0	240	$24,000
Remove driveway	LS	$2,000	1	$2,000	1	$2,000	$1	$2,000	0	$0
Signs	EA	$150	4	$600	4	$600	4	$600	2	$300
30" concrete curb and gutter	LFT	$18	550	$9,900	640	$11,520	220	$3,960	600	$10,800
Raised median	SQ FT	$8	1,200	$9,600	1200	$9,600	230	$1,840		$0
Barricades	LS	$500	1	$500	1	$500	1	$500	1	$500
4 Quad Gates	LS	$425,000	0	$0		$0	1	$425,000		$0
6' chain link fence	LFT	$20	220	$4,400		$0		$0		$0
Building Demolition	LS	$100,000	1	$100,000						
Right of Way	LS	$250,000	1	$250,000						
Subtotal				$387,000		$31,720		$438,900		$40,600
Contingency	%			$96,750		$7,930		$43,890		$10,150
Engineering	%			$77,400		$6,344		$43,890		$8,120
QZ paperwork submittal	LS	2500	1	$2,500	1	$2,500	1	$2,500	1	$2,500
Total				**$563,650**		**$48,494**		**$529,180**		**$61,370**

*Needs FRA approval because of northeast quadrant is not in compliance
**Does not include costs for changes to the Hwy 53 intersection

Table 1B – Preliminary Opinion of Cost

Item	U/M	Unit Price	Option 1*** Center medians		Option 2 4-Quad gates		Option 3 Part time closure	
			Quantity	Total	Quantity	Total	Quantity	Total
Irvin Street								
Mobilization	LS	$5,000	1	$5,000	1	$5,000	1	$5,000
Bituminous	TON	$100	100	$10,000		$0		$0
Signs	EA	$150	2	$300	2	$300	2	$300
30" concrete curb and gutter	LFT	$18	350	$6,300		$0		$0
Raised median	SQ FT	$10	360	$3,600		$0		$0
Barricades	LS	$500	1	$500	1	$500	1	$500
4-Quad Gates	LS	$350,000		$0	1	$350,000		$0
6' chain link fence	LFT	$20		$0		$0	400	$8,000
Electric gate with controls	LS	$10,000		$0		$0	1	$10,000
Notification system	LS	$15,000		$0		$0	1	$15,000
Right of Way		$0		$0		$0		$0
Subtotal				$25,700		$355,800		$38,800
Contingency	%	25		$6,425		$35,580		$9,700
Engineering	%	20		$5,140		$35,580		$9,700
QZ paperwork submittal	LS	2500	1	$2,500	1	$2,500	1	$2,500
Total				**$39,765**		**$429,460**		**$60,700**

***assumes permanent median.

5.0 Risk Analysis

The FRA has developed a risk analysis to evaluate proposed quiet zones. The analysis is based on their national crossing inventory and accident databases. The accident prediction model uses 12 criteria to determine the probability and severity of a vehicle-train crash at each crossing. Using these calculations, a National Significant Risk Threshold (NSRT) and an individual Risk Index with Horns (RIWH) can be developed. The FRA have also compared crossings that have had quiet zones in-place with non quiet zone crossings and have developed a QZRI and an effectiveness rating for each type of SSM.

Using the FRA Quiet Zone Calculator, these various index numbers are computed and provided the basis for what needs to be done at each crossing in order for a community to obtain a Quiet Zone (see Appendix B). Risk is averaged over the railroad crossings in the proposed zone and compared to a national significant risk threshold level (NSRT). This risk analysis computes a Risk Index with Horns (RIWH) and a Quiet Zone Risk Index (QZRI). This analysis determines what crossing improvements are needed for a community to establish a quiet zone. At a minimum, all new quiet zones must have railroad signals with gates. Chart 3 is a process flow chart outline the steps needed to obtain a quiet zone.

There are different ways that a community can institute a quiet zone, based on the risk index approach.

- Install supplemental safety measures at each crossing
- If the RIWH is less than the NSRT
- If the QZRI is less than the RIWH

The preliminary analysis of the two grade crossings in Onalaska shows that all have the minimum railroad signals with gates, but the Risk Index with Horns (RIWH) is high enough that additional improvements will be needed.

The risk numbers at 2nd Avenue SW require that some type of safety measures will be needed at the crossing. The Irvin Street crossing may not need improvements, depending on what improvements are done at 2nd Avenue SW. See Table 2 for detail.

Table 2 – Risk Index Summary

Type of Improvement	2nd Avenue SW	Irvin Street	RIWH	QZRI	Comment
National (NSRT)			14,347		
Existing	26,230	18,809	13,501	22,520	QZRI> RIWH Needs additional safety measures
2nd Ave - none Irvin St. - SSM	26,230	3,762	13,501	14,996	QZRI> RIWH Needs additional safety measures
2nd Ave - SSM Irvin St. – none	5,246	18,809	13,501	12,027	QZRI <NSRT
2nd Ave – SSM Irvin St. - SSM	5,246	3,762	13,501	4,504	Compliant SSMs at all crossings
2nd Ave - closure Irvin St. - none	0	18,809	13,501	9,404	Compliant SSMs at all crossings
2nd Ave - closure Irvin St. - SSM	0	3,762	13,501	1,881	Compliant SSMs at all crossings
2nd Ave - none Irvin St. - closure	26,230	0	13,501	13,115	QZRI< RIWH
2nd Ave - SSM Irvin St. - closure	5,246	0	13,501	2,623	Compliant SSMs at all crossings

6.0 Implementation of a Quiet Zone

Phasing of quiet zones is a process where a community can group the crossings based on spacing, similar land use characteristics, safety and funding considerations. Phasing can get complicated but many communities have successfully implemented multiple quiet zones. In Onalaska, there are multiple options for a quiet zone (see Appendix E).

The City should consider the following series of questions to decide how to implement a quiet zone:

1. Does each crossing have railroad signals with gates?
   Yes.

2. Should the quiet zone be night time only?
   The rules allow two different types of quiet zones a 24 hour or a nighttime. The rules are the same but some communities have shown a reluctance to suspend the train horns during the heavy roadway or pedestrian traffic periods of the day.

3. Should each crossing have SSM installed?
   Supplemental Safety Measures are very effective but the way the rules are written, communities can average the risk among all the crossings so some may not have any improvements at all and still meet the requirements. The City needs to weigh the risk of no horns and no improvements at some of the crossings.

   If not all the crossings have SSMs at the implementation stage, these improvements could be incorporated into future roadway or redevelopment projects.

4. How are the crossings spaced?
   Spacing of the crossings is important since the quiet zone boundary is ¼ mile either side of a crossing, so if another crossing is within that zone, it also must be included in the same quiet zone.

As these questions are answered, the following options for phasing are outlined below:

1. The City could consider each crossing as a separate quiet zone. Because of the spacing this option would work except that the overflow of noise from the other crossing may not give the level of comfort that the City desires. It also may be confusing for the train crews.
2. One large quiet zone.

7.0 Recommendations

Based on the detailed preliminary costs and risk numbers, to make the two grade crossings fully compliant with the rules, the improvements are expensive. The 2nd Street geometry makes it a difficult crossing to use traditional SSM improvements. The three options would be:

1. Do not implement a quiet zone.
2. Implement a quiet zone at Irvin Street only. Final decision on which option would be decided in collaboration with the proposed Visitor Center and Park Improvements.
3. Prepare an Alternative Safety Measure (ASM) request to the FRA. The request would ask the FRA to individually review the crossings and risk numbers, with only a median on the south side of the crossing. This may allow for approval, but would be at the FRA discretion.

Appendix A

FRA Train Horn Final Rule Summary

THE "TRAIN HORN" FINAL RULE
Summary

1. Overview:

- The Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings, published in the *Federal Register* on April 27, 2005, is intended to:
  - ⇨ Maintain a high level of public safety;
  - ⇨ Respond to the varied concerns of many communities that have sought relief from unwanted horn noise; and
  - ⇨ Take into consideration the interests of localities with ***existing*** whistle bans.
- Currently, state laws and railroad operating rules govern use of the horn at highway-rail grade crossings. When this rule takes effect, it will determine when the horn is sounded at public crossings (and private crossings within "quiet zones").
- This Final Rule was mandated by law[1], and was issued by the Federal Railroad Administration (FRA) after consideration of almost 1,400 public comments on the Interim Final Rule (IFR) (68 FR 70586) published December 18, 2003.
- Consistent with the statutory mandate requiring its issuance, the rule requires that locomotive horns be sounded at public highway-rail grade crossings, but provides several exceptions to that requirement.[2]
- Local public authorities may designate or request approval of, quiet zones in which train horns may not be routinely sounded. The details for establishment of quiet zones differ depending on the type of quiet zone to be created (Pre-Rule or New) and the type of safety improvements implemented (if required).
- Horns may continue to be silenced at Pre-Rule Quiet Zones, provided certain actions are taken.
- Intermediate Quiet Zones (whistle bans that were implemented after October 9, 1996 but before December 18, 2003) may continue to have the horns silenced for one year (until June 24, 2006), provided certain actions are taken. After which time they must comply with the provisions for a New Quiet Zone if the horns are to remain silent.

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[1] 49 U.S.C. 20153.

Disclaimer: This is a summary of the Final Rule for initial briefing purposes only. Entities subject to the rule should refer to the rule text as published in the Federal Register on April 27, 2005.

- The rule goes into effect on June 24, 2005.

- Pre-Rule Quiet Zones in the six county Chicago region are excepted from the provisions of this rule pending further evaluation of the data.

2. Requirement to sound the locomotive horn:

- Outside of quiet zones, railroads must sound the horn 15-20 seconds prior to a train's arrival at the highway-rail grade crossing, but not more than 1/4 mile in advance of the crossing.

  Note: Most State laws and railroad rules currently require that the horn be sounded beginning at a point 1/4 mile in advance of the highway-rail grade crossing and continued until the crossing is occupied by the locomotive. Under the rule, for trains running at less than 45 mph, this will reduce the time and distance over which the horn is sounded. This will reduce noise impacts on local communities.

- The pattern for sounding the horn will remain, as it currently exists today (two long, one short, one long repeated or prolonged until the locomotive occupies the highway-rail grade crossing).

- Locomotive engineers may vary this pattern as necessary where highway-rail grade crossings are closely spaced; and they will also be empowered (but not required) to sound the horn in the case of an emergency, even in a quiet zone.

- The rule addresses use of the horn only with respect to highway-rail grade crossings. Railroads remain free to use the horn for other purposes as prescribed in railroad operating rules on file with FRA, and railroads must use the horn as specified in other FRA regulations (in support of roadway worker safety and in the case of malfunctions of highway-rail grade crossing active warning devices).

- The rule prescribes both a minimum and ***maximum*** volume level for the train horn. The minimum level is retained at 96 dB(A), and the new maximum will be 110 dB(A). This range will permit railroads to address safety needs in their operating territory (see discussion in the preamble).

- The protocol for testing the locomotive horn will be altered to place the sound-level meter at a height of 15 feet above top of rail, rather than the current 4 feet above the top of the rail. Cab-mounted and low-mounted horns will continue to have the sound-level meter placed 4 feet above the top of the rail.

  Note: The effect of this change will be to permit center-mounted horns to be "turned down" in some cases. The previous test method was influenced by the "shadow

effect" created by the body of the locomotive to indicate a lower sound level than would otherwise be expected several hundred feet in front of the locomotive (where the crossing and approaching motorists are located).

- The effect of these changes will reduce noise impacts for 3.4 million of the 9.3 million people currently affected by train horn noise.

3. Creation of quiet zones:

- The rule provides significant flexibility to communities to create quiet zones, both where there are existing whistle bans and in other communities that heretofore have had no opportunity to do so.

- The Final Rule permits implementation of quiet zones in low-risk locales without requiring the addition of safety improvements.

  ✓ This concept utilizes a risk index approach that estimates expected safety outcomes (that is, the likelihood of a fatal or non-fatal casualty resulting from a collision at a highway-rail crossing).

  ✓ Risk may be averaged over crossings in a proposed quiet zone.

  ✓ Average risk within the proposed quiet zone is then compared with the average nationwide risk at gated crossings where the horn is sounded (the "National Significant Risk Threshold" or "NSRT"). FRA will compute the NSRT annually.

  The effect of this approach is that horns can remain silenced in over half of Pre-Rule Quiet Zones without significant expense; and many New Quiet Zones can be created without significant expense where flashing lights and gates are already in place at the highway-rail grade crossings.

- If the risk index for a proposed New Quiet Zone exceeds the NSRT, then supplementary or alternative safety measures must be used to reduce that risk (to fully compensate for the absence of the train horn or to reduce risk below the NSRT).

- The Final Rule–

  ✓ Retains engineering solutions known as "supplementary safety measures" for use without FRA approval.

  ✓ Retains explicit flexibility for the modification of "supplementary safety measures" to receive credit as "alternative safety measures." For instance,

shorter traffic channelization arrangements can be used with reasonable effectiveness estimates.

- ✓ Adds a provision that provides risk reduction credit for pre-existing SSMs and pre-existing modified SSMs that were implemented prior to December 18, 2003.
- ✓ Continues education and enforcement options, including photo enforcement, subject to verification of effectiveness.[3]

- The public authority responsible for traffic control or law enforcement at the highway-rail grade crossing is the only entity that can designate or apply for quiet zone status.
- FRA will provide a web-based tool for communities to use in performing "what if" calculations and preparing submissions necessary to create or retain quiet zones. The tool may be found at http://www.fra.dot.gov.
- In order to ensure proper application of the risk index, the National Highway-Rail Crossing Inventory must be accurate and complete. In the absence of timely filings to the Inventory by the States or Railroads, local authorities may file updated inventory information, and railroads must cooperate in providing railroad-specific data.
- FRA regional personnel will be available to participate in diagnostic teams evaluating options for quiet zones.
- Once a quiet zone is established (including the continuation of Pre-Rule or Intermediate Quiet Zones pending any required improvements), the railroad is barred from routine sounding of the horn at the affected highway-rail grade crossings.
- See below for discussion of **Pre-Rule Quiet Zones** and **New Quiet Zones**.

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[3]The rule neither approves nor excludes the possibility of relying upon regional education and enforcement programs with alternative verification strategies. FRA is providing funding in support of an Illinois Commerce Commission-sponsored regional program. The law provides authority for use of new techniques when they have been demonstrated to be effective.

Horns may continue to be silenced at Pre-Rule Quiet Zones if–

- The average risk at the crossings is less than the NSRT; or
- The average risk is less than twice the NSRT and no relevant collisions have occurred within the past 5 years; or
- The community undertakes actions to compensate for lack of the train horn as a warning device (or at least to reduce average risk to below the NSRT).

Train horns will not sound in existing whistle ban areas if authorities state their intention to maintain "Pre-Rule Quiet Zones" and do whatever is required (see above) within ***5 years*** of the effective date (June 24, 2005) (***8 years*** if the State agency provides at least some assistance to communities in that State).

A "Pre-Rule Quiet Zone" is a quiet zone that contains one or more consecutive grade crossings subject to a whistle ban that has been actively enforced or observed as of October 9, 1996 and December 18, 2003.

To secure Pre-Rule Quiet Zone status, communities must provide proper notification to FRA and other affected parties by June 3, 2005 and file a plan with FRA by June 24, 2008 (if improvements are required).

Disclaimer: This is a summary of the Final Rule for initial briefing purposes only. Entities subject to the rule should refer to the rule text as published in the Federal Register on April 27, 2005.

New Quiet Zones may be created if–

All public highway-rail grade crossings are equipped with flashing lights and gates; and either–

- ✓ After adjusting for excess risk created by silencing the train horn, the average risk at the crossings is less than the NSRT; or
- ✓ Supplemental Safety Measures are present at each public crossing; or
- ✓ Safety improvements are made that compensate for loss of the train horn as a warning device (or at least to reduce average risk to below the NSRT).

Detailed instructions for establishing or requesting recognition of a quiet zone are provided in the regulation.

4. Length of quiet zones:

- Generally, a quiet zone must be at least ½ mile in length and may include one or more highway-rail grade crossings.
- Pre-Rule Quiet Zones may be retained at the length that existed as of October 9, 1996, even if less than ½ mile. A Pre-Rule Quiet Zone that is greater than ½ mile may be reduced in length to no less than ½ mile and retain its pre-rule status. However, if its length is increased from pre-rule length by the addition of highway-rail grade crossings that are not pre-rule quiet zone crossings, pre-rule status will not be retained.

5. Supplementary and alternative safety measures:

- Supplementary safety measures are engineering improvements that clearly compensate for the absence of the train horn. If employed at every highway-rail grade crossing in the quiet zone, they automatically qualify the quiet zone (subject to reporting requirements). They also may be used to reduce the average risk in the corridor in order to fully compensate for the lack of a train or to below the NSRT.

  - ✓ Temporary closure used with a partial zone;
  - ✓ Permanent closure of a highway-rail grade crossing;
  - ✓ Four-quadrant gates;

- ✓ Gates with traffic channelization arrangements (i.e., non-mountable curb or mountable curb with delineators) at least 100 feet in length on each side the crossing (60 ft. where there is an intersecting roadway);
- ✓ One-way Street with gate across the roadway.

- Alternative safety measures may be applied such that the combination of measures at one or more highway-rail grade crossings reduces the average risk by the required amount across the quiet zone (so-called "corridor approach").

  - ✓ Any modified supplementary safety measure (e.g., barrier gate and median; shorter channelization); or
  - ✓ Education and/or enforcement programs (including photo enforcement) with verification of effectiveness; or
  - ✓ Engineering improvements, other than modified SSMs; or
  - ✓ Combination of the above.

- The rule provides that pre-existing SSMs and pre-existing modified SSMs will be counted towards risk reduction.

6. Recognition of the automated wayside horn:

- The rule authorizes use of the automated wayside horn at any highway-rail grade crossing with flashing lights and gates (inside or outside a quiet zone) as a one-to-one substitute for the train horn.

- Certain technical requirements apply, consistent with the successful demonstrations of this technology.

- The Federal Highway Administration (FHWA) has issued an interim approval for the use of wayside horns as traffic control devices. Communities interested in employing this option should contact FHWA to ensure that they comply with the provisions of the interim approval.

7. Special circumstances:

- A community or railroad that views the provisions of the rule inapplicable to local circumstances may request a waiver from the rule from FRA.

- A railroad or community seeking a waiver must first consult with the other party and seek agreement on the form of relief. If agreement cannot be achieved the party may still request the relief by a waiver, provided the FRA Associate Administrator determines that a joint waiver petition would not be likely to contribute significantly to public safety.

Disclaimer: This is a summary of the Final Rule for initial briefing purposes only. Entities subject to the rule should refer to the rule text as published in the Federal Register on April 27, 2005.

- FRA grants waivers if in the public interest and consistent with the safety of highway and railroad users of the highway-rail grade crossings.

8. Summary of major changes to the Interim Final Rule

- The final rule provides a one-year grace period to comply with New Quiet Zone standards for communities with pre-existing whistle bans that were in effect on December 18, 2003, but were adopted after October 9, 1996. These communities are considered "Intermediate" Quiet Zones under the final rule.

- The final rule addresses quiet zones that prohibit sounding of horns during the evening and/or nighttime hours. These are referred to as Partial Quiet Zones.

- The final rule requires diagnostic team reviews of pedestrian crossings that are located within proposed New Quiet Zones and New Partial Quiet Zones.

- The final rule requires quiet zone communities to retain automatic bells at public highway-rail grade crossings that are subject to pedestrian traffic.

- The final rule extends "recognized State agency" status to State agencies that wish to participate in the quiet zone development process.

- The final rule contains a 60-day comment period on quiet zone applications.

- The final rule requires public authorities to provide notification of their intent to create a New Quiet Zone. During the 60-day period after the Notice of Intent is mailed, comments may be submitted to the public authority.

- The final rule provides quiet zone risk reduction credit for certain ***pre-existing*** SSMs.

- The final rule provides quiet zone risk reduction credit for ***pre-existing*** modified SSMs.

- The final rule contains a new category of ASMs that addresses engineering improvements other than modified SSMs.

Additional information, including the full text of the Final Rule, the Final Environmental Impact Statement, and background documents, are available at http://www.fra.dot.gov.

Disclaimer: This is a summary of the Final Rule for initial briefing purposes only. Entities subject to the rule should refer to the rule text as published in the Federal Register on April 27, 2005.

Appendix B

FRA Quiet Zone Calculator Results

Print This Page

Home | Help | Contact | logoff dmckenzie@sehinc.com

Cancel | Change Scenario: ONALASKA20_41598 | Continue

Create New Zone
Manage Existing Zones
Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
079897G	**2ND AVE**	**1200**	**Gates**	0	0	26,230.72	MODIFY
079898N	**IRVIN ST**	**100**	**Gates**	0	0	18,809.41	MODIFY

* Only Public At Grade Crossings are listed.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	ONALASKA20142
Type:	New 24-hour QZ
Scenario:	ONALASKA20_41598
Estimated Total Cost:	$0.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	13501.24
Quiet Zone Risk Index:	22520.06

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

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Cancel Change Scenario: ONALASKA20_41598 **Continue**

Create New Zone
Manage Existing Zones
Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
079897G	**2ND AVE**	**1200**	**Gates**	0	13	5,246.14	MODIFY
079898N	**IRVIN ST**	**100**	**Gates**	0	13	3,761.88	MODIFY

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	ONALASKA20142
Type:	New 24-hour QZ
Scenario:	ONALASKA20_41598
Estimated Total Cost:	$30,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	13501.24
Quiet Zone Risk Index:	**4504.01**

Select

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

Print This Page

Home | **Help** | **Contact** | **logoff** dmckenzie@sehinc.com

Cancel | Change Scenario: ONALASKA20_41598 | Continue

Create New Zone
Manage Existing Zones
Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
079897G	**2ND AVE**	**1200**	**Gates**	0	6	6,033.07	MODIFY
079898N	**IRVIN ST**	**100**	**Gates**	0	6	4,326.16	MODIFY

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: ASM * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	ONALASKA20142
Type:	New 24-hour QZ
Scenario:	ONALASKA20_41598
Estimated Total Cost:	$256,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	13501.24
Quiet Zone Risk Index:	**5179.61**

Select

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button--This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

Appendix C

Crossing Alternative Exhibits

SEH

ONALASKA, WI
RAILROAD QUIET ZONE CROSSING

C:\Users\jovens\Onalaska Aerial.dgn Default 2/18/2014 7:58:39 AM

C:\Users\jowens\Onalaska Aerial.dgn Crossing #1 Existing 2/18/2014 7:48:15 AM

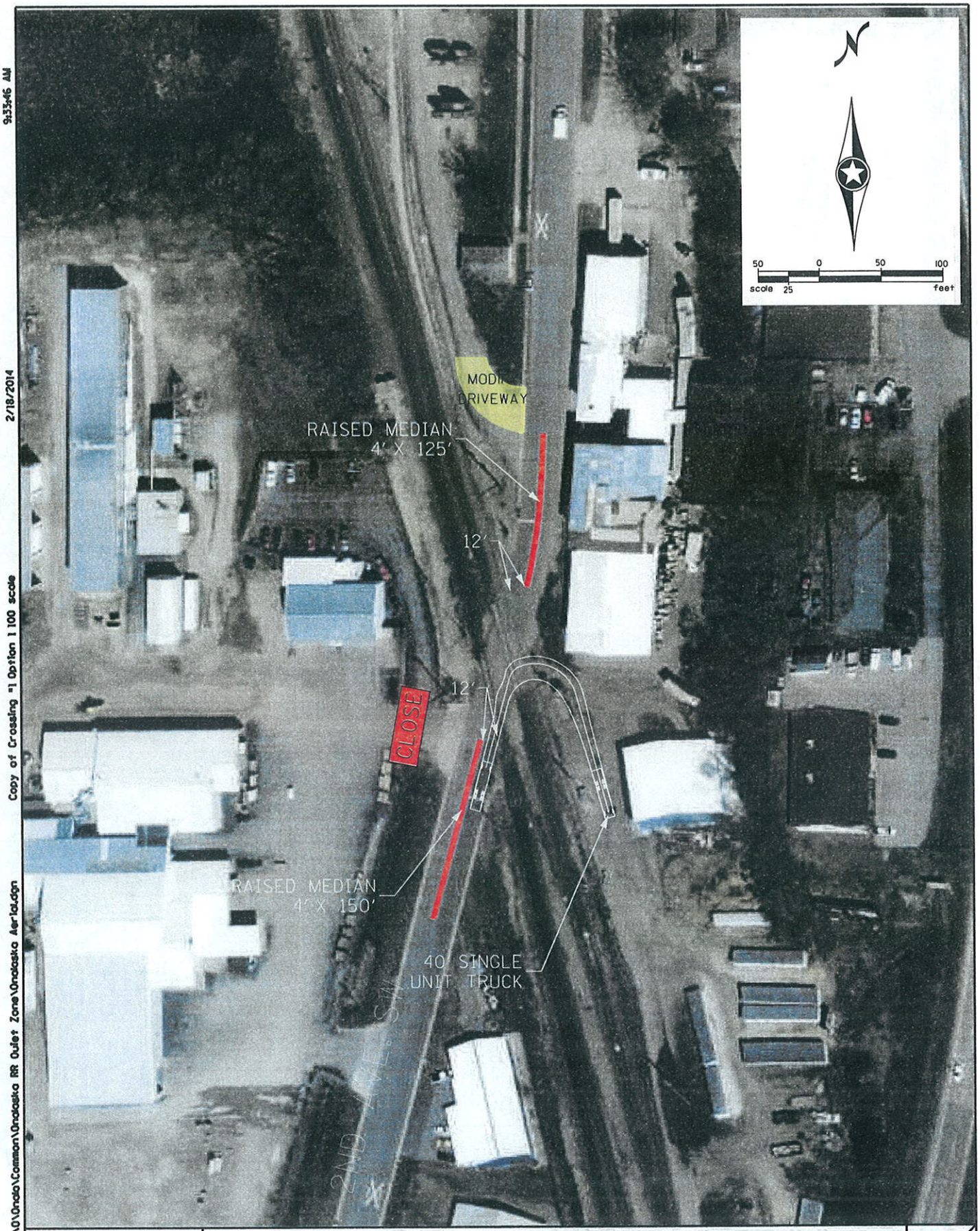
SEH

ONALASKA, WI
RAILROAD EXISTING CROSSING
AT 2ND AVE. SW (DOT #0798976)

S:\X0\0\Onala\Common\Onalaska RR Quiet Zone\Onalaska Aerial.dgn Crossing #1 Option 1 2/18/2014 9:50:53 AM

SEH

ONALASKA, WI
RAILROAD QUIET ZONE CROSSING, OPTION 1
AT 2ND AVE. SW (DOT #0798976)



S:\K0\0\Onala\Common\Onalaska RR Quiet Zone\Onalaska Aerial.dgn Copy of Crossing #1 Option 1 100 scale 2/18/2014 9:33:46 AM

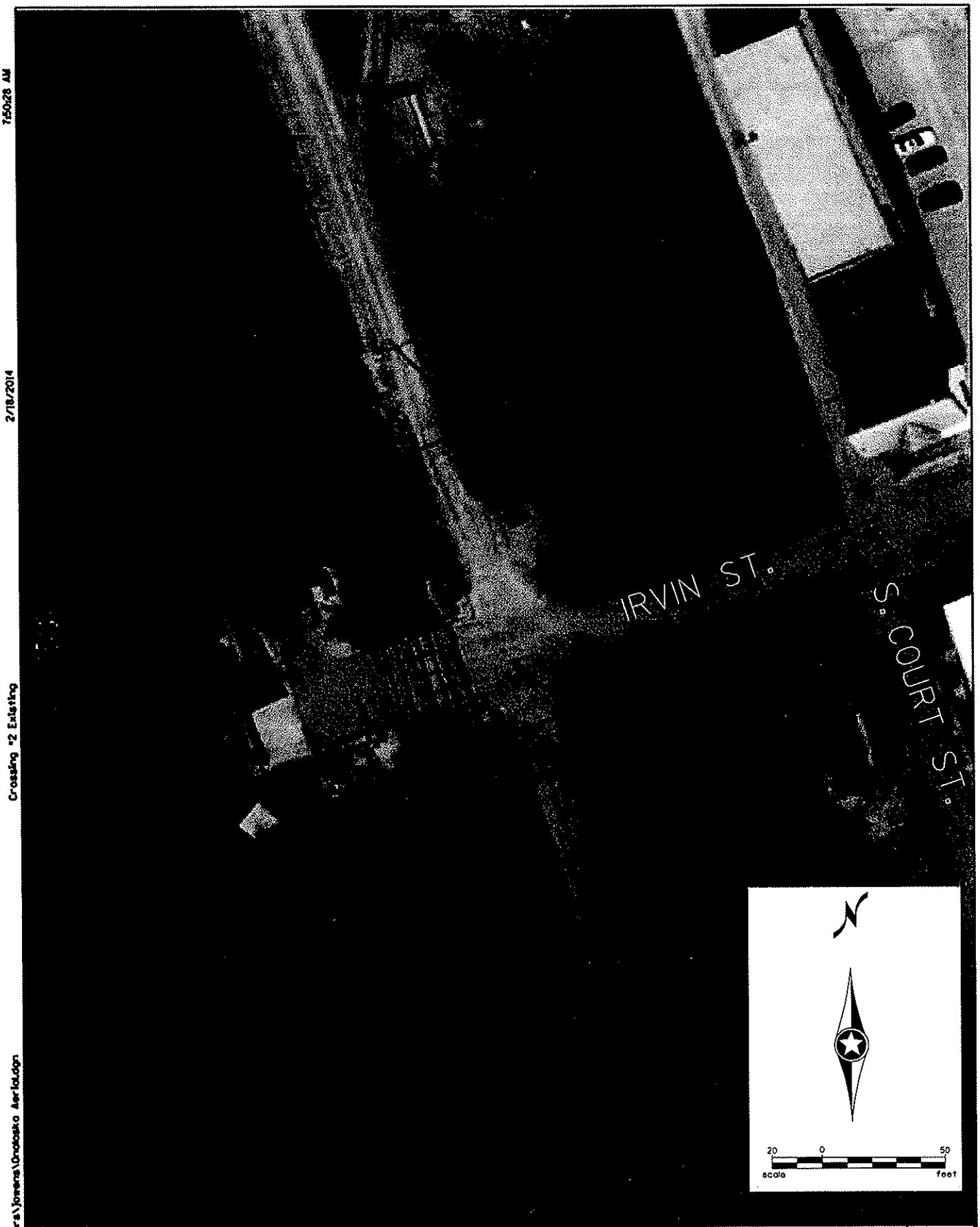
SEH

ONALASKA, WI
RAILROAD QUIET ZONE CROSSING, OPTION 1A
AT 2ND AVE. SW (DOT #0798976)

8:14:47 AM 2/18/2014 Crossing =1 Option 2 C:\Users\jorens\Onalaska Aerial.dgn

SEH

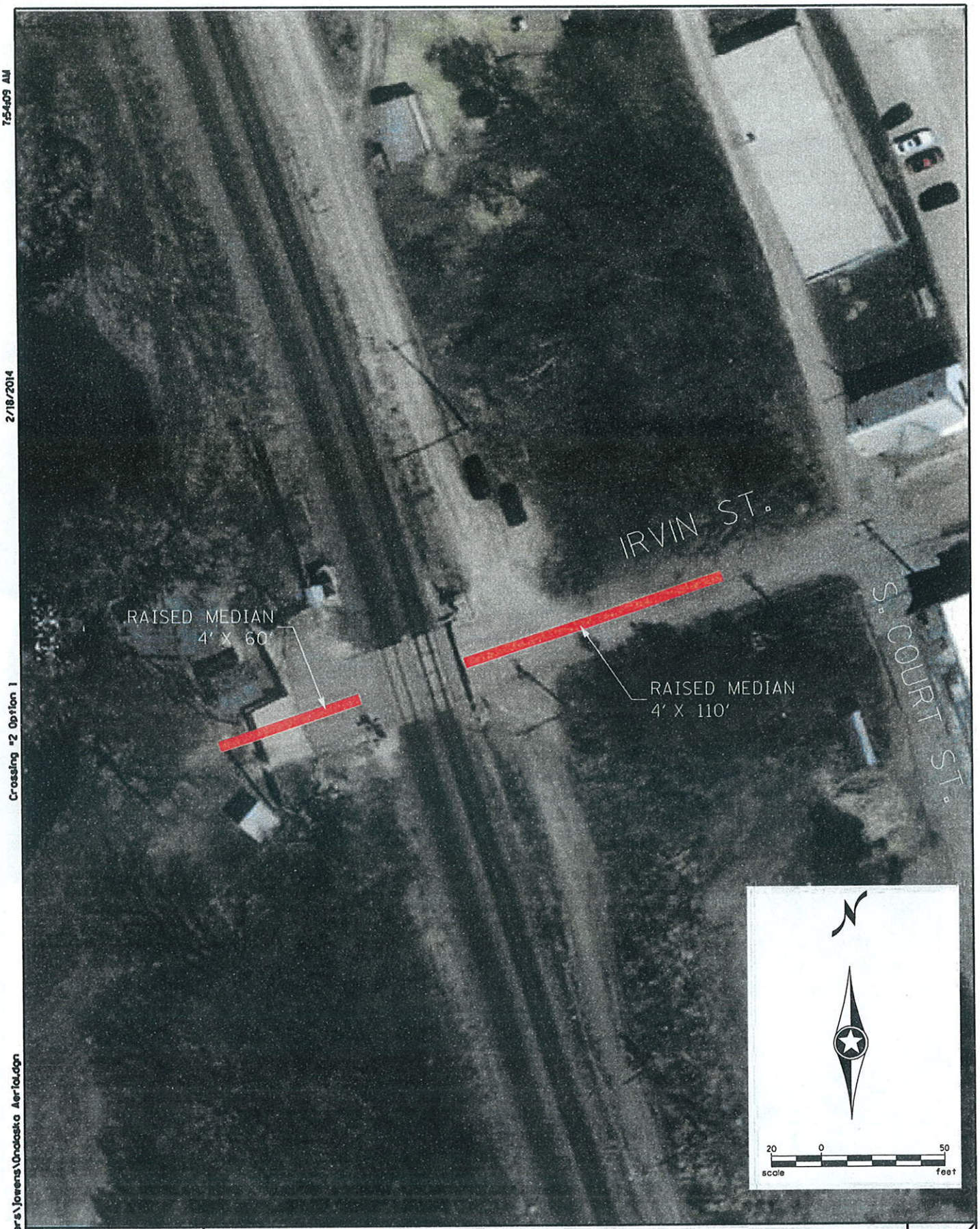
ONALASKA, WI
RAILROAD QUIET ZONE CROSSING, OPTION 2
AT 2ND AVE. SW (DOT #0798976)



ONALASKA, WI
RAILROAD EXISTING CROSSING
AT IRVIN ST. (DOT #079898N)

SEH

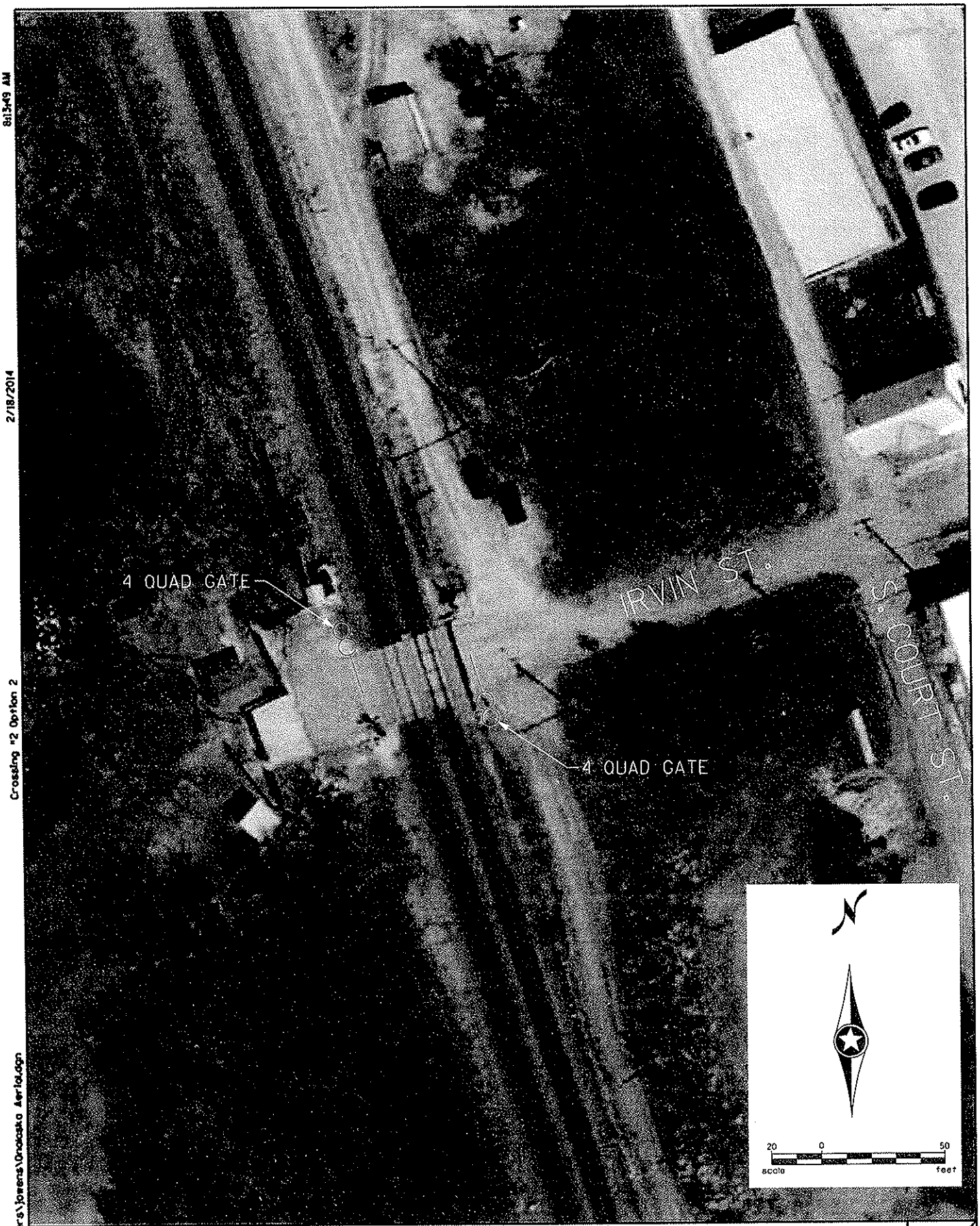
7:50:28 AM 2/18/2014 Crossing #2 Existing C:\Users\jowens\Onalaska Aerial.dgn



C:\Users\jowens\Onalaska Aerial.dgn 2/18/2014 7:54:09 AM Crossing #2 Option 1

SEH

ONALASKA, WI
RAILROAD QUIET ZONE CROSSING OPTION 1
AT IRVIN ST. (DOT #079898N)



C:\Users\jowens\Onalaska Aerial.dgn 2/18/2014 8:13:49 AM Crossing #2 Option 2

SEH

ONALASKA, WI
RAILROAD QUIET ZONE CROSSING OPTION 2
AT IRVIN ST. (DOT # 079898N)

ONALASKA, WI
RAILROAD QUIET ZONE CROSSING OPTION 3
AT IRVIN ST. (DOT #079898N)

SEH

8:13:02 AM 2/18/2014 Crossing #2 Option 3 C:\Users\jovens\Onalaska Aerial.dgn

Appendix D

Stationary Horn Data Sheet

Automated Horn System

Conforms to Requirements under the FRA Train Horn Rule

Mundelein, IL

What is AHS™ ?

AHS™, the Automated Horn System, is an innovative railroad signaling device that significantly improves safety for motorists and pedestrians at railroad-highway grade crossings while dramatically reducing the amount of noise pollution created by train horns along rail corridors in populated areas.

Reduces Noise by up to 98%

Sound Level (dBA)	Train Horn Area(acres)	AHS Horn Area(acres)	Percent Reduction
>70	265	37	86%
>80	171	5	97%
>90	31	<1	98%

The Technology

AHS™ is a stationary horn system activated by the railroad-highway grade crossing warning system. The Automated Horn System is mounted at the crossing, rather than on the locomotive, to deliver a longer, louder, more consistent audible warning to motorists and pedestrians while eliminating noise pollution in neighborhoods for more than one-half (1/2) mile along the rail corridor.

AHS™ is designed to sound like a train horn. The tone modules in the Automated Horn System horns were digitally recorded from an actual locomotive horn. Upon receipt of the signal from the railroad's track circuit warning system **AHS™** mimics the train horn warning by cycling through the standard railroad whistle pattern until the train reaches the crossing. Once the train has entered the crossing **AHS™** stops sounding its horn. A confirmation signal notifies the locomotive engineer that the Automated Horn System is functioning properly. When the locomotive engineer sees that the confirmation signal is flashing, he will not be required to sound his horn unless he detects an unsafe condition at the grade crossing. Coordination with the railroad operating company is essential since the Automated Horn System is directly connected to the railroad's crossing signal-warning system. Additionally, the railroad operating company must issue instructions to their train crews regarding the sounding or non-sounding of the train's horn.

Railroad Controls Limited
7471 Benbrook Parkway
Benbrook, TX 76126

www.railroadcontrols.com

Phone: (817) 820-6300
Fax: (817) 820-6340

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AHS™ Research

The Automated Horn System has been studied since 1995. The initial study was conducted by John A. Volpe National Transportation Systems Center for the United States Department of Transportation. Since then studies have been conducted by the Iowa Department of Transportation, Association of American Railroads, Texas Transportation Institute and the City of Richardson, TX.

All the research to date has proven the Automated Horn System to be an effective solution for mitigating train horn without compromising driver safety.

Roseville, CA

AHS™ Study Conclusions

"The results from the evaluation show a significant 70% decrease in violations of highway-rail crossing law iwh the AHS. Noise levels in areas near the tracks decreased by up to 85%." - Evaluation of the Automated Wayside Horn System in Mundelein, Illinois Final Report, by Northwestern University Center for Public Safety, January 2003

"Wayside horns are a viable alternative to locomotive horns for audible warning at grade crossings. Wayside horns have the advantage of being closer to the motorist. In addition, they have a more focused radiation pattern and produce less community noise exposure." -Wayside Horn Sound Radiation and Motorist Audibility Evaluation, Prepared for: Association of American Railroads, Prepared by: Mike Fann & Associates, May 2000

"For nearby residents, the automated horn system greatly reduces the negative impacts resulting from the loud train horns; the automated horns are well accepted by both motorists and locomotive engineers; and the automated system appears to provide an equivalent level of safety at the crossings." -Evaluation of an Automated Horn Warning System at Three Highway-Railroad Grade Crossings in Ames, Iowa, by Steve Gent, P.E. (Iowa DOT), Scott Logan, P.E.(City of Ames Iowa), David Evans (Iowa State University), 1998

"The wayside horn provided an equal or significantly louder audible warning at the point at which motorists most need the warning." - Automated Wayside Train Horn Warning System Evaluation, Prepared for: The City of Richardson, Texas, Prepared by: PB Farradyne Inc., May 2001

"The AHS appears to be, after almost 5 years of operation, an effective alternative to the locomotive horn at the Tenth Street crossing in Gering, Nebraska, with a violation rate no greater than that observed during pretest monitoring." -A Safety Evaluation of the RCL Automated Horn System, by Stephen S. Roop, Ph.D. Texas Transportation Institute, May 2000

"The safety evaluation suggests that the wayside horn will not result in behavior that puts the driver at increased risk compared to the use of the train horn. The frequency of violations was lower for the wayside horn than the train horn, while the time to collision and violation time was not statistically or practically different for either warning system." - Field evaluation of a Wayside Horn at a Highway-Railroad Grade Crossing, by U.S. Department of Transportation Research and Special Programs Administration John A. Volpe National Transportation Systems Center, June 1998

AHS
Automated Horn System

Improved Audible Warning for High Speed Rail Lines

AHS provides improved audible warning for drivers approaching crossings located on high speed rail lines. The new FRA train horn rule requires that locomotives traveling faster than 45mph to sound the horn 1/4 mile in advance of the crossing. This results in reduced audible warning time for trains traveling 60 mph or faster.

Ames, IA

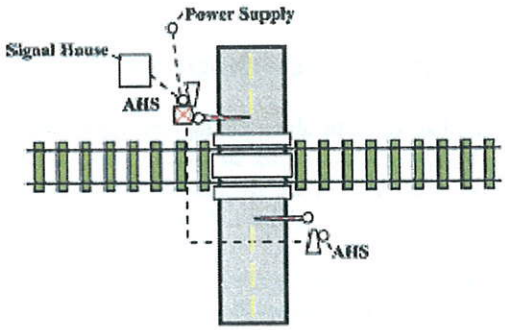
Train Speed (mph)	Warning Time (seconds)	AHS Minimum (seconds)
50	18.0	20
60	15.0	20
70	12.9	20
80	11.3	20
90	10.0	20
100	9.0	20

For example, an 80-mph train would provide approximately 11.3 seconds of audible warning, if the driver could hear the horn when it was first sounded 1/4 mile away.

AHS, when installed at locations equipped with constant warning circuitry, **provides a minimum of 20 seconds of warning regardless of the approaching train speed.** Since AHS is positioned at the crossing and focused on the roadway approach, **the audible warning is louder than the train horn until the train is very near the crossing.**

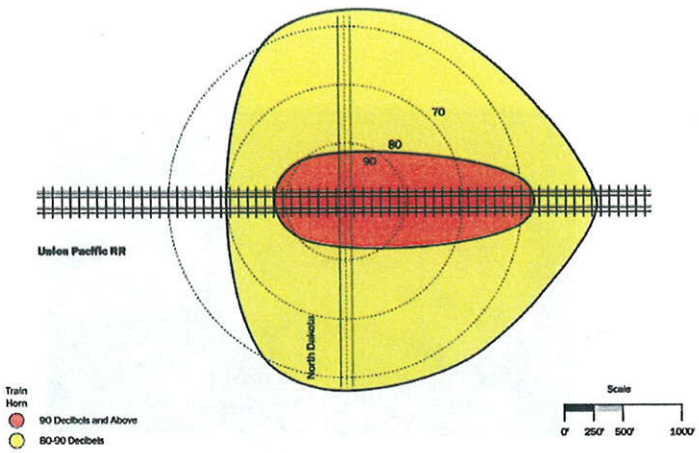
How AHS™ Connects to the Railroad

AHS™ connects with the railroad's crossing warning system in a manner similar to traffic signal preemption connections. Typically **AHS™** horns and control cabinets are mounted on their own pole assemblies. The confirmation signal is attached to the top of one of the pole assemblies and must provide a clear line of sight to approaching trains from 1/4 mile away. Power is typically provided by the city.

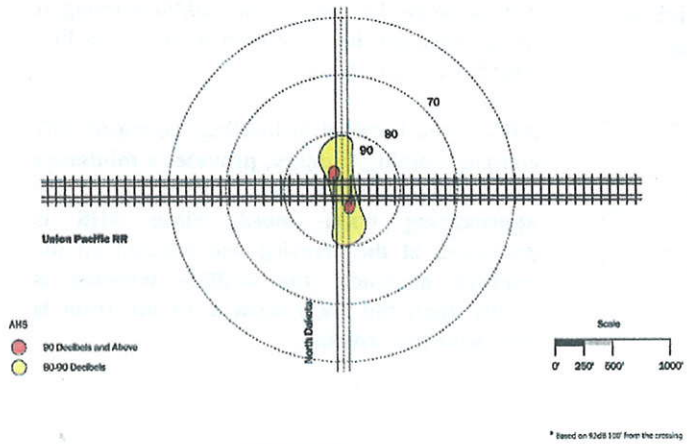


AHS
Automated Horn System

Train Horn



Automated Horn System



Sound Comparison Train Horn vs. AHS™

Locomotive engineers are required by the new FRA train horn rule to begin sounding the locomotive horn at a minimum of 15 seconds prior to the train's arrival at the grade crossing. They are also required to continue to sound the horn until the train arrives at the crossing.

If the train horn is to be an effective warning device for the motorist, it must provide a sound level capable of initiating a response from the driver when the train is approaching the crossing. Unfortunately the sound level required to achieve that response and the location of the train relative to the crossing creates a significant noise impact on the community.

The two noise footprints to the left depict the area impacted by the sound of the train horn and **AHS™** respectively. The comparison of the train horn and **AHS™** shows a dramatic difference between the areas that are impacted at specific decibel levels. By examining the 80 decibel contour on the two footprints it can be seen that the area impacted by the **AHS™** is a fraction of the size of the 80 decibel contour produced by the train horn.

What the Residents say:

"We had thought about selling our home because the train horns bothered us so much. Then, Glory be to God, you installed the automated horn systems and we have a new life." – Citizen, Ames, IA

"The City has done a good job. Keep up the good work.." – Citizen, Roseville, CA

"The automated horn system has greatly reduced the train noise in my home. With the automated system I can sleep through the night and that really improves my quality of life. Thank You!" – Citizen, Riverside, CA

"...analysis of the effectiveness of automated horns as a safety feature and as a method of reducing noise from train horns. On both counts the automated horn proved extremely successful ." – Mayor, Mundelein, IL

Railroad Controls Limited
7471 Benbrook Parkway
Benbrook, TX 76126

AHS Automated Horn System
www.railroadcontrols.com

Phone: (817) 820-6300
Fax: (817) 820-6340

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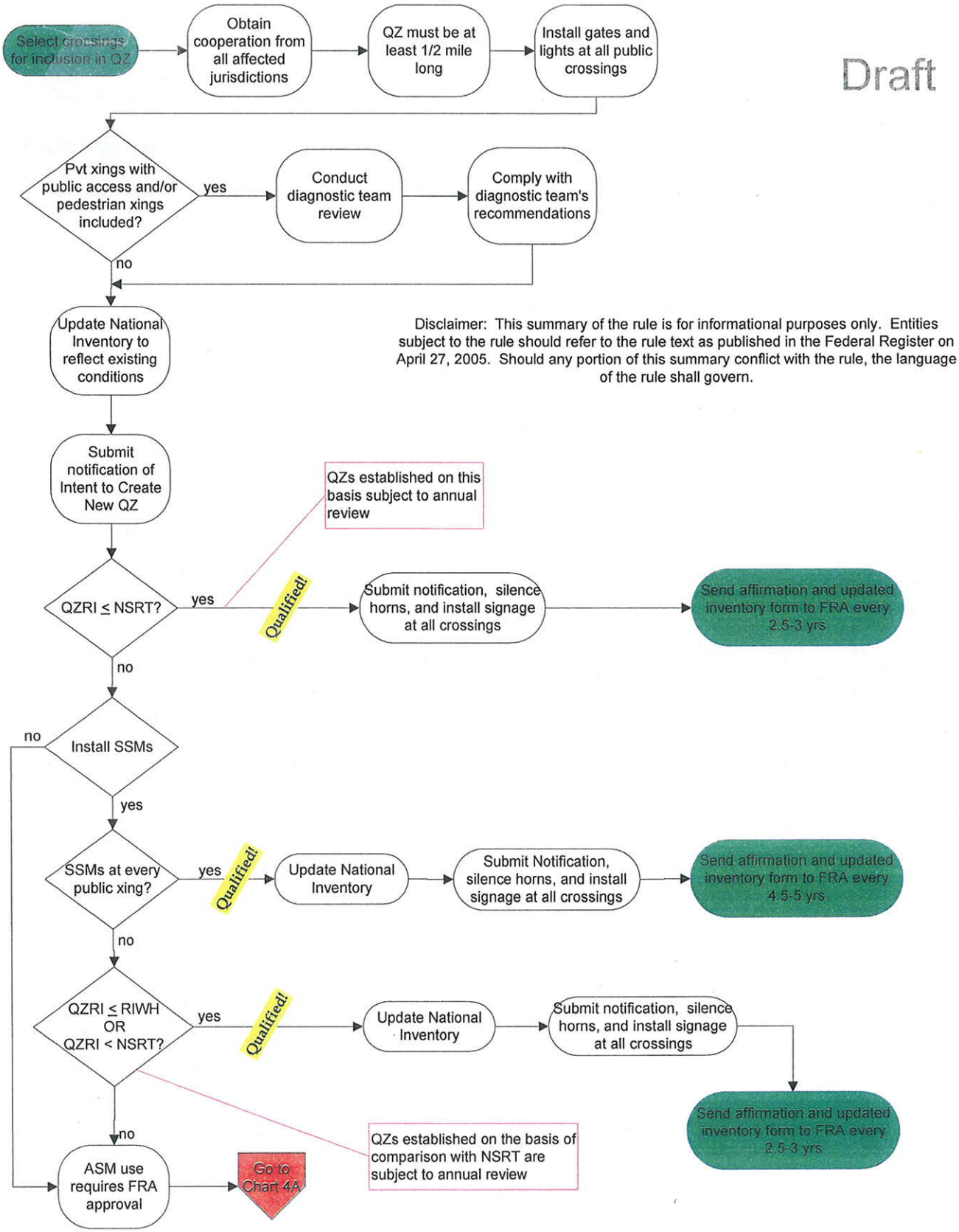
Appendix E

Chart 3 Flow Chart on Creating a New Quiet Zone

Chart 3 - Creating a New Quiet Zone or New Partial Quiet Zone using SSMs



STAFF REVIEW SUMMARY

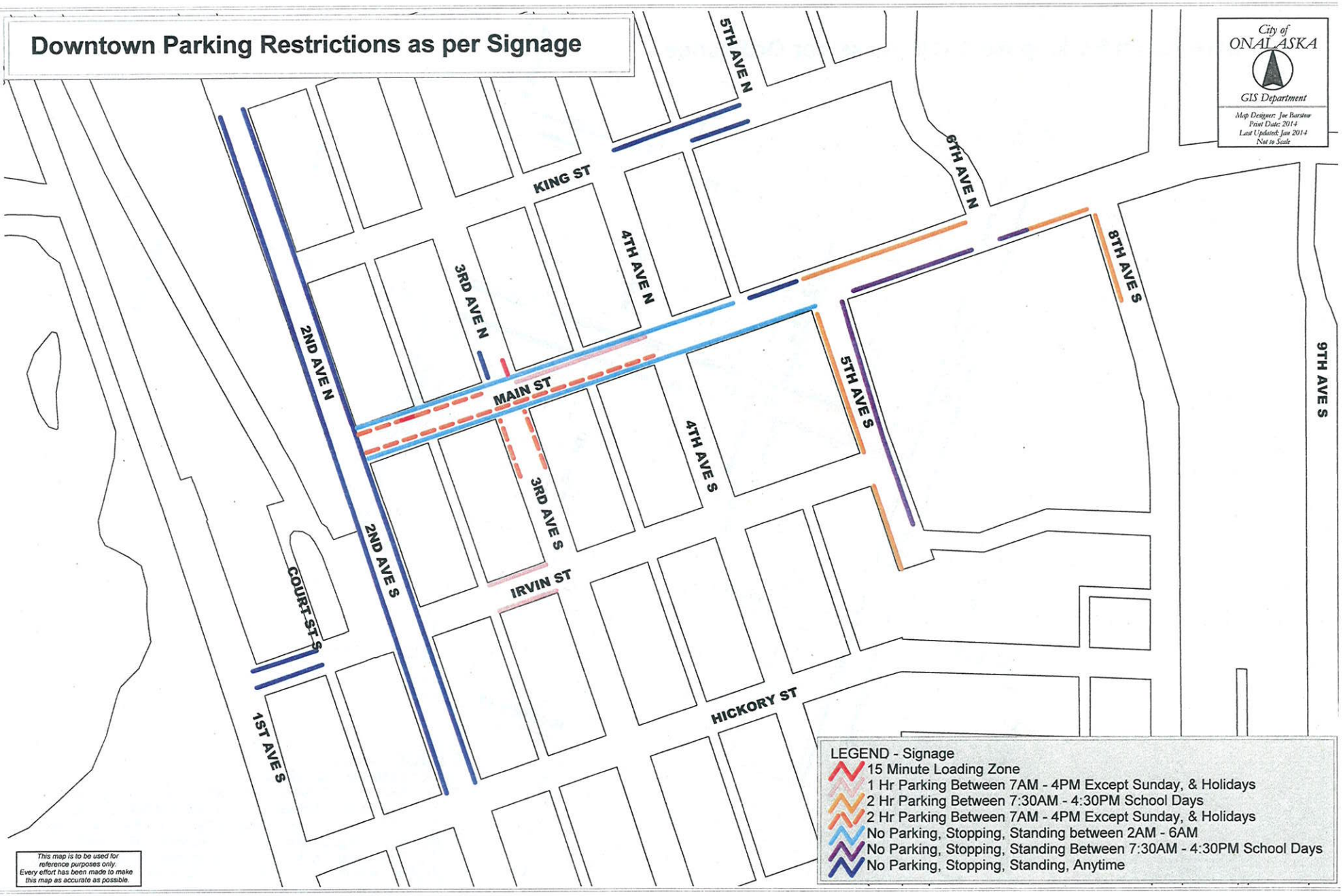
CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

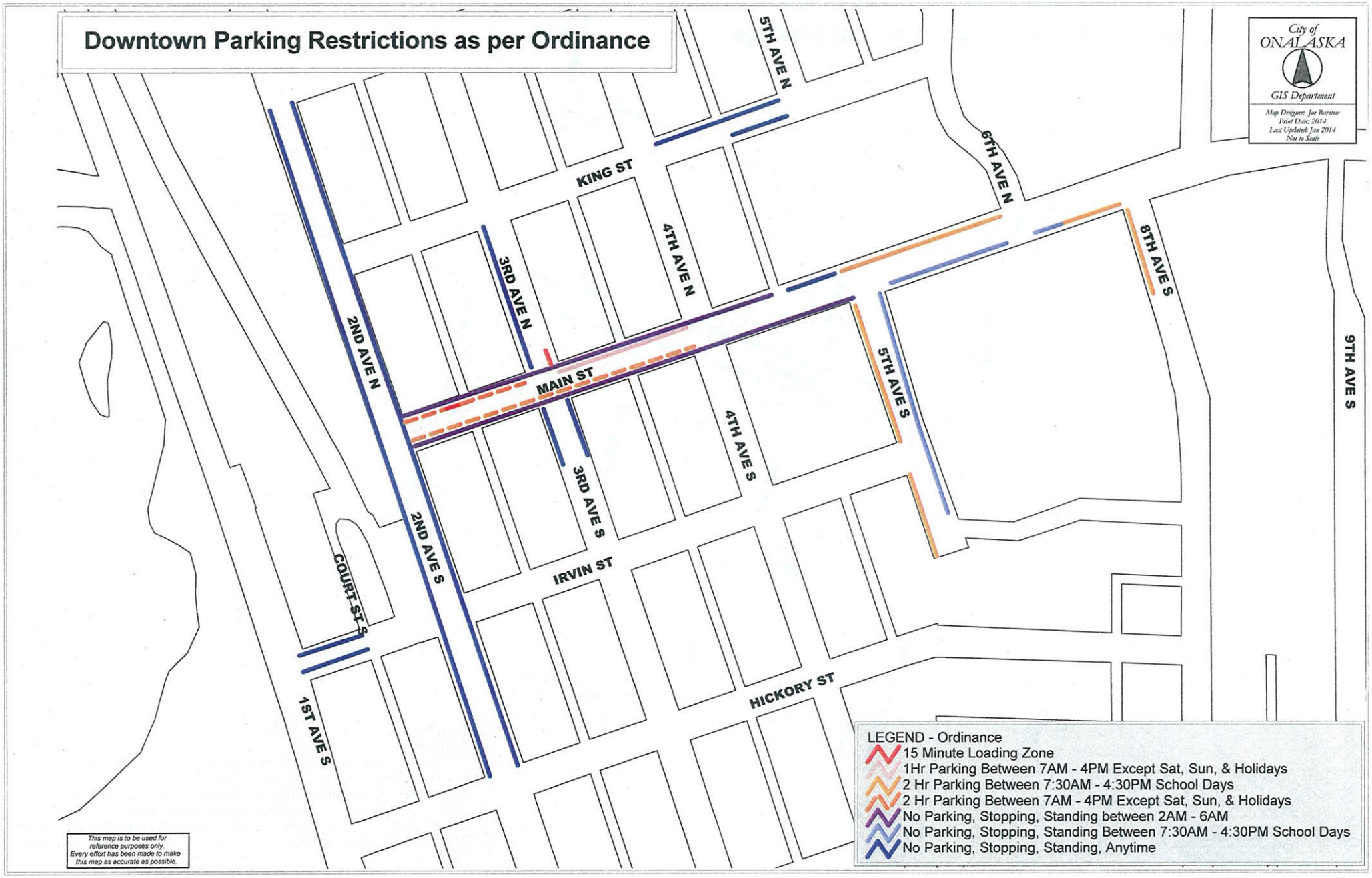
Agenda Item: #6

Project/Item Name:	Downtown parking regulations
Location:	2nd and Main street vicinity
Requested Action:	Discussion on parking regulations
Staff Report/Description:	During a recent review of downtown parking regulations it was found that some of the signage does not match City ordinance parking restrictions. With the changing businesses within the downtown it may be advisable to review parking restrictions currently in place.
Attachments:	Downtown parking regulation map(as outlined in ordinances), downtown parking regulation map(as signed).

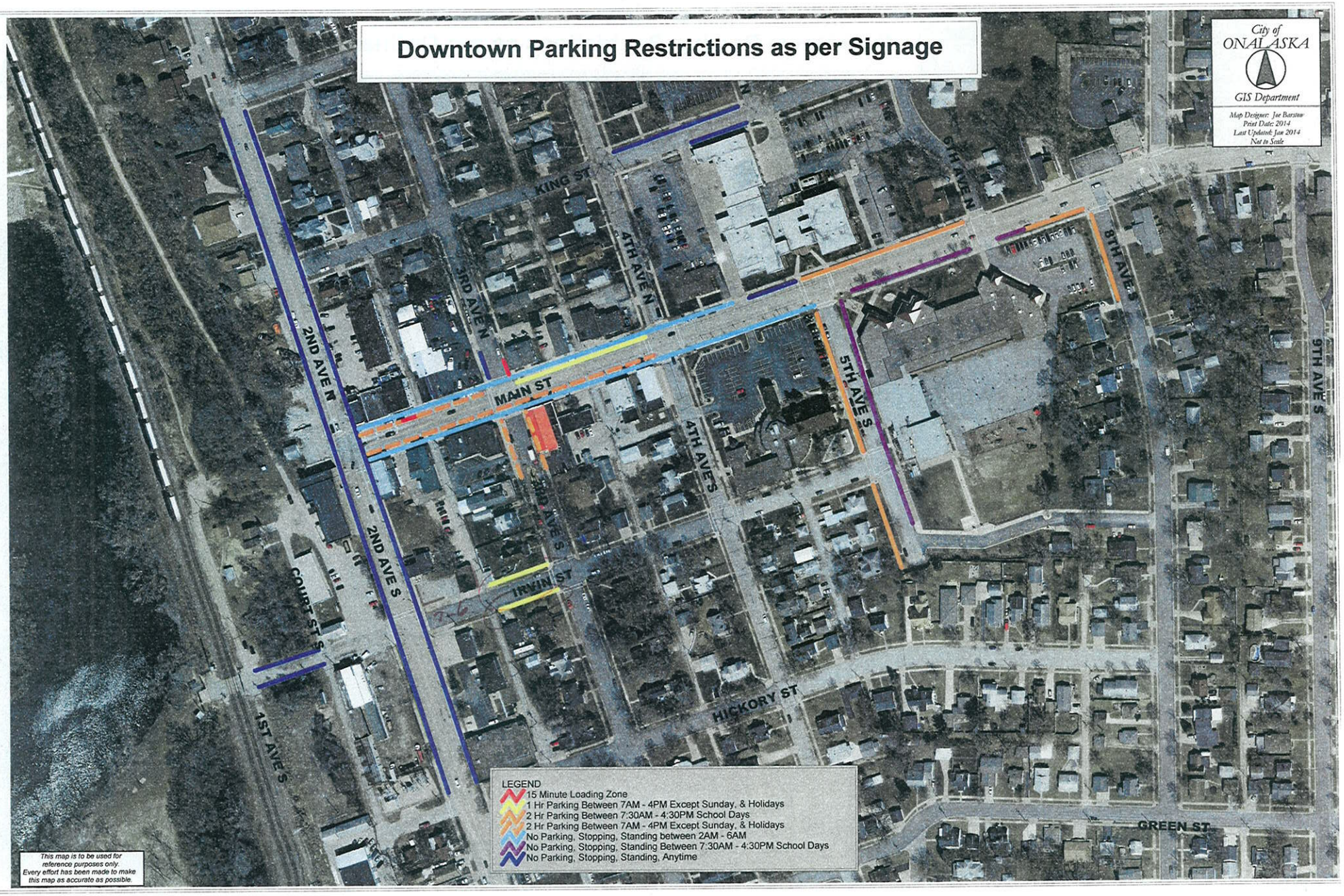
Downtown Parking Restrictions as per Signage



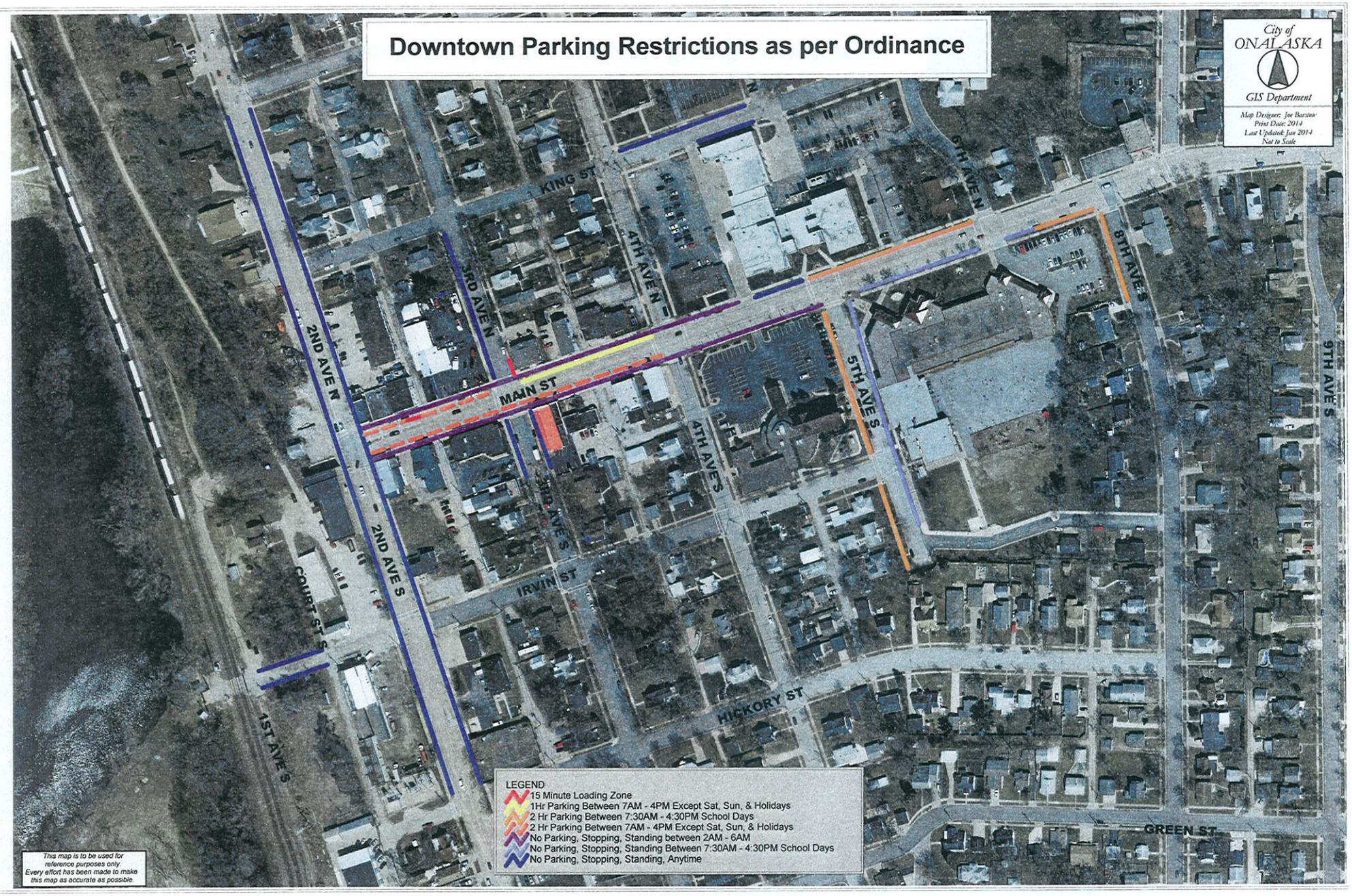
Downtown Parking Restrictions as per Ordinance



Downtown Parking Restrictions as per Signage



Downtown Parking Restrictions as per Ordinance



STAFF REVIEW SUMMARY

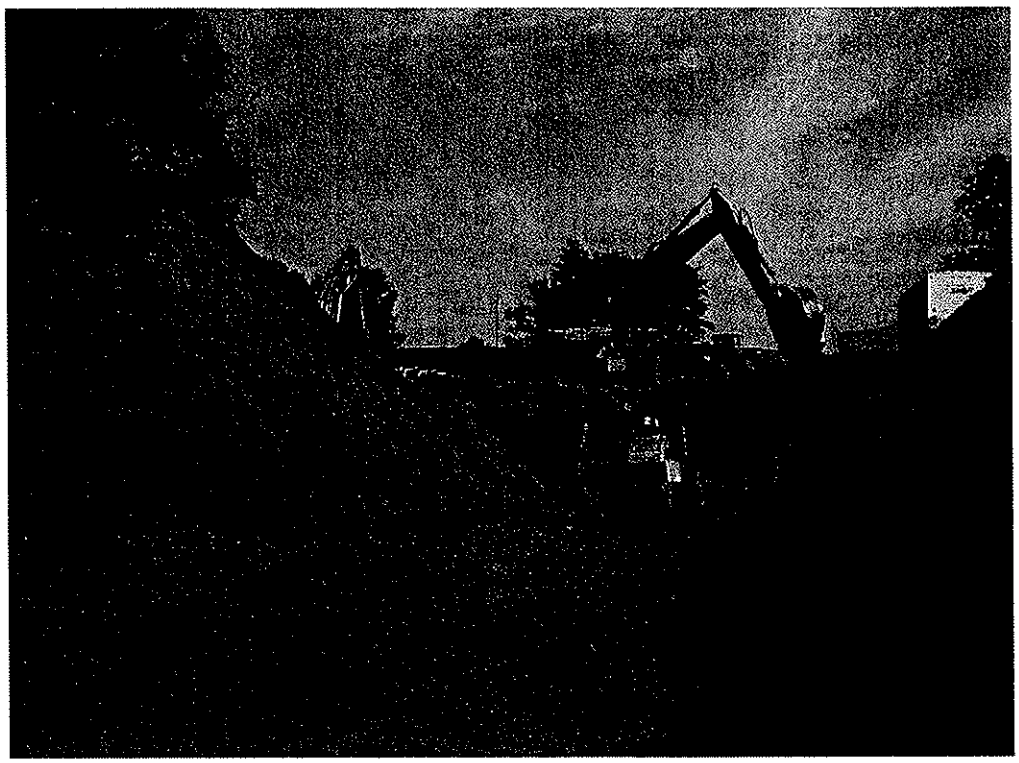
CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item: #7

Project/Item Name:	Public Works Department Annual Report
Location:	City wide
Requested Action:	Discussion on annual report
Staff Report/Description:	2013 annual report is attached for Board review. Credit should be given to Public Works Department staff for the variety of accomplishments in 2013.
Attachments:	2013 Public Works Department Annual Report

CITY OF ONALASKA PUBLIC WORKS DEPARTMENT 2013 ANNUAL REPORT



2013 Utility Project sanitary sewer installation in Community Park

DEPARTMENTS

Engineering
415 Main Street
Onalaska, WI 54650
Phone: (608)-781-9537
Fax: (608)-781-9506

Street & Storm
252 Mason Street
Onalaska, WI 54650
Phone: (608)-781-9539
Fax: (608)-781-9507

Utility
252 Mason Street
Onalaska, WI 54650
Phone: (608)-781-9545
Fax: (608)-781-9508

Public Works Department Mission Statement:
To promote the safety and public welfare of the community. Strive to promote a positive impact on the quality of life for all people.

Message from the City Engineer

To Mayor, Common Council, & Residents,

I respectfully submit the 2013 Public Works Department Annual Report for your review. The year started off with a very busy snow season and ended with transition into a new automated cart system for refuse and recycling collection. Throughout the year many challenges were encountered with solutions brought about through the hard work and dedication of the Public Works Department staff.

2013 included many large projects, such as the Spruce Street Sanitary Sewer Interceptor project, but also included many of the tasks that happen every day such as changing out water meters, replacement of street signs or the review of site plans. The Public Works Department approaches each task with vigilance, quality and pride. The Department strives to offer the highest level of service to the public and adhere to our mission statement, "To promote the safety and public welfare of the community. Strive to promote a positive impact on the quality of life for all people."

Please review the 2013 annual report outlining the projects and services offered during the year and contact us if you have questions, comments or concerns. I would also acknowledge the support of the elected officials and residents of the City of Onalaska allowing the Public Works Department to accomplish the many projects and duties during the year.

C. Jarrod Holter, P.E.
City engineer

CAPITAL PROJECTS

Capital Projects

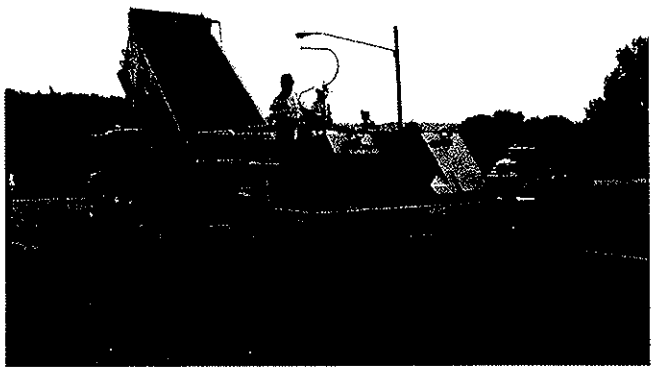
Completing yearly capital projects is an integral part of maintaining the City of Onalaska's infrastructure and ensuring public safety and welfare. The Engineering Department provides various levels of oversight on the design, bidding, and construction phases of each capital project with the assistance of both Street & Utility Departments. A breakdown of capital project constructed in 2013 are as follows:

Project Name	Construction Costs
• 2013 Marcou Road Reconstruction Project	$361,742.68
• Miscellaneous Concrete Project	$40,165.63
• 2013 Pavement Project	$322,840.98
• 2013 Utility Project	$1,091,703.78
• Gullikson Tennis Facility	$348,065.40
• Pedestrian Improvements	$137,860.16
• Sand Lake Road Sidewalk Improvements	$348,872.20
• Pavement Maintenance	$376,928.80

Total Construction Costs = $3,028,179.63

PAVEMENT MAINTENANCE

As part of the yearly capital projects a pavement maintenance program is completed. In 2013, the pavement maintenance program included chip sealing, crack filling and saw & seal. Chip sealing is placement of asphalt emulsion on the roadway followed by fine rock chips. Crack filling applies specialized asphalt into and above existing pavement cracks to prevent the intrusion of water. Saw & Seal is the process of cutting and filing control joints into new asphalt pavement to help prevent random cracks from forming.



Chip sealing maintenance extends the useful life of asphalt roadway pavements

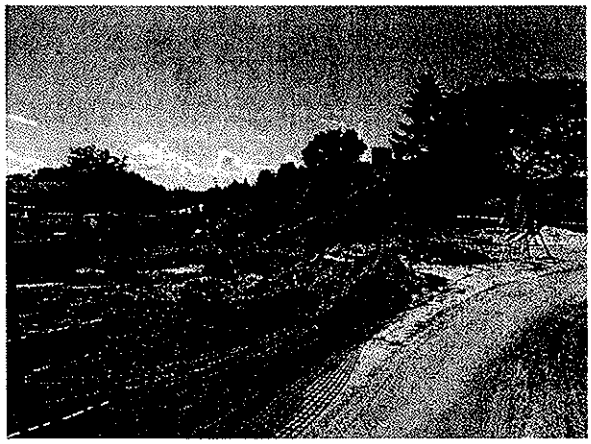
2013 UTILITY PROJECT

2013 Utility project was comprised of multiple portions that included the Spruce Street Sanitary Sewer, Locust Street Sanitary Sewer, East Ave Water Main, Grove Street Sanitary Sewer, and Storm Sewer Inlet Capacity. The three major portions were Spruce St, Locust St, and Inlet Capacity portions. The Spruce Street Sanitary Sewer portion installed new 18" reinforced concrete pipe to create a new gravity sewer pipe that runs from the corner of Spruce St and East Ave east down Spruce St in front of Northern Hills Elementary School then turns southeast into Community Park and ends at the sanitary sewer lift station on the corner of 6th Ave N and Quincy St. The new 18" RCP sewer pipe is installed to depths between 22—35 feet below finished grade. Locust Street Sanitary Sewer portion installed new 8" sewer pipe from 2nd Ave to 5th Ave N. It also included replacement of water main fire hydrants and valves, and new water services and sewer laterals to properties along Locust St. The Storm Sewer Inlet Capacity portion added additional storm sewer inlets to increase the amount of rainfall that can be collected into the existing storm sewer system to help prevent against flooding. Additional storm sewer inlets were installed along Sand Lake Road, 11th Ave N, 4th Ave N, and 16th Ave S.

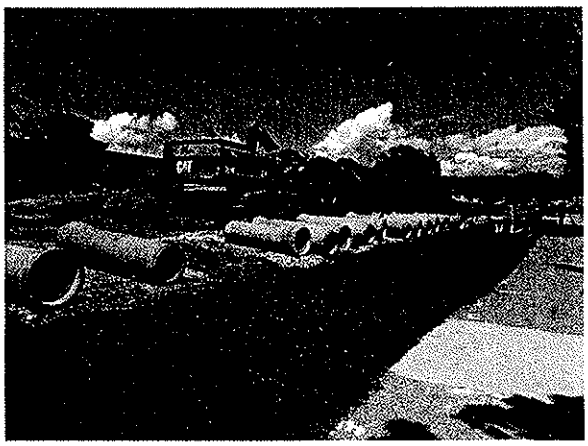
Installation of new 18" RCP sewer pipe through Community Park for the Spruce St sewer portion.

18" RCP sewer pipe installation in front of Northern Hills Elementary School for the Spruce St sewer portion

2013 UTILITY PROJECT

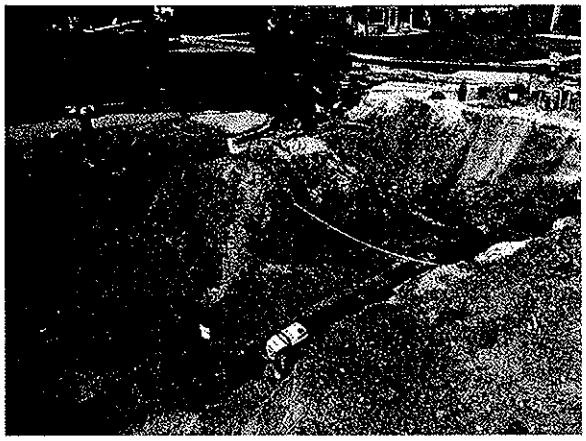


18" RCP sewer pipe installation in front of Northern Hills Elementary School for the Spruce St sewer portion.

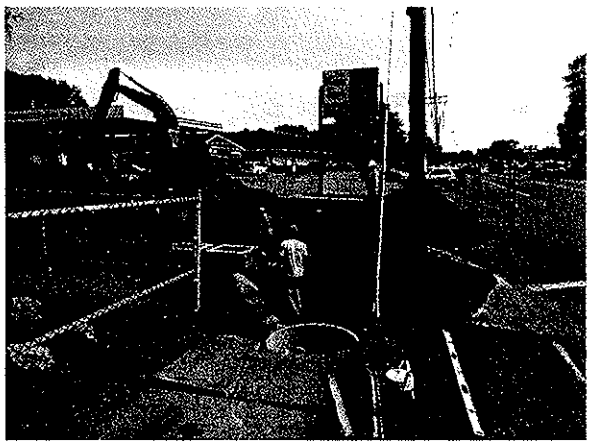


18" RCP sewer pipe installation in front of Northern Hills Elementary School for the Spruce St sewer portion.

8" sewer main installation at 5th Ave North on the Locust St sewer portion.



Water main installation at the intersection of 5th Ave N and Locust St for the Locust St sewer portion.

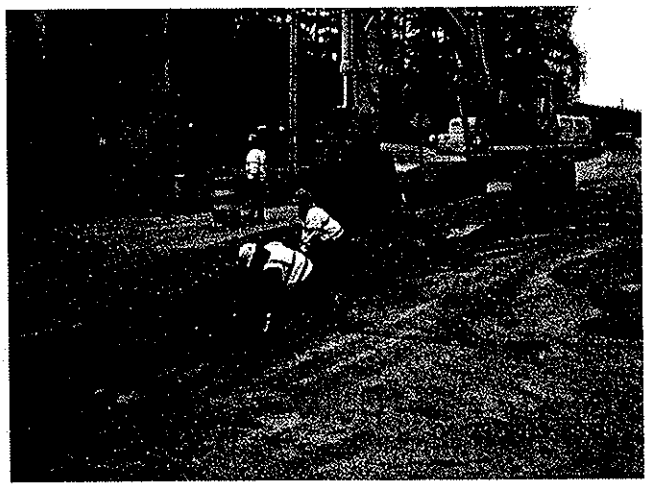


Storm sewer utility installation at Sand Lake Rd and Well St for the Storm Sewer Inlet Capacity portion.

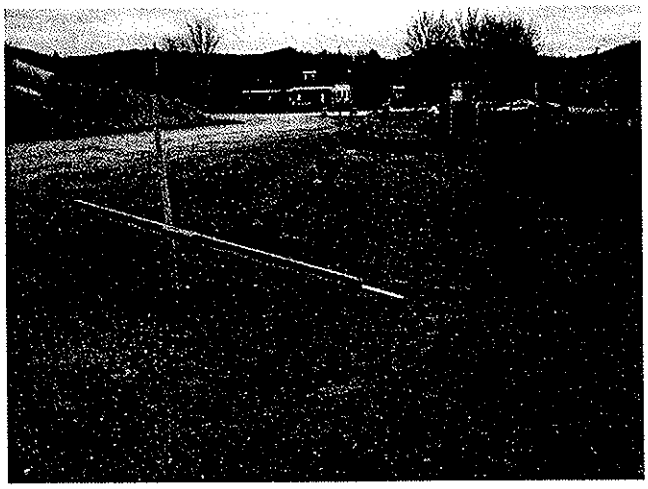
Storm sewer utility installation at Sand Lake Rd and Well St for the Storm Sewer Inlet Capacity portion.

2013 MARCOU ROAD RECONSTRUCTION

2013 Marcou Road Reconstruction widened 1,800 feet of Marcou Road starting at the intersection of East Main Street and proceeding north past the La Crosse Country Club. The roadway was widened to match the City street design standard of 37 feet wide that includes two 16 foot traffic lanes and 30 inch curb & gutter on each side. In additional to the roadway widening, new storm sewer utilities were added along the entire project that included 12", 15", and 18" reinforced concrete pipe mains, area drains, catch basins, and manholes. Restoration was accomplished with final grading, topsoil placement, erosion control blankets and straw wattles, and hydro seeding.



Reinforced Concrete Storm Sewer pipe being installed along Marcou Road.



Marcou Road being widened along the La Crosse County Club driving range.

Concrete curb & gutter being installed along Marcou Road.

Hot mix asphalt pavement being installed on Marcou Road towards East Main Street.

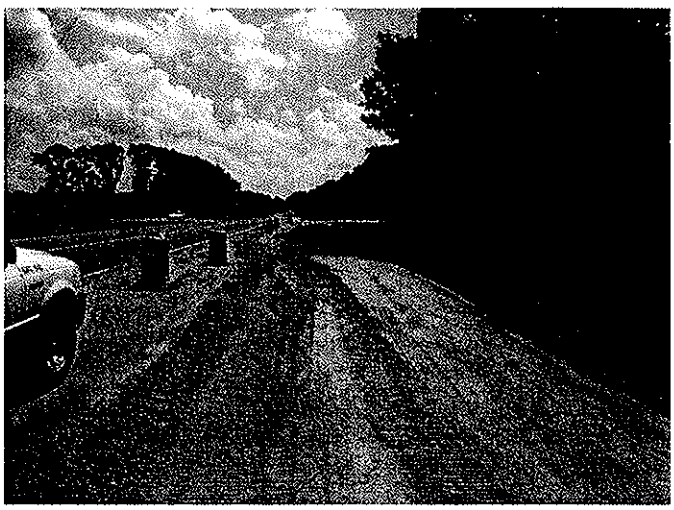
2013 SAND LAKE ROAD SIDEWALK IMPROVEMENTS

2013 Sand Lake Road Sidewalk Improvements project installed a new 8.5 feet wide asphalt sidewalk from Redwood Street heading north under Highway 53 and connected into the existing asphalt sidewalk near the intersection of Riders Club Road on Sand Lake Road. The project included extending existing storm sewer utilizes and removing material from the bottom a City maintained storm water pond for fill under the new sidewalk. New concrete curb & gutter was installed under the Highway 53 interchange to help protect pedestrians walking on the new sidewalk under the interchange. Finally the project site was restored using topsoil, erosions control blankets, seed, fertilizer, and mulch.

Removal of existing fill material from the bottom of the a City maintained storm water pond.

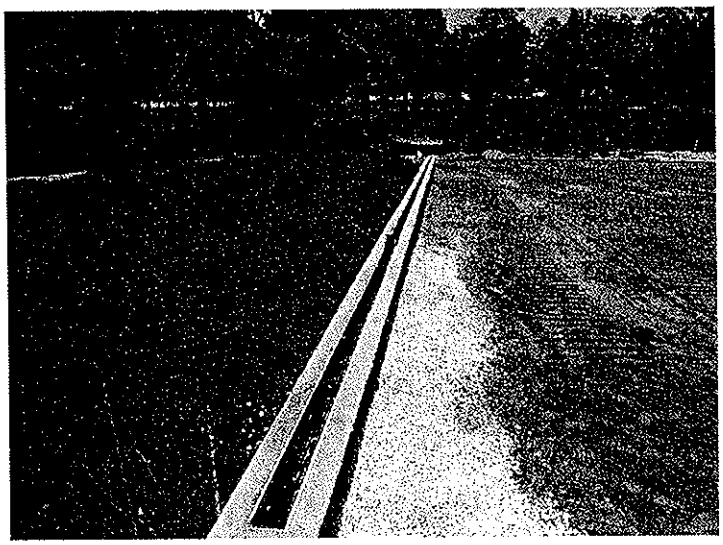
Placement of material from the bottom of the City storm water pond for fill under the new sidewalk.

Installation of storm water utilites under the HWY 53 overpass.

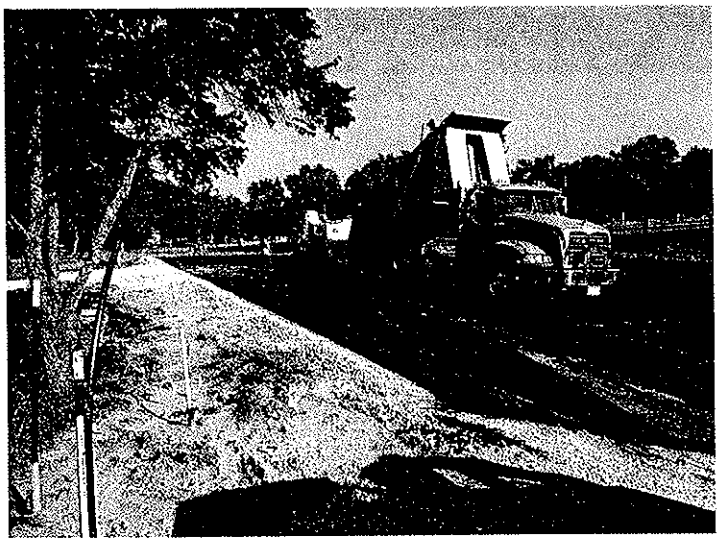


Gravel subbase for the new sidewalk south of HWY 53.

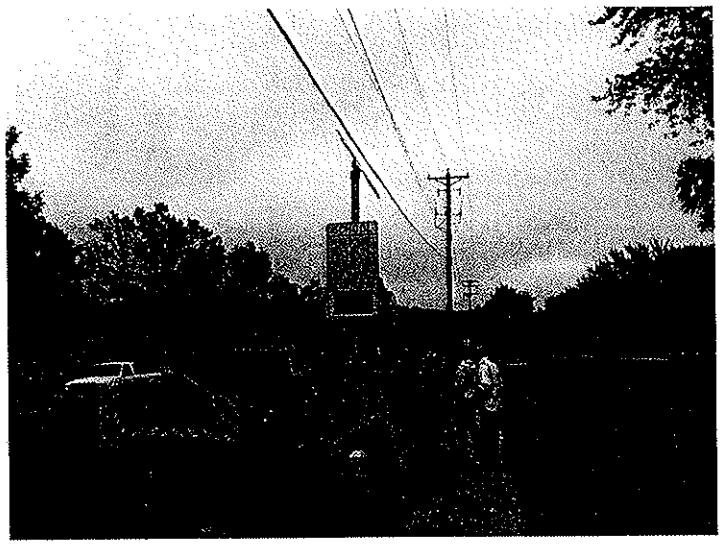
2013 Capital Project Pictures



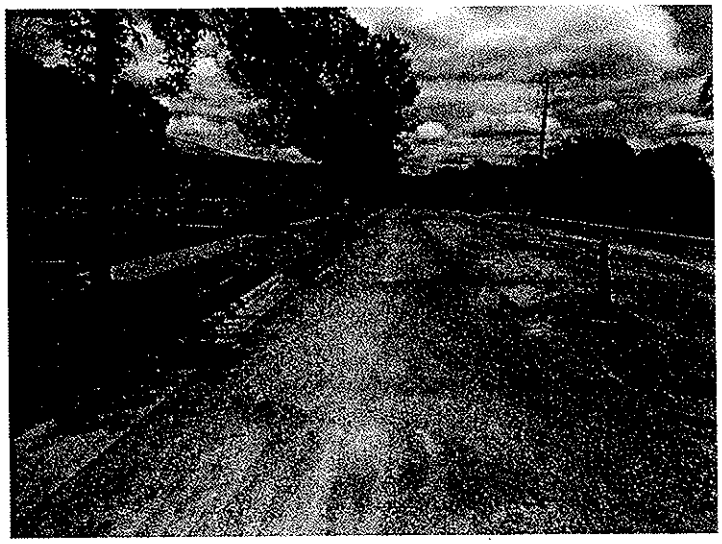
Trench drain for removing water from the tennis court surface on the Gullikson Tennis Facility project.



Hot mix asphalt placement at the Gullikson Tennis Facility project. Asphalt was used as the tennis court surface. Once the asphalt had cured it was painted purple and gray, and the court lines were placed.



Installation of a new speed indicator sign along Quincy St near Onalaska Middle School as part of the Pedestrian Improvements project. Speed indicator signs were installed at the Northern Hills Elementary and Middle School to help slow traffic. The Pedestrian Improvements project installed sidewalks between Northern Hills and Middle school to help school age Pedestrians walk safely to the schools

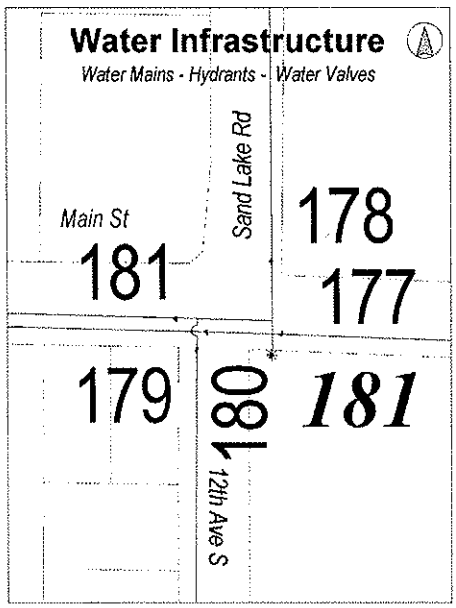


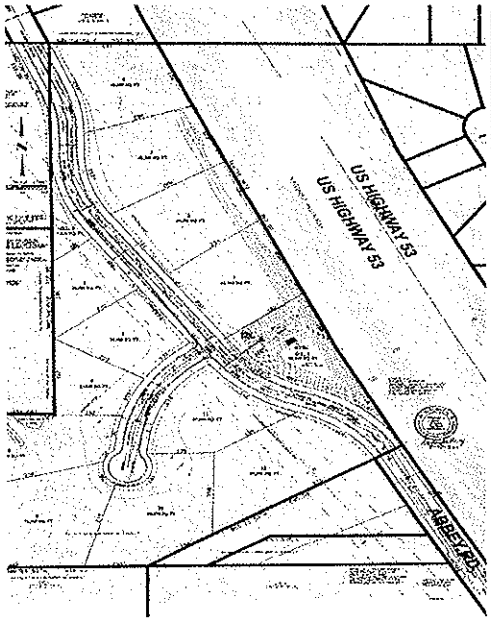
Spot repair of curb & gutter on Quincy St as part of the 2013 Pavement project. Pavement project replaced roadway asphalt on Quincy St from 2nd Ave to 8th Ave North, and on Theater Rd from HWY 16 to CTH PH.

Geographical Information System (GIS)

The Engineering Department receives continual support from GIS Technician, Joe Barstow. Some various duties and support efforts during 2013 were as follows:

- Maintained GIS data for Engineering. This data included:
  - Cemetery
  - Stormwater Infrastructure
  - Boulevard Trees
  - Street Maintenance
  - Water Infrastructure
  - Sanitary Sewer
  - Sidewalk Data
- Assist Engineering with new automated refuse and recycling cart pickup
- WISLR inventory for city streets
- Managed county and city base layers for Engineering needs
- Assists staff with correcting hardware/software issues and reviewing of possible future software needs of the Engineering Department
- Created reports or spreadsheet data for calculating future needs analysis
- Assists Engineering staff with departmental needs and maps for the city website
- Provided survey assistance on 2012 projects and assisted in topographic survey for future projects
- Erosion Control: Provided permit application review and field inspections of commercial construction sites
- Stormwater: Permit review, maintains impervious sq ft totals from as-builts for commercial projects, and inspections
- Assisted with miscellaneous requests from the public and staff for both printed/digital layouts and tabular data
- Converted as-built data from street, utility, and commercial projects into the City's GIS layers. Said as-built data is used within:
  - Reference Data of Rim/Invert Elevation, and Depth for Manholes, Catch Basins, and Outfalls/Inlets
  - Locate (tap/wye) Database
  - Utility Maintenance Reporting
  - PSC Hydrant inventory and Final Report
- Acted as liaison for city floodplain, stormwater, and construction permit issues with WI DNR and FEMA personnel





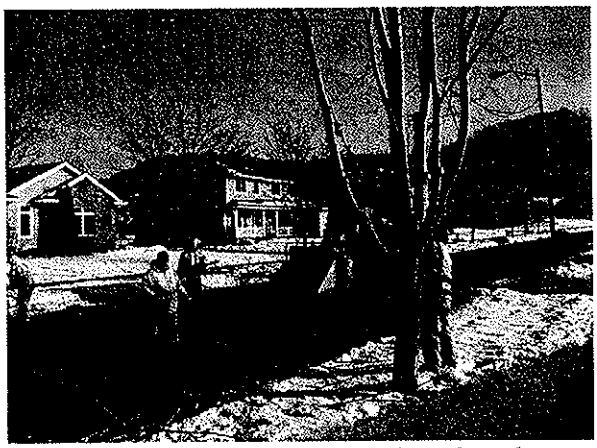
Street Department

The Onalaska Street Department performs many regular tasks throughout the year while providing assistance to various other departments. The Street Department has nine full-time employees and 1 part-time employee to assist in various duties. The following are common Street Department activities and descriptions.

Snow/Ice Removal
From January-December 2013, the City of Onalaska received various snowfall events. Crews are often required to work overtime depending upon the timing of the event to ensure streets are cleared for peak traffic times. Street crews used 2,214 tons of salt, 1,100 tons of sand/salt, and 2,215 gallons of salt brine during 2013 for removal of snow/ice from city streets. The pre-wet system allows for the treatment of street surfaces prior to storm events and results in reductions of sand/salt usage during/after storms. With rapidly rising costs of salt due to shortages throughout the midwest, crews make every effort to save on materials while not compromising the safety of the public. After enough snow accumulates, the department is required to perform night-time snow removal operations to remove the excess snow.

Cemetery
Approximately 1,700 man hours were dedicated to the cemetery in 2013 by the Street Department. 65 burials were conducted including 31 full grave openings. Other cemetery duties include staking for headstones (34), approval of headstones, transfer of ashes (3), appointments for grave sales, staking block corners, tree planting and trimming, grass mowing, refuse removal, and infrastructure maintenance and repair, which included repairs of two water leaks in 2013.

Mowing Route/Tree Removal/Trimming
During the summer months, weekly maintenance, including mowing and trimming is required at approximately 41 locations throughout the City. In addition to mowing and trimming, crews also performed tree trimming of 1,500 City-owned trees and hauled brush from approximately 300 locations throughout the City. Tree removals were performed on numerous occasions for the Parks and Planning/Zoning Departments. During January, crews picked up and disposed of 65 Christmas trees. In all, over 75 tons of material were generated from tree removal/trimming/brush pick-up operations during 2013.



Street crew trimming boulevard tree branches.

Street department removes existing pavement to help reduce construction costs for street paving projects.

Street Department

Traffic Signals & Street Signs
On 14 occasions, the Street Department repaired or serviced various traffic signals throughout the City. 216 street light outages were also serviced/repaired in 2013.

Pavement Markings
Pavement markings are renewed each year by street crews to enhance safety at intersections and the safety of the traveling public in general. Centerlines, lane lines, edge lines, turn lanes, arrow symbols, school symbols and crosswalks were renewed at various locations throughout 2013. Crews used over 300 gallons of paint to renew existing pavement markings.

Street Sweeping
Beginning in March, crews began street sweeping operations and continued into December. Over 240 tons of material was collected in 2013 from street sweeping. In addition, street sweeping crews generated large amounts of leaves from sweeping operations in the months of October-December. Leaf refuse was hauled by City crews to a disposal site in Holmen.

Fleet Maintenance
The Street Department employs one mechanic to service and maintain all 125 City-owned vehicles and 50 miscellaneous pieces of equipment. In 2013, there were 530 services/repairs and numerous squad car/vehicle washings.

Street Opening Permits
There were 52 street openings monitored by the Street Department in 2013. Street openings are sometimes required for excavations, borings, and utility connections.

Fleet maintenance by Street Department Staff

Street Department painting curb head yellow to denote no parking.

Street Department

Transportation of Materials
For many of the tasks performed by the Street Department, bulk materials are often required consisting of one or more of the following: hot-mix asphalt, cold mix asphalt, crushed aggregate base, breaker run base, black dirt, clean sand, cold mix (patch mix) and miscellaneous fill. Crews are required to haul these materials using City dump trucks to the job site. The following quantities were used by the Street Department in 2013:

Hot Mix Asphalt - 108 tons at 40 locations	Crushed Agg./breaker run - 400 tons
Black dirt – 90 cubic yards	Clean sand - 75 cubic yards
Misc. fill - 150 cubic yards	Cold mix patch material - 44 tons

Civic Events
The Street Department assisted various departments/groups during 19 events in 2013. Some events included parades, run-walks, and festivals. Assistance provided included traffic control set-up and take down.

Miscellaneous Activities
The Street Department assisted in the 2013 Capital Projects in various capacities. Much of this assistance was provided to the Engineering Department. In addition, the Street Department provided over 1,398 man hours to other City of Onalaska departments and miscellaneous resident requests throughout 2013. Some of the miscellaneous activities provided to the other departments were leaf and trash pick-up, traffic counts, street and alley maintenance, parts ordering, community service programs, fabrication, concrete and bituminous asphalt repairs, and on-call duties.

Storm Sewers & Storm Water Detention Areas
40 catch basins and manholes were repaired during 2013 which required follow-up work from the Street Department. Follow-up work includes street patching, placement of fill and black dirt, seeding & mulching, miscellaneous concrete work, traffic control set-up & take down, and street sweeping. The Street Department also maintained several outfalls throughout the year. Each of the City-maintained storm water detention ponds require maintenance each year including mowing, trimming and outlet repair/inspection. Crews also coordinated work with contractors to control spray for brush/trees at numerous pond locations.

Street crew installs a new bus stop shelter.

Street Department repairs the concrete sidewalk behind City Hall.

Utility Department

The Onalaska Utility Department performs a wide variety of duties that ensure the City's utility infrastructure operates in a safe and efficient manner. The Utility Department maintains approximately 107 miles of water distribution mains varying in size from 4-inch to 16-inch diameter. In addition, over 86 miles of sanitary sewer mains ranging from 2-inch to 30-inch diameter are maintained. The Utility Department continues to achieve recognition for having an outstanding system as given by the Wisconsin Department of Natural Resources and peers within the industry. The following describe some of the specific duties performed annually by the Utility Department.

Valve Maintenance
The City of Onalaska has over 1,390 distribution valves in operation throughout its water distribution system. The Public Service Commission requires the City to exercise each distribution valve every 2-5 years at a minimum. By routinely checking each valve, the system can be properly flushed and isolated, and therefore provide better quality water to City of Onalaska residents. This routine maintenance allows the City to keep a better inventory of these valves and replace faulty valves when necessary. In 2013, the Utility Department exercised 303 valves in the water distribution system. Additionally, the Utility Department is now required to operate fire hydrant valves every 5-7 years. Operation of hydrant valves was added to the yearly valve maintenance work and in 2013 the Utility Department operated 305 hydrant valves.

Water System Flushing
Regular flushing of each fire hydrant is required for preventative maintenance and water quality. The City of Onalaska flushed fire hydrants in the water system 1,095 times during 2013. Many of these hydrants are located on dead-ends, which require more frequent flushing. In addition to flushing hydrants for maintenance purposes, the Utility Department oversees flushing of new hydrants as developments are completed throughout the City.

Fire Hydrant Maintenance
The Utility Department regularly maintains its inventory of fire hydrants. Some maintenance duties include painting, replacement of worn parts, installing extensions, and full replacements. During 2013, 118 hydrants were rebuilt , 40 extensions were installed, and 400 hydrants were painted.

Utility Department staff flush a fire hydrant with the use of a hydrant diffuser.

Fire Hydrant maintenance by Utility staff.

Utility Department

Lab Testing

The City of Onalaska, as required by the Wisconsin Department of Natural Resources, performs frequent testing of the public water supply. A mandated Consumer Confidence Report (CCR) is compiled annually, detailing the source of the water, the types of treatment used, what contaminants have been found and at what levels. Lab functions also include the maintenance of all LMI pumps, chlorinators, chemical lines, check valves and ordering of the chemicals at well sites. The lab department also handles all consumer complaints. The Utility Department performs a variety of mandated testing (results of which are outlined in the CCR) along with quality testing of the water system. The following were the responsibility of the Lab for 2013. They also had to do an additional 30 lead/copper investigation samples because of the removal of phosphates in late 2012.

- 20 State coliform bacteriological tests/month
- 12 bacteriological tests of new construction
- 12 State split fluoride samples
- 13 State nitrate samples
- 4 TTHM samples (disinfection byproducts)
- 4 HAA5 samples (disinfection byproducts)
- 4 raw samples/quarter (Well sites)
- 4 Inorganics samples– Wells (plant/animal origin)
- 30 Lead & copper samples (corrosion control)
- 4 samples/month, INF1/INF2 (@ monitoring stations)
- Fluoride, chlorine, phosphate, Fe, Mn, Temperature and hardness sampling daily
- Lab personnel also monitored 28 random sites as a proactive program each month
- Preparing monthly well reports for DNR
- UCMR3 sampling for unregulated contaminants (EPA mandated)
- Entry point sampling twice a week (wells)

Utility Locates

The City of Onalaska is required by Digger's Hotline of Wisconsin to locate all water, sanitary sewer, and storm sewer lines within the City Right-of-Way when a locate is called in for any reason. In 2013, the Utility Department performed 2,717 requests for locates.

Crew member locating utility lines for a Diggers Hotline ticket.

Utility crew member exercising a water main valve.

Utility Department

Water Leaks
During 2013, the Utility Department responded to water main breaks and service leaks in 29 different locations. Main breaks require immediate response from Utility Department personnel as they result in emergency shut-offs and can occur at any time.

Utility Billing
The Utility Department Billing Administrator is responsible for water and sewer billing for over 6,200 customers read on a quarterly basis. In addition to regular billing reads the duties also include the following:

- Coordination and billing of final water reads for residents moving in/out of properties
- Responsible for tracking and maintaining private well data for approximately 100 residents
- Tracking/billing/coordination of hydrant meter rentals distributed for commercial and residential properties
- Provide statistical monthly reports to the DNR
- Provide financial and statistical information to City Finance Director
- Track information regarding bankruptcies/foreclosures as they pertain to City utility billing

Cross Connection Inspections
The City of Onalaska performed 530 cross connection property inspections throughout the community in 2013. All residential inspections were performed by the Utility Department. Cross connection inspections are performed to ensure that no unwanted connections are present that may allow non-potable water (potentially contaminated) to infiltrate into the potable water (drinking water) supply. Utility staff found 123 potential hazards found during inspections. Cross connection inspections are mandated by the Wisconsin Department of Natural Resources on a ten-year basis to ensure the safety of the drinking water.

Meter Program
In 2013, the Utility Department performed testing on 636 water meters throughout the system. After testing, any faulty meters were serviced and or repaired. Utility staff exchanged 371 meters and installed 70 new meters for new construction. Water meters vary in size from 5/8" to 4".

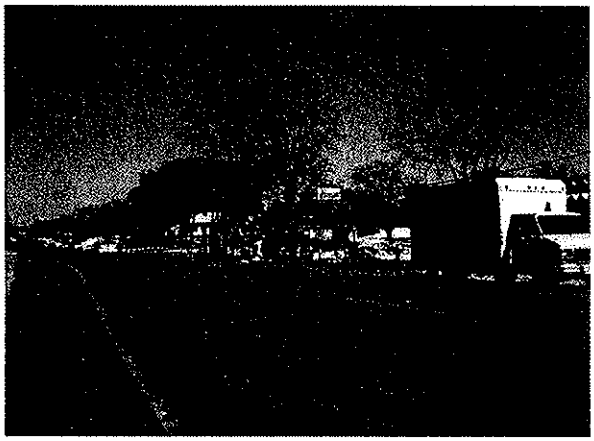
Utility staff performs monthly readings (all meters for maintenance), quarterly readings (all meters for billing), and weekly readings for finals (move in/move out). They also provide maintenance of stopped meters and faulty meters, and setup construction and hydrant meters.

Repairs
During 2013, the Utility Department performed various repairs throughout the City's Storm, Sanitary and Water distribution systems. Throughout each construction season, aging manholes require repairs that can range from replacing worn adjusting rings to a complete remove/replacement. Utility staff also repairs and cleans water main valve box and curb box extensions.

Utility Department

Sewer Cleaning/Inspections
The Utility Department used its televising equipment to inspect sewers in various locations throughout the City. All new construction and various problem areas are inspected and televised throughout the year. Sewer jetting (cleaning) was performed on 612 sewer mains throughout the City. Additionally, eight sanitary sewer lift stations and one storm sewer lift station are cleaned three times per year.

Additional Winter Duties
Additional duties during the winter months include assisting the Street Department in snow/ice removal. Typically, Utility Department personnel assist by removing snow and ice from approximately 2.9 miles of sidewalk and plowing the 103 cul-de-sacs located in the City of Onalaska. During 2013, the City continued to implement the use of rental wheel loaders equipped with plow blades to complete snow removal on cul-de-sacs. This has greatly improved the efficiency of cul-de-sac snow removal and helped to reduce resident complaints on this subject.



Utility Department staff respond to a water main break at the intersection of Royal St and STH 35

Utility Department staff respond to a water main break on Wilson St near Onalaska High School.

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item: #8

Project/Item Name:	Landfill Host Agreement
Location:	La Crosse County Landfill
Requested Action:	Review of host agreement
Staff Report/Description:	2013 annual review of host agreement with City staff was performed in January of 2014. This item is intended to give the Board an update on the La Crosse County Landfill operations.
Attachments:	2013 annual review memo, Landfill Siting Agreement

To: File

cc: Jarrod Holter, City of Onalaska
Dale Hexom, City of La Crosse
David Lange, La Crosse County

From: Henry A. Koch, PE

Date: January 14, 2014

Subject: Annual Review of Host Agreement – Cities of La Crosse and Onalaska

On January 14, 2014, the writer met with Dale Hexom from the City of La Crosse and Jarrod Holter from the City of Onalaska to review the Host Agreement of the La Crosse County Landfill and to discuss areas of common interest. Attached is a copy of the agenda from the meeting.

All aspects of the Host Agreement were reviewed. No outstanding conditions or issues were identified. An update on construction projects completed in 2013 and planned for 2014 was given. The biggest construction projects finished in 2013 include improvements to the processing pad, improvements to on-site roads, and miscellaneous projects such as a controlled burn for vegetation management, etc. In 2014, the biggest projects planned for construction include the development of a new liner in Phase 8, Module A, and final cover placement on the C2 area, or the west slope. Both projects are approximately 5-6 acres in size. Additional work in 2014 includes construction of a bridge for the on-site walking trails, improvement to on-site trails and roads, another controlled burn project to manage vegetation and improvements to the concrete/asphalt St. Joseph's processing area.

Infrastructure related to the Landfill was discussed. All aspects of the City of La Crosse Wastewater Discharge Permit are in compliance and information is submitted on a regular basis to Jared Greeno. Leachate quantities continue to decrease through 2012, but increased slightly in 2013, possibly due to the drought cracking the interim cover. Continued monitoring of this phenomenon will occur in 2014. Leachate re-circulation has continued as part of the organic stability plan required by the Wisconsin DNR. The Gas to Energy Project has continued to

perform and will exceed budget expectations in 2013. No water supply problems to the Landfill were noted and private well monitoring for Walz and Sjolander continues on a quarterly basis.

Municipal sludge was disposed of from the City of La Crosse in 2013. Because of the nature of that project, a special trench was constructed and the sludge placed in the trench.

A Natural Resources Management Plan for the Landfill has been completed and will be routed to select individuals for input. The Natural Resources Management Plan will be included in an update of the Master Land Use Plan, which is scheduled to occur in 2015.

Easements for the walking trails associated with the City of La Crosse on the western perimeter of the Landfill property need to be finalized. Hank is working with Amy Peterson of the City of La Crosse to finalize such easements.

The next Host Agreement Annual Review will be scheduled in January 2015 for the year 2014.

Attachment: Agenda

#44-05

LANDFILL SITING AGREEMENT BETWEEN LA CROSSE COUNTY AND THE CITY OF LA CROSSE AND THE CITY OF ONALASKA

THIS AGREEMENT, is entered into this 14th day of April, 2005, by and between the County of La Crosse, a Wisconsin body corporate, hereinafter referred to as "County"; and the City of La Crosse, a municipal corporation located in La Crosse County hereinafter referred to as "La Crosse"; and the City of Onalaska, a municipal corporation located in La Crosse County hereinafter referred to as "Onalaska."

RECITALS

WHEREAS, on June 21, 2002, the County submitted an Initial Site Report (hereinafter referred to as "ISR") pursuant to NR 509, Wis. Admin. Code, to the Wisconsin Department of Natural Resources (hereinafter referred to as "DNR") in connection with the County's intention to expand the current landfill facility on property located within La Crosse and Onalaska. The ISR provides a proposed footprint of the North Expansion; and,

WHEREAS, on October 18, 2002, DNR issued a positive opinion letter in connection with the ISR; and,

WHEREAS, by letter dated November 1, 2002, the County gave notice to the Clerk of the City of Onalaska, the Clerk of the City of La Crosse, and the Clerk of the Town of Hamilton of its intent to expand the Landfill on property located within the City of La Crosse and the City of Onalaska, and within 1500 feet of the Town of Hamilton. In this correspondence the County also requested each clerk to specify all applicable local approvals required and also provided information regarding the negotiation/arbitration process under Chapter 289 of the Wisconsin Statutes; and,

WHEREAS, La Crosse timely adopted and filed a siting resolution with the Wisconsin Waste Facility Siting Board and then appointed four members to serve on the negotiating committee and filed a Statement of Economic Interest as required by Wis. Stat. §289.33(7)(c); and,

WHEREAS, Onalaska requested an extension to pass and file a siting resolution, which request was granted on February 20, 2003; and,

WHEREAS, Onalaska then passed a siting resolution and has appointed four members to the negotiating committee and each member has filed a Statement of Economic Interest as required by Wis. Stat. §289.33(7)(c); and,

WHEREAS, no response has been received from the Town of Hamilton to the initial notice sent by the County; and,

WHEREAS, on January 28, 2003, the Waste Facility Siting Board notified La Crosse that landfill siting negotiations could begin and by letter dated March 18, 2003, the Waste Facility Siting Board notified Onalaska that landfill siting negotiations could begin; and,

WHEREAS, on December 1, 2003, the County submitted to the DNR a Feasibility Report for the La Crosse County Landfill North Expansion pursuant to NR 512, Wis. Admin. Code; and,

WHEREAS, Onalaska and La Crosse have negotiated with the County through the respective local negotiating committees pursuant to Wis. Stat. §289.33; and,

WHEREAS, the local committees have reached a negotiated agreement with the County on subjects of concern to Onalaska and La Crosse and the County; and,

WHEREAS, this negotiated agreement must be approved by the local negotiating committees, and the governing bodies of the County, La Crosse and Onalaska pursuant to Wis. Stat. §289.33(9)(k).

NOW, THEREFORE, it is agreed by and between the County and La Crosse and Onalaska, for and in consideration of the mutual promises herein contained, as follows:

I. DEFINITIONS.

A. Active fill area. That portion of the solid waste disposal area of the North Expansion which is needed for disposal in any one day and can be covered completely at the end of the day as required by law.

B. Active growing season. The season which begins in April and concludes in late October of each year.

C. Closed Landfill. Prior La Crosse County landfill, license no. 2637, which is not in current use and also located at the Landfill Site.

D. Hazardous waste. Any solid waste identified or defined as a hazardous waste by the DNR under Wis. Stat. §289.01(12) or 291.05(2), or regulations adopted by the DNR in NR 600 through 690, Wis. Admin. Code, or any amendments thereto, or Subtitle C of the Resource Conservation and Recovery Act or regulations promulgated thereunder, whichever is more stringent.

E. Landfill Facility. The current La Crosse County landfill, license no. 3253, owned and operated by La Crosse County and located within the Landfill Site.

F. Landfill Site. The County-owned site generally located in Section 12 and the South ½ of Section 1, Township 16 North, Range 7 West all being in the Cities of La Crosse and Onalaska, La Crosse County, Wisconsin, where the North Expansion, demolition landfill, prior sanitary landfills, including all borrow and stockpile areas, and buildings and scales associated with the La Crosse County Solid Waste Department are located.

G. North Expansion. The landfill consisting of the expansion of the current landfill facility and the construction of an ash monofill at the Landfill Site as described in the Feasibility Report for the La Crosse County Landfill North Expansion.

H. Reasonable efforts. Such efforts as required by law and the Plan of Operation for the North Expansion submitted by the County to the WDNR.

I. Site life. The period of time between which the North Expansion begins receiving solid waste and either solid waste capacity is reached or the North Expansion is permanently closed if such closure occurs before capacity is reached.

J. Solid Waste. Any garbage, refuse, sludge from a waste treatment plan, water supply treatment plant or air pollution control facility and other discarded or salvageable materials, including solid, liquid, semisolid, or contained gaseous materials resulting from industrial, commercial, mining and agriculture operations, and from community activities, but does not include solids or dissolved material in domestic sewage, or solid or dissolved materials in irrigations return flows or industrial discharges which are point sources subject to permits under ch. 283, or source material, as defined in Wis. Stat. s. 254.31(10), special nuclear material, as defined in Wis. Stat. s. 254.31(11), or by-product material, as defined in Wis. Stat. s. 254.31(1), and further does not include petroleum-impacted soils, other impacted soils, road grit, demolition waste, concrete, blacktop, ash from the combustion of fuels including refuse derived fuel, and waste wood.

II. OWNERSHIP.

A. The North Expansion shall be owned by the County, its successor and assigns, for the term of this Agreement. The transfer of ownership of any part of the North Expansion shall not occur without prior written approval of Onalaska and La Crosse, which approval shall not be unreasonably conditioned or withheld. A transfer of ownership of any part of the North Expansion shall not occur without sixty days prior written notice to La Crosse and Onalaska. The obligations, benefits and provisions of this

Agreement shall apply to a successor owner or assignee of the North Expansion or any portion of the North Expansion. The transfer of ownership of any part of the North Expansion shall comply with the provisions of Wis. Stat. §289.46 and with the proof of financial responsibility provisions of Wis. Stat. §289.41, and any amendments to those provisions.

III. TERM.

A. This Agreement shall commence on the date the County begins receiving solid waste at the North Expansion and shall be in existence for a period of time equal to the Site life of the North Expansion as defined in Section I of this Agreement.

B. Notwithstanding the foregoing, the County and La Crosse and Onalaska agree that the County retains the right to temporarily or permanently cease accepting materials, including solid waste at the North Expansion, this determination to be the sole right of the County. In the event that the County ceases to accept solid waste at the North Expansion for whatever reason, the County may, at its sole discretion, terminate this Agreement upon fifteen days written notice to La Crosse and Onalaska. A decision by the County to cease accepting solid waste at the North Expansion will not negate its obligations to comply with any closure plan applicable to the North Expansion that is approved by DNR and all other requirements imposed upon the County by the DNR, the State of Wisconsin and/or the United States of America, including the U. S. Environmental Protection Agency, or any successor to the EPA or the DNR. In addition, it is further agreed that the County's indemnification of La Crosse or Onalaska as provided in Article VII of this Agreement, the environmental liability coverage under Article VIII, except that the County shall not be required to deposit money in the County Environmental Repair Fund since waste can no longer be deposited in the North Expansion, and Articles XIII, XIV and XV of this Agreement, to the extent required by law, shall continue according to this Agreement and not be affected by any termination under this Section.

IV. SCOPE OF AGREEMENT.

This Agreement applies to the North Expansion to be constructed by the County within the approximate North Expansion footprint as shown on Exhibit A to this Agreement, and any other activities or facilities necessary to operate the Landfill or the North Expansion, as set forth in Section V of this Agreement.

V. OPERATIONAL ISSUES.

A. FENCING GATES AND SECURITY.

1. Any fencing required by the Feasibility Report shall be maintained throughout the Site Life of the North Expansion. The County shall observe the existing perimeter fence lines at the Landfill Site as needed and remove any litter or debris on or near the fence lines resulting from Landfill Site operations. The current fence is a six foot high woven-wire fence.

2. The County shall keep all gates to the North Expansion closed and locked except during the hours of work. As part of security, the County shall also maintain at least one automatic security light within the North Expansion site building area for use during evening hours. As part of security, the County shall also maintain an attendant at the North Expansion site at all times when solid waste requiring daily cover is received. In the event of inadequate maintenance of the fences by the County, such that windblown debris from the North Expansion enters adjoining property, the debris will be cleaned up by the County within 72 hours of the County's knowledge of such debris. In the event such material results in claims for crop damage or loss, the County agrees that the assistance of the Agriculture Agent for the UW-Extension office will be sought in addressing such claims.

B. VERMIN, RODENT AND INSECT CONTROL

The County shall use reasonable efforts to control and exterminate insects and rodents at the North Expansion through solid waste compaction and application of daily, intermediate and final cover which the parties acknowledge typically deny insects and rodents food and harborage. Mosquito breeding areas will be eliminated to the extent reasonable. The services of a professional exterminating firm will be utilized as needed.

C. WATER AND DRAINAGE CONTROL

The County shall use reasonable efforts to prevent excessive surface water run-off or erosion onto adjoining lands. Upon notice from Onalaska or La Crosse to the County of excessive surface water run-off or erosion, the County shall commence abatement of said run-off or erosion. Such abatement shall be completed within a reasonable time. The County will consider the changes made as on-going obligations in the County's operation of the North Expansion. Except for the active fill areas, the County shall regrade areas within the North Expansion site disturbed due

to facility operation and construction to promote proper drainage and reduce standing water and erosion.

D. WEED AND GRASS CONTROL

The County shall cut weeds within the North Expansion, including revegetated areas. In addition, the County shall use reasonable efforts to prevent the growth of noxious weeds within the North Expansion.

E. WINDBLOWN LITTER, REFUSE AND ODORS.

Blowing litter will be eliminated to the maximum extent reasonable by:

1. Maintaining a small daily working face.

2. Applying daily cover as required by law.

3. Taking advantage of prevailing wind direction and orienting daily landfill operations accordingly.

4. Taking reasonable efforts to clean up litter at the Landfill Site and litter blown off the Landfill Site.

The County shall eliminate or control, to the extent reasonable, the migration of malodorous odors resulting from North Expansion operations to the adjoining properties. In addition to any other malodorous odor control steps required by law, the County shall take the following steps:

1. Application of daily cover.

2. Covering that solid waste which is determined to be causing the malodorous emissions on a daily basis.

3. Elimination of surface ponding on the North Expansion in accordance with Section V.C. of this Agreement and to the extent legally allowable.

4. Maintaining gas vents, leachate headwells and manholes in proper operating condition.

5. Install and maintain flares to control odors as may be commercially reasonable.

The County may close the North Expansion if wind velocity exceeds thirty miles per hour and if wind blown debris constitutes a serious problem.

F. HOURS OF OPERATION AND POSTING

The North Expansion will be open to receive solid waste during noticed hours by the County. During emergencies, the North Expansion site may be open in addition to noticed hours. Due to construction or maintenance requirements, personnel may be at the Landfill Site during hours in which solid waste is not being accepted. Waste, such as petroleum-impacted soils, concrete, demolition waste, clean wood and similar materials that do not require daily cover by law, may be handled and utilized at the Landfill Site during hours when the North Expansion is closed to receiving solid waste. In addition, the County shall post signage at the entrance of the Landfill Site containing information as required by law, including hours of operation. Said sign(s) shall be kept clean, legible and unobstructed at all times.

G. FIRE PROTECTION

The County shall be responsible for fire prevention and control. No burning, except for the use of flares to burn landfill gas, shall be allowed at the North Expansion. The County shall keep, maintain or have access to adequate fire fighting equipment including fire extinguishers at the North Expansion site to the fullest extent reasonable. The County shall report immediately to 9-1-1 as appropriate all fires and explosions at the North Expansion. The County shall notify both cities of the occurrence of such an event.

The County will agree to reimburse the Host Communities, in the event and to the extent, that they incur costs for fire or other municipal services.

H. BUILDINGS, ON-SITE ROADS AND ACCESS

The County shall obtain building permits required by law from Onalaska or La Crosse for additional buildings constructed at the Landfill Site.

The County shall maintain the North Expansion access road within the Landfill Site with a blacktop surface and shall use reasonable efforts to minimize dust, dirt and debris on said road from leaving the Landfill Site. In addition, the County shall also allow Onalaska or La Crosse, or the designee of either municipality, to enter the North Expansion site at any reasonable time to monitor the daily storage, treatment or disposal of solid waste including spot inspections of waste entering and exiting the North Expansion site.

I. VEHICLE CLAY AND DEBRIS CONTROL

Vehicles delivering waste to the North Expansion Site shall have loads covered and/or secured as appropriate to help prevent loss of any material during travel on public roads. Drivers of uncovered vehicles, and vehicles with loads shall be warned of said violation and penalized as appropriate. Nothing in this section shall preclude La Crosse or Onalaska from retaining jurisdiction to enforce violations involving loss of debris from vehicles hauling materials to the North Expansion site.

The County shall require any contractor who hauls clay for the North Expansion to haul the clay in a reasonable manner and to be responsible to clean up any clay or dirt on public roads as a result of the hauling, which shall be incorporated in the contract between the County and contractor.

J. LANDSCAPING.

The County of La Crosse shall perform landscaping at the North Expansion and on the Landfill Site property, with input from planners from the City of La Crosse and the City of Onalaska, subject to Wisconsin DNR approval, during the term of this Agreement.

VI. WAIVER OF LOCAL APPROVALS AND OPERATION IN CONFORMITY WITH LAW

For the term of this Agreement, the County shall construct, repair, maintain and close the North Expansion, shall provide long-term care of the North Expansion and shall conduct disposal operations at the North Expansion in conformity with the provisions of all applicable Wisconsin Statutes and administrative regulations, including any conditions of DNR approvals, and any conditions of the County's license to operate the North Expansion established by the DNR.

By adoption of a resolution authorizing the execution of this Agreement, Onalaska and La Crosse, through their respective city councils, hereby waive and/or deem inapplicable, pursuant to Wis. Stat. §289.33(5)(d), or any amendments thereto, its applicable local approvals, as defined in Wis. Stat. §289.33(3)(d), or any amendments thereto, pre-existing local approvals, as defined in Wis. Stat. §289.33(3)(fm), or any amendments thereto, and any and all regulations, resolutions and ordinances that may apply to the County in order to allow it to site, construct, operate, use, transport waste to, maintain, repair, close and provide long-term care of the North Expansion in conformity with law These waiver provisions, by way of enumeration, and not limitation, do not include regulations pertaining to speed limits, the issuance of waste hauler permits (with fees not to exceed what is reasonable and customary), litter control, building permits, rules of the road and road obstructions. This waiver shall continue until forty years after the closure of the North Expansion or until the long-term care responsibility of the County for the North Expansion ceases. This waiver only

applies to those uses that are directly and specifically related to and consistent with waste disposal operations at the North Expansion.

VII. INDEMNITY AGAINST CLAIMS BY THIRD PARTIES

The County agrees to defend, indemnify and hold harmless Onalaska and La Crosse, their officers, employees, agents, and elected and non-elected officials, including any present or future members of the Local Siting Negotiating Committees for Onalaska and La Crosse, collectively and/or individually against any and all claims, expenses, liabilities, loss, costs, including, but not limited to, costs of defense and reasonable attorneys' fees of every kind asserted against them, arising out of: 1) failure by the County to comply with any law or rule of any governmental authority, 2) any negligent or intentional act of the County, its agents, employees or servants, which cause bodily injury or damage to any person or property as a result of the operation and/or closure of the North Expansion and, 3) the design, construction, operation, closure or maintenance of the North Expansion, and/or the execution, application, interpretation and enforcement of this Agreement, except as otherwise agreed to by the parties, and 4) and any claim of economic loss as provided in Article XIII of this Agreement. This indemnity shall also include fines, forfeitures, and/or penalties imposed on Onalaska or La Crosse by governmental bodies such as the DNR and the United States Environmental Protection Agency in connection with the design, construction, operation, closure or maintenance of the North Expansion.

VIII. ENVIRONMENTAL LIABILITY COVERAGE

A. LANDFILL CLOSURE

The County shall maintain sufficient funds to ensure the ability to finance closure of all active cells at the North Expansion in the event the County is unable to continue North Expansion operations for any reason.

B. LONG-TERM CARE

The County shall maintain an escrow account or other financial arrangements authorized by law sufficient to ensure the ability to finance long-term care of the North Expansion over a period of the longer of: 1. at least forty (40) years after closure of the North Expansion, or 2. the period of time imposed by any applicable Wisconsin Statute or administrative rule, including the requirements of NR 520, Wis. Admin. Code, or any amendments thereto.

C. VERIFICATION OF PROOF OF FINANCIAL RESPONSIBILITY TO PERFORM CLOSURE AND LONG-TERM CARE ACTIVITIES

If requested by Onalaska and/or La Crosse, the County shall provide verification that sufficient monies, as described above, are maintained to the satisfaction of DNR. This requirement shall be satisfied by the County providing copies to the cities of La Crosse and Onalaska of proof of financial responsibility documentation submitted to the DNR for landfill closure and long-term care requirements of NR 520, Wis. Admin. Code, and any amendments thereto, and copies of all DNR correspondence to the County regarding the same.

In the event the County is deemed in noncompliance with the proof of financial responsibilities of NR 520, the County shall immediately make all reasonable efforts to regain compliance.

D. COUNTY ENVIRONMENTAL REPAIR FUND

In addition to the closure and long-term care obligations as required by law, it is recognized that the County has established and will maintain an Environmental Protection Fund (hereinafter referred to as the "EPF") which is funded through a portion of the tipping fees from operation of the North Expansion. The County shall deposit quarterly in the EPF .15 cents per ton of solid waste disposed of in the North Expansion, which applies to newly-received solid waste and does not include waste deposited from the existing closed landfill site. For its duration, the EPF shall be available to pay for the investigation and remediation of soil and/or groundwater contamination as required by law, caused by the proposed North Expansion. The Parties agree that in the event of any contaminate release from the North Expansion which results in investigation and/or remediation of the contamination as required by law, the County shall first utilize monies from the EPF to pay for any such costs, which shall include reasonable legal expenses incurred as a result of such investigation and/or remediation. The EPF shall provide for payments in addition to all other payments and funds under this Agreement or statutory programs pertaining to solid waste. The EPF shall continue in existence for forty years after the date of closure of the North Expansion. Any money remaining in the EPF forty years after the date of closure of the North Expansion shall be utilized by the County for long-term care and final use of the Landfill Site. Resort to the EPF shall not be the exclusive remedy or source of funds for any claims which results from contamination from the North Expansion.

IX. HOST COMMUNITY FEE.

The county agrees to create and maintain a Host Community Fund consisting of a maximum of $25,000 per year to be paid to La Crosse/Onalaska on a 60%/40% basis so that a maximum of $15,000 is available to the City of La Crosse and $10,000 is available to the City of Onalaska per year. The monies shall be used

for beautification or mitigation of landfill affects on public or private properties within line-of-sight ("viewshed") of the landfill. Monies shall be held by the County and shall be paid to the cities upon receipt of bills detailing the work performed within areas affected by the landfill. County pre-approval of such work before payment is not required. If it is later determined that the work was not performed for line-of-sight beautification or mitigation of affects of the landfill, the County can proceed by pursuing any remedies available in law or equity to enforce this agreement provision. If either of the Cities exceeds its maximum amount in one year, then such bills can be carried over and paid in a subsequent year or subsequent years, but only the maximum funds will be available each year. In addition, unpaid balances can be carried over in subsequent years with the provision that any amounts not utilized at the end of this agreement term will be surrendered to the County and utilized for landfill purposes. Maintenance costs shall not be payable from the Fund. If it is either agreed by the parties or determined by a court that payments had been made for mitigation project(s) which are not allowable under this paragraph, the County shall have the right of reimbursement for the cost of the project(s) from the responsible City's share of the Host Community Fund.

X. NEGOTIATION AND PROFESSIONAL EXPENSES

The County shall reimburse Onalaska and La Crosse for verifiable municipal costs and expenses incurred by the local siting committees during negotiations or as a result of the County's attempt to locate a North Expansion to the Landfill in Onalaska and La Crosse. Such costs and expenses may include reasonable salaries of City officials and per diems for public members. The total of such costs and expenses shall not exceed $20,000. These costs and expenses shall be divided equally between Onalaska and La Crosse within thirty days of the date of execution of this Agreement.

XI. FINAL USE AFTER CLOSURE

After closure of the North Expansion and extending until the longer of either: 1) forty years after final closure, or 2) the period of time imposed by any applicable Wisconsin statute or administrative rule for the long-term care of the North Expansion, the County shall construct and maintain the closed active fill area of the North Expansion in a manner which is consistent with the final closure plan and preserve the environmental integrity of that area, as approved by the DNR. No activity or use will be permitted which could lead to significant erosion of or otherwise jeopardize the integrity of the final cap placed on such area.

XII. RENEGOTIATION OF TERMS OR CONDITIONS

Any of the parties to this Agreement may reopen this Agreement for negotiation by serving a petition upon the other parties alleging the existence of one of the following:

a. A feasibility study or any engineering or financial report disclosing any significant adverse environmental or economic impact directly resulting substantially from the North Expansion not reasonably contemplated at the time of the negotiation of this Agreement.

b. Expansion by the County, or the intention by the County to expand the North Expansion beyond the design contained in the Feasibility Report. Within 15 years after the North Expansion begins receiving waste, Onalaska and/or La Crosse may request a meeting with the County to discuss and review future plans for the North Expansion and the Landfill Site. Requests shall be made within one year prior to the expiration of the 15 year period and the County shall hold a meeting with Onalaska and/or La Crosse within 90 days of the request to discuss and review such future plans.

After entering into any renegotiation of this Agreement, the County shall reimburse Onalaska and/or La Crosse for verifiable, reasonable municipal costs and expenses incurred as a result of such renegotiation. Such costs and expenses may include but are not limited to attorney and consultant fees and/or per diem costs of City officials and City employees; provided, however, that the County has the right of approval prior to the City retaining any consultants or experts, other than attorneys, if the cost will exceed $500, which approval will not be unreasonably withheld.

Notwithstanding the above, Sections V is exempt from renegotiation and shall remain in effect. Nothing contained in this Article XII shall be construed so as to prohibit the County from operating the Landfill, Landfill Site or constructing or operating the North Expansion. At the request of the Cities, the renegotiation of an expansion of the North Expansion shall proceed under the negotiation/arbitration provisions of Ch. 289, Wis. Stats., then in existence.

XIII. CLAIMS REGARDING PROPERTY VALUES.

A. The County agrees to consider any claim of economic loss that may be presented to it by a landowner who claims to have suffered economic loss by the location or operation of the North Expansion. Only the County shall have any potential obligation to pay any such claim. The County acknowledges that this Agreement does not bar third-parties from proceeding with a lawsuit regarding any claim for economic loss.

XIV. ENFORCEMENT.

A. If a license is not granted by DNR to the County, its successors or assigns, to operate the North Expansion, only Section VII Indemnity Against

Claims by Third Parties and Section X Negotiation and Professional Expenses, shall be enforceable against the County. All other provisions of this Agreement shall be null and void.

B. The terms of this Agreement may be enforced by the County, acting through the La Crosse County Board of Supervisors, by La Crosse, acting through the City of La Crosse Common Council, and by Onalaska, acting through the City of Onalaska Common Council.

1) Prior to any party commencing any court or administrative action resulting from the Landfill Site or North Expansion operations, the party seeking relief shall give the other party(ies) against whom such action is sought thirty days written notice of any noncompliance by the other party(ies) which is alleged to be in default under this Agreement. The party against whom action is sought shall have the right to cure such default or violation within thirty (30) days of receipt of such notice. If such default or violation is not cured within that thirty (30) day period, the party seeking relief shall be entitled to such remedies in law or equity as may be appropriate.

XV. ENVIRONMENTAL ISSUES.

A. GAS MONITORING

The County shall continue to monitor a system of gas detection wells around the perimeter of the North Expansion in accordance with applicable law. If requested by La Crosse and/or Onalaska, the County shall forward to La Crosse and/or Onalaska copies of all reports required to be submitted to the DNR as part of the approved gas monitoring program.

B. GROUNDWATER MONITORING PROGRAM

The County shall continue to provide groundwater monitoring in accordance with requirements of the DNR and the Plan of Operation as approved by the DNR. If requested by La Crosse and/or Onalaska, the County shall forward to La Crosse and/or Onalaska all reports required to be forwarded to the DNR as part of the approved groundwater monitoring program.

C. HAZARDOUS WASTE RESTRICTIONS

No hazardous waste, as defined by NR 600.03(98), Wisconsin Admin. Code, or any amendments thereto, shall at any time be accepted, received, stored, disposed of or transported to the North Expansion in such

quantities as to require a WDNR Hazardous Waste Permit. These provisions shall not prohibit the County from receiving hazardous waste at the Household Hazardous Materials Facility located near the County's Solid Waste Office.

XVI. MISCELLANEOUS.

A. CITIES USAGE OF COUNTY DISPOSAL PROGRAMS

The cities of La Crosse and Onalaska will utilize language within their respective collection contracts requiring all solid waste collected by their contractor, within the municipal corporate limits, be delivered to the French Island Resource Recovery Facilities and the La Crosse Disposal Facility on Hwy 16, unless the municipality quantifies an increased cost for the requirement of utilizing the Disposal Facility on Hwy 16. The cities may quantify increased cost by bidding collection services with an option that does not include this requirement.

B. CITATIONS

For purposes of this Agreement, any citation to a local, state or federal statute or regulation shall include any and all modifications, amendments, all revisions thereto after the effective date of this Agreement.

C. BINDING CONTRACT

This Agreement shall be binding upon the parties hereto, and to their successors and assigns, pursuant to Wis. Stat. §289.33(11).

D. GOVERNING LAW

This Agreement shall be governed by the laws of the State of Wisconsin and applicable federal laws.

E. MODIFICATION

This Agreement constitutes the entire Agreement between the parties hereto and no changes, amendments or alterations shall be effective unless executed in writing by all parties.

F. NOTICES

Any notice required to be given pursuant to the terms and provisions of this Agreement shall be in writing and shall be sent to the persons named below, by certified mail, return receipt requested.

County of La Crosse:

Brian Tippetts
Solid Waste Director
6500 State Road 16
La Crosse, WI 54601

City of La Crosse:

Teri Lehrke
City Clerk
400 La Crosse Street
La Crosse, WI 54601

City of Onalaska:

Cari Burmaster
City Clerk
415 Main Street
Onalaska, WI 54650

In the event any individual to whom notice should be sent has changed, the person to receive the notice shall be the successor Solid Waste Director or Clerk, whichever is applicable.

G. SEVERABILITY

If any provision of this Agreement shall be construed by a court of competent jurisdiction to be in violation of state or federal law or determined to be invalid or illegal, such provision shall be deemed deleted from this Agreement, and the remainder of this Agreement shall remain in full force and effect. The parties agree that this Agreement shall be reformed to replace such deleted provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the deleted provision.

H. FORCE MAJEURE

No party to this Agreement shall be liable for failure to perform any duty or obligation that said party may have under this Agreement where such failure has been occasioned by an act of God, fire, strike, inevitable accident, war, court order or binding determination of a governmental agency, or any cause outside the reasonable control of the party which has the duty to perform.

IN WITNESS WHEREOF the parties have caused this Agreement to be executed in the name of each party by their respective, duly authorized officials.

LA CROSSE COUNTY

By: _____
Steven P. Doyle
County Board Chair

And: _____
Marion I. Naegle
County Clerk

CITY OF LA CROSSE

By: _____
Mark Johnsrud
Mayor

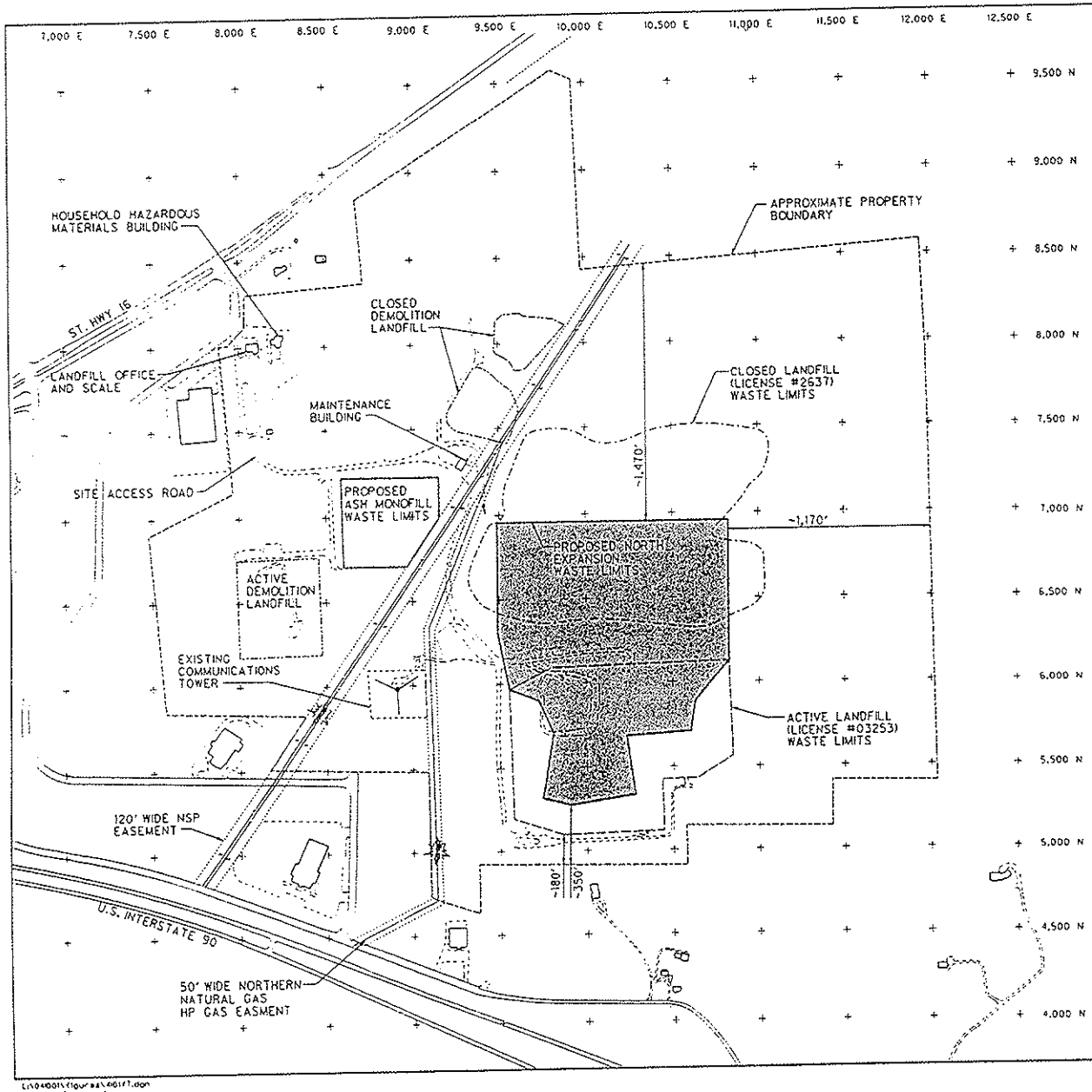
And: _____
Teri Lehrke
City Clerk

CITY OF ONALASKA

By: _____ 6-6-05
James Bialecki
Mayor

And: _____
Cari Burmaster
City Clerk

EXHIBIT "A"



N

LEGEND

- EXISTING UNIMPROVED ROADWAY
- EXISTING IMPROVED ROADWAY
- EXISTING STRUCTURE
- EASEMENT LINE
- APPROXIMATE PROPERTY BOUNDARY
- EXISTING CLOSED LANDFILL LIMITS
- EXISTING ACTIVE LANDFILL LIMITS
- PROPOSED NORTH EXPANSION WASTE LIMITS

NOTES:

1. SITE LOCATION: A PORTION OF THE E 1/2, OF THE NW 1/4; A PORTION OF THE S 1/2, NE 1/4; AND A PORTION OF THE N 1/2, SE 1/4 OF SECTION 12, T16N, R7W, TOWN OF MEDARY, LA CROSSE COUNTY, WISCONSIN
2. HORIZONTAL GRID SYSTEM BASED ON THE LA CROSSE COUNTY COORDINATE SYSTEM AS FOLLOWS:

   COUNTY COORDINATE SYSTEM NORTHING = SITE GRID COORDINATE + 150,000

   COUNTY COORDINATE SYSTEM EASTING = SITE GRID COORDINATE + 450,000

DRAFT

LA CROSSE COUNTY LANDFILL		
FIGURE A GENERAL LOCATION OF NORTH EXPANSION		
Scale: 0 300' 600'	Date: MARCH, 2005	
Prepared By: Foth & Van Dyke	By: JOW	04L001

L:\04001\figures\46fif1.dgn
3/22/2005 jow

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item: #9

Project/Item Name:	2014 Alley Paving Project
Location:	Alley between 3rd Ave. No. and 4th Ave. No. from Main Street to King Street
Requested Action:	Approval of resolution
Staff Report/Description:	Residents along this alley have requested the alley be re-paved. On previous alley paving projects the City has paid 1/3 of the cost while 1/3 of the cost is assessed to each abutting property.
Attachments:	Preliminary resolution 11-2014, assessment map and preliminary assessment costs.

RESOLUTION 11 - 2014

PRELIMINARY RESOLUTION REGARDING ASSESSMENTS FOR ALLEY PAVING ONALASKA, WISCONSIN

TO: THE HONORABLE MAYOR AND COUNCIL OF THE CITY OF ONALASKA, WISCONSIN

RESOLVED, by the Common Council of the City of Onalaska, Wisconsin

1) The Common Council hereby declares its intention to exercise its police power under Section 66.0703, Wisconsin Statutes; to levy special assessments upon property within the following described area for benefits conferred upon such property by the following improvements:

Reconstruction of alley to include asphalt paving.

2) The property to be assessed lies within the following described assessment district (the Benefited Property):

All property fronting upon both sides of the following alleys or portion of alleys:

ASPHALT ALLEY PAVING

- Between 3rd Avenue North and 4th Avenue North from Main Street to King Street

3) The Common Council determines that such improvements shall be made under police power and the amount assessed shall be based on the following:

Assessments for alley paving are determined by the actual cost of reconstruction, including paving, within the alley limits (from street line to street line). Any additional work such as alley aprons, sidewalks, landscaping, retaining walls, etc., shall be the sole obligation of the property owner(s) with seven and one-half percent (7 ½ %)as a reasonable charge for the services of the administrative staff of the City .

The cost of the project will be assessed on the basis that the owners of the Benefited Properties pay 2/3 the total cost with the City paying the remaining 1/3.

The formula to determine the per foot assessment for alley paving is as follows:

$$\frac{(.66) \times \text{Total Construction Costs}}{\text{Total Frontage}} = \$\ \text{Assessment/Foot}$$

The Common Council determines that the improvements constitute an exercise of the police power for the health, safety and general welfare of the city and its inhabitants.

4) Once the amount of the special assessment for the improvement has been determined as to each parcel of real estate, a statement of all assessments will be placed on file with the City Clerk. The City proposes to collect the special assessment in equal installments, equivalent to the length of time that the bond issue is issued for these said projects, as provided for by Section 66.0715 of the Wisconsin Statutes. Interest shall be charged on said installments at the rates determined by the Common Council, uniform with other City special assessments, one percent (1%) over what the City borrows the money for. All assessments will be collected in installments as provided above except assessments on property where the owner files with the City Clerk within thirty (30) days from date of this notice a written notice that the owner elects to pay the special assessment on the owner's property, describing the property, to the City Treasurer on or before the following November 1, unless the election is revoked. If after making the election, the property owner fails to make the payment to the City Treasurer, the City Clerk shall place the entire assessment on the following tax roll. The City Clerk shall publish a Class 1 notice under Ch. 985, Stats., pursuant to Section 66.0715., Stats.

5) The City Engineer is directed to prepare a report consisting of:

   a. Preliminary plans and specifications for said improvements
   b. An estimate of the entire cost of the proposed improvements.
   c. An estimate as to each parcel of property within the assessment district of the total assessments against each parcel affected.

   Upon completing such report, the City Engineer is directed to file a copy thereof in the City Clerk's Office for public inspection.

6) Upon receiving the report of the City Engineer, the Clerk is directed to give a Class 1 Notice of a Public Hearing before the Board of Public Works on such report as specified in Section 66.0703(7), Wisconsin Statutes, stating the nature of the proposed improvement, the general boundary lines of the proposed assessment district (including a small map thereof), the time and place at which the report may be inspected, and the time and place of the public hearing on the matters contained in the Preliminary Resolution and the report.

7) The hearing shall be held in the Council Chambers at Onalaska City Hall, 415 Main Street, Onalaska, Wisconsin, at a time set by the Clerk in accordance with Section 66.0703(7), Wisconsin Statutes.

8) The City Engineer is authorized to establish new street grades as needed in accordance with section 62.16(1)(b) of the Wisconsin Statutes. .

Dated this _____ day of _____ 2014.

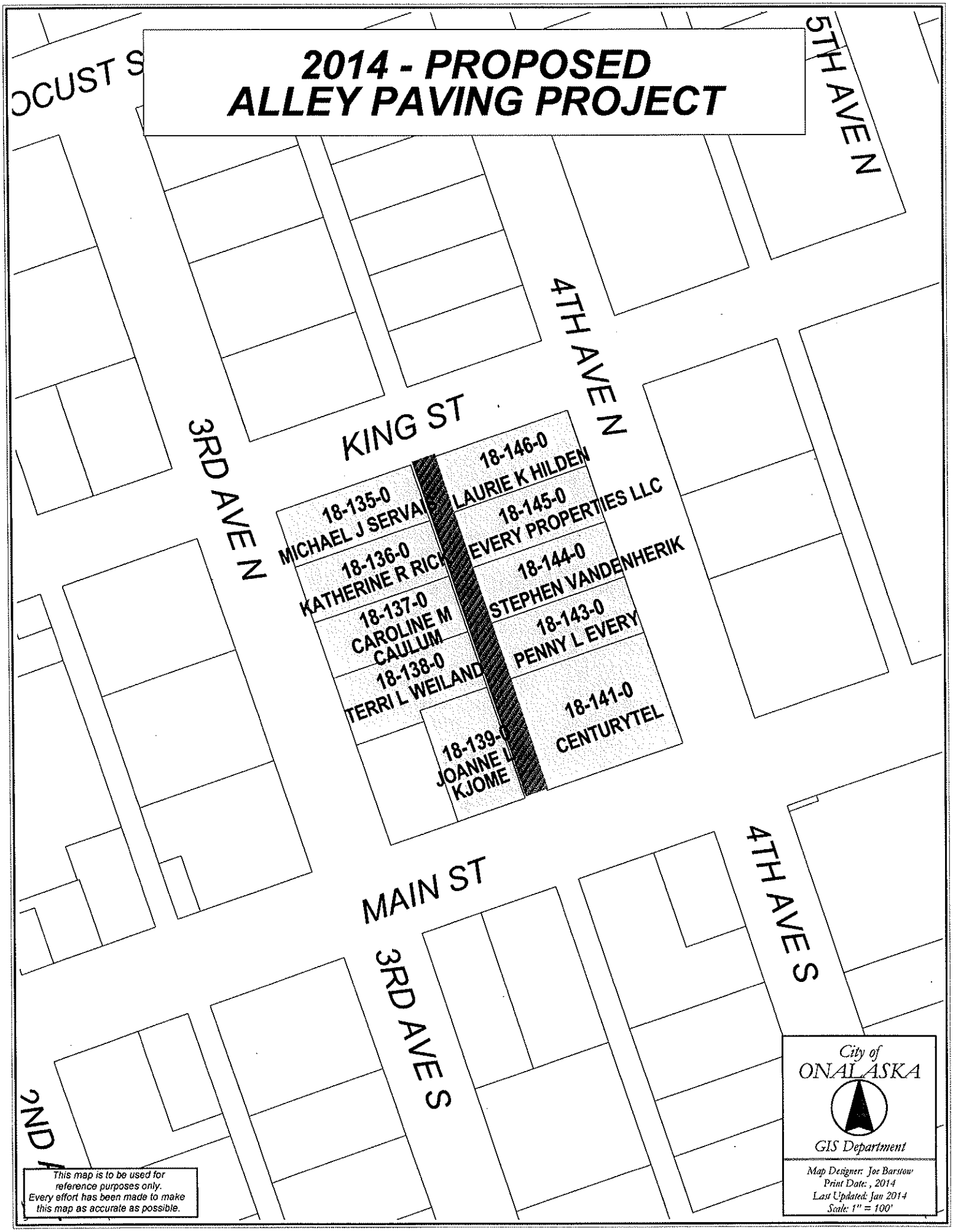
CITY OF ONALASKA

BY:_____
Joe Chilsen, Mayor

_____
Caroline Burmaster, City Clerk

PASSED:
APPROVED:
PUBLISHED:

2014 - PROPOSED ALLEY PAVING PROJECT



Preliminary Assessments for 2014 Alley Paving Project

Assessments for alley paving between 3rd Ave. No. and 4th Ave. No. from MainStreet to King Street

Owner	Description	Number of Units	Unit Decription	Cost Per Unit	SUBTOTAL	TOTAL COST TO PROPERTY
Michael Servais 122 3rd Avenue North Tax Parcel #18-135-0 Mailing Address: 122 3rd Avenue North Onalaska, WI 54650	Alley paving	50	Lineal feet of frontage	$12.79	$639.50	
					TOTAL =	$639.50
Katherine Rick 118 3rd Avnue North Tax Parcel #18-136-0 Mailing Address: 118 3rd Avenue North Onalaska, WI. 54650	Alley paving	50	Lineal feet of frontage	$12.79	$639.50	
					TOTAL =	$639.50
Caroline Caulum 114 3rd Avenue North Tax Parcel #18-137-0 Mailing Address: 114 3rd Avenue North Onalaskas, WI. 54650	Alley paving	50	Lineal feet of frontage	$12.79	$639.50	
					TOTAL =	$639.50
Terri Weiland 110 3rd Avenue North Tax Parcel #18-138-0 Mailing Address: 110 3rd Avenue North Onalaska, WI. 54650	Alley paving	50	Lineal feet of frontage	$12.79	$639.50	
					TOTAL =	$639.50
Joanne Kjome 313 Main Streeet Tax Parcel #18-139-0 Mailing address: 619 Decker Street W Viroqua, WI. 54665	Alley paving	100	Lineal feet of frontage	$12.79	$1,279.00	
					TOTAL =	$1,279.00

Preliminary Assessments for 2014 Alley Paving Project

Assessments for alley paving between 3rd Ave. No. and 4th Ave. No. from MainStreet to King Street

Centurytel of Wisconsin LLC 319 Main Street Tax Parcel #18-141-0 Mailing Address: 206 5th Avnue South La Crosse, WI. 54601	Alley paving	100	Lineal feet of frontage	$12.79	$1,279.00	
					TOTAL =	**$1,279.00**
Penny Every 109 4th Avenue North Tax Parcel #18-143-0 Mailing Address:109 4th Avenue North Onalaska, WI. 54650	Alley paving	50	Lineal feet of frontage	$12.79	$639.50	
					TOTAL =	**$639.50**
Stephen Vandenherik 113 4th Avenue North Tax Parcel #18-144-0 Mailing Address: 113 4th Avenue North Onalaska, WI. 54650	Alley paving	50	Lineal feet of frontage	$12.79	$639.50	
					TOTAL =	**$639.50**
Every Properties LLC 117 4th Avenue North Tax Parcel #18-145-0 Mailing Address: 1105 Parkridge Drive Onalaska, WI. 54650	Alley paving	50	Lineal feet of frontage	$12.79	$639.50	
					TOTAL =	**$639.50**
Laurie Hilden 121 4th Avenue North Tax Parcel #18-146-0 Mailing Address: 121 4th Avenue North Onalaska, WI. 54650	Alley paving	50	Lineal feet of frontage	$12.79	$639.50	
					TOTAL =	**$639.50**

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item:	#10
Project/Item Name:	2014 East Main Street Reconstruction Project
Location:	East Main Street between USH 53 and Esther Drive
Requested Action:	Approval of bid
Staff Report/Description:	Construction project will include addition of center turn lane from Green Coulee Road to Esther Drive. Base bid with two alternate bids will be considered for approval.
Attachments:	Bid tabulation.

CITY OF ONALASKA BID OPENING
For

2014 East Main Street
Reconstruction Project

Due Date / Opening: Tuesday, February 25th, 2014 @ 11:00 AM

Company	***Bidders Proof***	***Bid Bond***	***Base Bid Amount***	***Alt #1***	***Alt #2***
PEMBER COMPANIES	X	X	$817,564.85	$236,633.50	$39,704.00
MATHY CONSTRUCTION	X	X	$720,829.65	$225,924.00	$46,206.25
HAAS SONS	X	X	$765,718.40	$238,352.30	$40,112.35
A-1 EXCAVATING	X	X	$761,829.00	$218,303.00	$39,533.50

RECOMMEND AWARD BID TO: _____

MW: vb/eng-bidopen(update4:22PM)

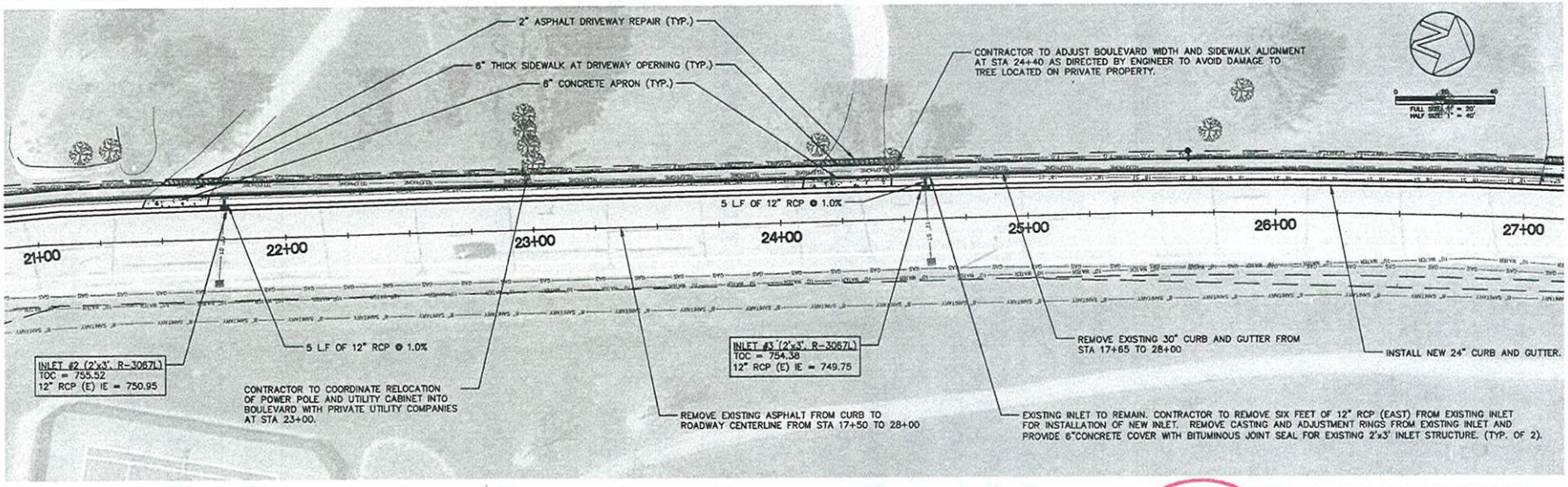
STAFF REVIEW SUMMARY

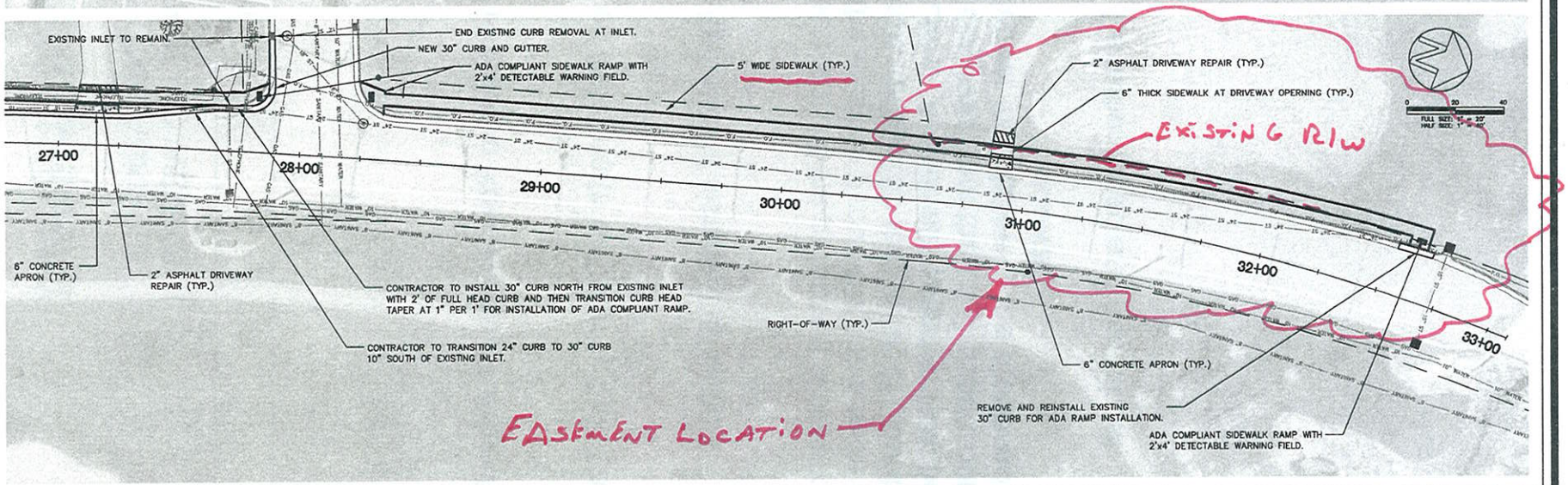
CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item: #11

Project/Item Name:	2014 Marcou Road Sidewalk Project
Location:	Marcou Road north of Country Club Lane
Requested Action:	Approval of sidewalk easement
Staff Report/Description:	Construction of the proposed sidewalk will leave the existing 3 rod (49.5) foot wide right approximately 250 feet north of Country Club Lane. A sidewalk easement will need to be obtained from the La Crosse Country Club for installation of the proposed sidewalk.
Attachments:	Easement map and plan sheet





REVISIONS	REV. DATE	DRAWN	DESIGN	CHECKED
		KJS	KJS	CJH
		2/3/14	2/3/14	2/3/14

CITY OF ONALASKA
ENGINEERING DEPARTMENT
415 MAIN STREET, ONALASKA, WISCONSIN, 54650
TELEPHONE (608) 781-9537, FAX (608) 781-9506

2014 MARCOU RD SIDEWALK

PLAN VIEW STA 21+00 - 33+00

PLAT OF SURVEY

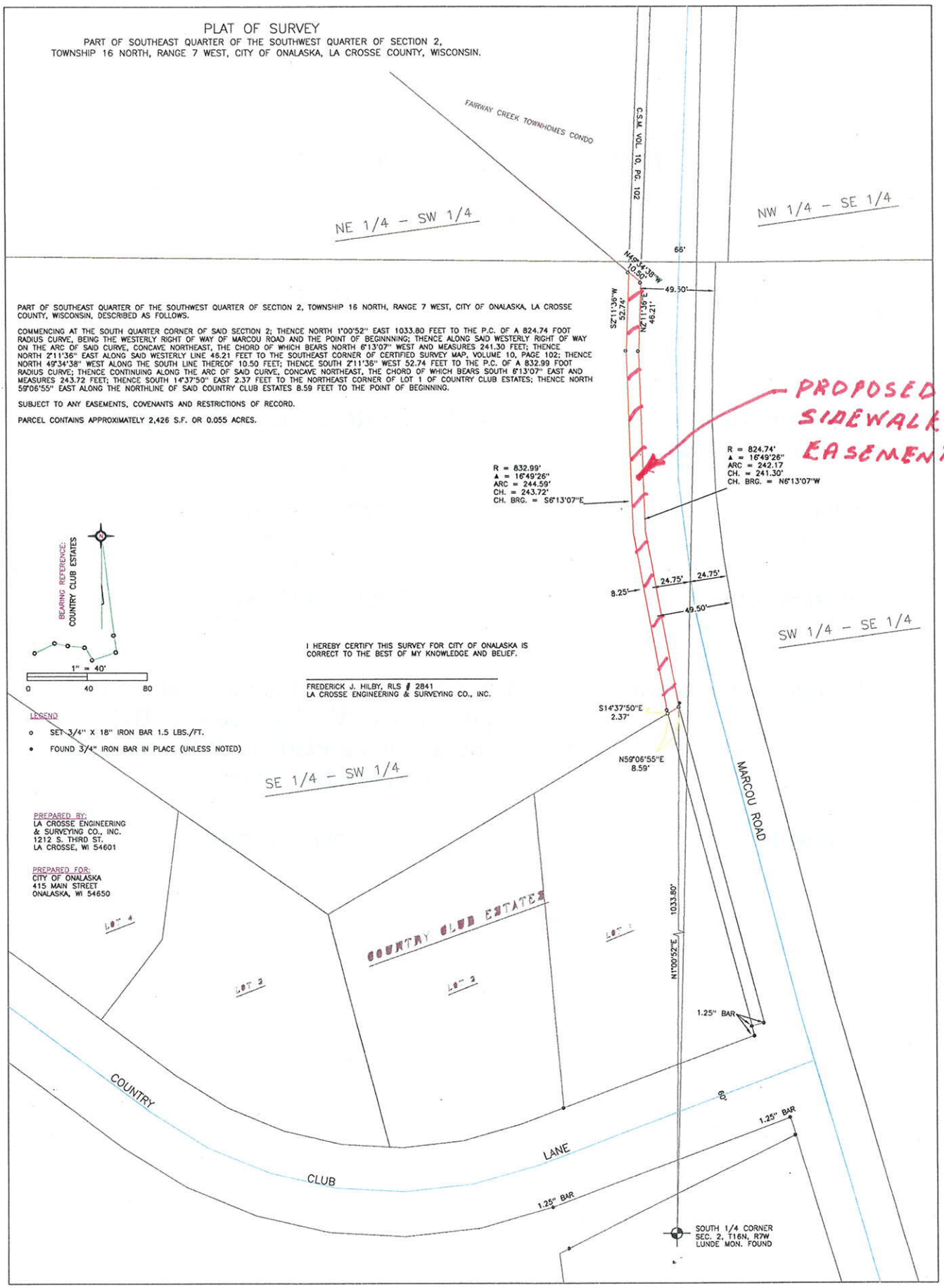
PART OF SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 2,
TOWNSHIP 16 NORTH, RANGE 7 WEST, CITY OF ONALASKA, LA CROSSE COUNTY, WISCONSIN.

PART OF SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 16 NORTH, RANGE 7 WEST, CITY OF ONALASKA, LA CROSSE COUNTY, WISCONSIN, DESCRIBED AS FOLLOWS.

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 2; THENCE NORTH 1°00'52" EAST 1033.80 FEET TO THE P.C. OF A 824.74 FOOT RADIUS CURVE, BEING THE WESTERLY RIGHT OF WAY OF MARCOU ROAD AND THE POINT OF BEGINNING; THENCE ALONG SAID WESTERLY RIGHT OF WAY ON THE ARC OF SAID CURVE, CONCAVE NORTHEAST, THE CHORD OF WHICH BEARS NORTH 6°13'07" WEST AND MEASURES 241.30 FEET; THENCE NORTH 2°11'36" EAST ALONG SAID WESTERLY LINE 46.21 FEET TO THE SOUTHEAST CORNER OF CERTIFIED SURVEY MAP, VOLUME 10, PAGE 102; THENCE NORTH 49°34'38" WEST ALONG THE SOUTH LINE THEREOF 10.50 FEET; THENCE SOUTH 2°11'36" WEST 52.74 FEET TO THE P.C. OF A 832.99 FOOT RADIUS CURVE; THENCE CONTINUING ALONG THE ARC OF SAID CURVE, CONCAVE NORTHEAST, THE CHORD OF WHICH BEARS SOUTH 6°13'07" EAST AND MEASURES 243.72 FEET; THENCE SOUTH 14°37'50" EAST 2.37 FEET TO THE NORTHEAST CORNER OF LOT 1 OF COUNTRY CLUB ESTATES; THENCE NORTH 59°06'55" EAST ALONG THE NORTHLINE OF SAID COUNTRY CLUB ESTATES 8.59 FEET TO THE POINT OF BEGINNING.

SUBJECT TO ANY EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD.

PARCEL CONTAINS APPROXIMATELY 2,426 S.F. OR 0.055 ACRES.



I HEREBY CERTIFY THIS SURVEY FOR CITY OF ONALASKA IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

FREDERICK J. HILBY, RLS # 2841
LA CROSSE ENGINEERING & SURVEYING CO., INC.

LEGEND

- o SET 3/4" X 18" IRON BAR 1.5 LBS./FT.
- • FOUND 3/4" IRON BAR IN PLACE (UNLESS NOTED)

PREPARED BY:
LA CROSSE ENGINEERING
& SURVEYING CO., INC.
1212 S. THIRD ST.
LA CROSSE, WI 54601

PREPARED FOR:
CITY OF ONALASKA
415 MAIN STREET
ONALASKA, WI 54650

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item: #12

Project/Item Name:	2014 Marcou Road Sidewalk Project
Location:	Marcou Road
Requested Action:	Approval of bid
Staff Report/Description:	Bids will be received the morning of the Board of Public Works meeting. Bid tabulations will be handed out at the meeting for possible action.
Attachments:	Add for bid and map

NOTICE TO CONTRACTORS

The City of Onalaska, Wisconsin will receive sealed proposals until 11:00 AM on the 4th day of March, 2014, in the City Hall, in the City of Onalaska at which time and place bids will be publicly opened and read aloud, for the doing of the following public works:

ITEMS OF BID

Pavement, Crushed Aggregate & Misc.

1,600 S.Y. 3" Asphalt Pavement	15,500 S.F. 4" Sidewalk	1,050 L.F. of 24" Curb & Gutter
200 Ton ¾"Crushed Aggregate	2,000 S.F. 6" Sidewalk & Apron	100 L.F. of 30" Curb & Gutter
250 C.Y. Granular Fill	200 C.Y. Black Dirt	Lump Sum Grading
3,000 S.Y. Seed, Mulch, Fertilizer	200 C.Y. Black Dirt	Traffic Control
525 S.Y. Erosion Control Blanket	545 L.F. Erosion Control Straw Wattles	

Storm Sewer

15 L.F. of 12" CL V RCP	3 ea. 2'x3' Inlets	2 ea. Modify Existing 2'x3' Inlets
70 L.F. of 6" PVC	2 ea. 6" PVC 90 Degree fittings	2 ea. 6" Drop In Yard Drain Grates

The above public work will be let to the lowest responsible bidder and shall be performed in accordance with the plans and specifications for the same now on file with the City Clerk for the inspection of bidders and in accordance with the prepared form of contract and bond also on file with said Clerk.

Digital copies of the Bidding Documents are available at www.questcdn.com. You may download the digital documents for a fee of $20.00 by inputting Quest project #3097604 on the website's project search page. For assistance and free membership registration, contact QuestCDN at (952) 233-1632 or info@questcdn.com. Paper copies of the bidding documents may be obtained from the City Engineer's Office in person during normal business hours for a fee of $25.00 or mailed to a contractor for a fee of $50.00.

The City of Onalaska reserves the right to reject any or all bids, and to waive any informalities in bidding. Sealed bids only, will be received.

No bid shall be received unless accompanied by a Certificate of Organization and Authority, a list of any subcontractors, approval of pre-qualification, and a certified check or a bid bond equal to at least 5% not more than 10% of the bid payable to the City as a guarantee that if the bid is accepted the bidder will execute and file the proper contract and bonds within the time limited by the City.

Bidders Proof of Responsibility form must be filed in the Office of the City Clerk not later than **5:00 PM on the 28th day of February, 2014**, and show sufficient financial ability, equipment, and experience to properly perform the contract. The Council's decision as to qualification shall be final. Bids will be accepted only, from such qualified bidders.

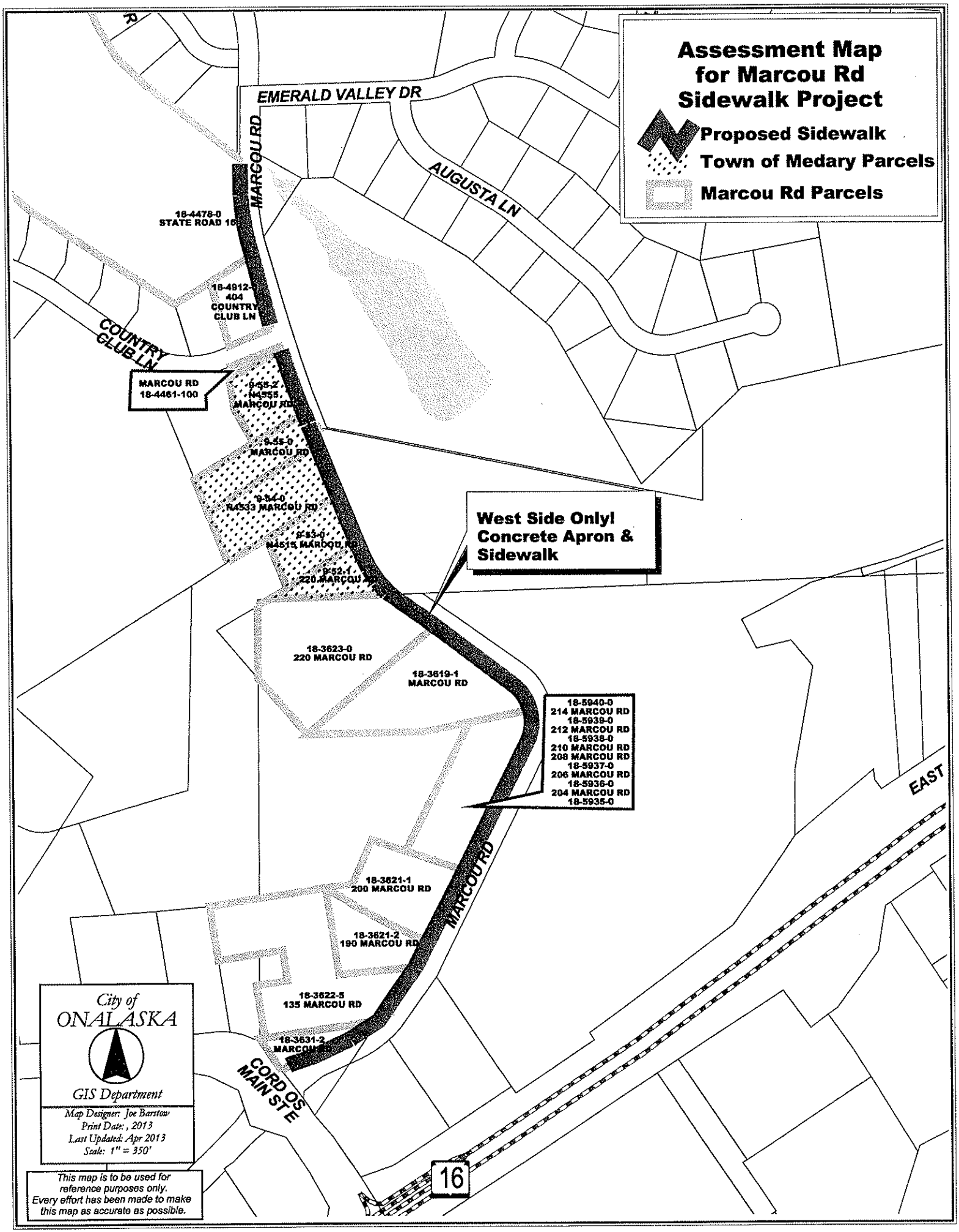
The Advertisement for Bids, Notice to Contractors, the Information to Bidders, the Bid Proposal, the Certificate of Organization and Authority, the Performance and Payment Bond, the General Conditions, Minimum Wage Scale, Specifications, Plans, Addenda (if any), and all ordinances of the City applicable to this contract shall be considered a part of the contract. All bidders shall inform themselves of the current municipal wage scale for public works, and they shall be required to pay minimum rates of pay as established by the Common Council of the City of Onalaska.

The time for commencement of the work shall begin not later than ten (10) days after date of written notification from the engineer to do so, unless otherwise stipulated and completion shall be no later than October 3, 2014.

The outside of the envelope containing the proposal is to be marked "BID PROPOSAL – 2014 MARCOU ROAD SIDEWALK PROJECT".

Dated this 5th day of February, 2014.
Compiled by authority of City Council, Onalaska, Wisconsin.

C. Jarrod Holter City Engineer


Assessment Map for Marcou Rd Sidewalk Project
Proposed Sidewalk
Town of Medary Parcels
Marcou Rd Parcels
EMERALD VALLEY DR
MARCOU RD
AUGUSTA LN
18-4478-0
STATE ROAD 16
18-4912-0
404
COUNTRY
CLUB LN
COUNTRY CLUB LN
MARCOU RD
18-4461-100
9-55-2
N4555
MARCOU RD
9-55-0
MARCOU RD
9-54-0
N4533 MARCOU RD
9-53-0
N4515 MARCOU RD
9-52-1
220 MARCOU RD
West Side Only!
Concrete Apron &
Sidewalk
18-3623-0
220 MARCOU RD
18-3619-1
MARCOU RD
18-5940-0
214 MARCOU RD
18-5939-0
212 MARCOU RD
18-5938-0
210 MARCOU RD
208 MARCOU RD
18-5937-0
206 MARCOU RD
18-5936-0
204 MARCOU RD
18-5935-0
EAST
18-3621-1
200 MARCOU RD
18-3621-2
190 MARCOU RD
18-3622-5
135 MARCOU RD
18-3631-2
MARCOU RD
CORDOS
MAIN ST E
16
City of
ONALASKA
GIS Department
Map Designer: Joe Barstow
Print Date: , 2013
Last Updated: Apr 2013
Scale: 1" = 350'
This map is to be used for reference purposes only.
Every effort has been made to make this map as accurate as possible.

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item: #13

Project/Item Name:	Single Axle Truck Chassis
Location:	City wide
Requested Action:	Approval of bid
Staff Report/Description:	Bids will be received the morning of the Board of Public Works meeting. Bid Tabulation will be distributed at the meeting.
Attachments:	Bid proposal

CITY OF ONALASKA
BID PROPOSAL

2014 SINGLE-AXLE TRUCK

	Net Bid
I. One (1) Diesel Single Axle Truck as specified:	_____
Make of Truck Bid _____	
Model of Truck Bid _____	
II. Options (may be deleted at City's discretion):	
A) Air Ride Suspension	_____
B) Factory Installed Auxiliary Dash Mounted 6-pack Switches To Run Work Lights	_____
C) Electric Heated Windshield	_____
D) Factory Installed Auxiliary Airbag for Passenger Front Mount Wing	_____
TOTAL BID F.O.B. ONALASKA:	_____
(Optional Trade-in allowance for 1997 International 4900 Single Axle Dump Truck w/ Front Plow, Mid-Mount Wing and Tailgate Sander)	_____

Delivery Date Promised: _____

The City of Onalaska reserves the right to reject any or all bids or any part thereof, and to accept whichever bid deemed to be in the best interest of the City and waive any bidding technicalities and / or irregularities.

Bids must be sealed, marked "BID ON SINGLE AXLE TRUCK" and delivered to the Onalaska Engineering Department no later than 10:00 AM on Tuesday, March 4, 2014.

_____
Submitted By:

_____
Address:

_____
Telephone:

_____ _____
Signature of Authorized Representative Date

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item:	#14
Project/Item Name:	Snowmobile route through City
Location:	City wide
Requested Action:	Approval of resolution
Staff Report/Description:	Resolution will outline area of new trail crossing at Ash Street & Oak Forest Drive.
Attachments:	Resolution and map

RESOLUTION 14-2014

RESOLUTION DESIGNATING OFFICIAL SNOWMOBILE ROUTE WITHIN THE CITY OF ONALASKA

WHEREAS, the City of Onalaska passed Resolution No. 24.92, dated July 14th 1992 designating a permanent snowmobile route;

WHEREAS, due to limitations from the Burlington Northern Santa Fe Railway affecting access to the Great River Bike Trail from the designated snowmobile route, the City of Onalaska and Coulee Sno-Drifters seek to amend the permanent snowmobile trail route to allow access by way of Oak Forest Drive and Hwy 35;

WHEREAS, there is a need for permanent snowmobile routes and trails within said City and for such trails among neighboring jurisdictions to adequately and safely connect;

NOW, THEREFORE, BE IT RESOLVED, that the Common Council of the City of Onalaska, La Crosse County, Wisconsin does hereby establish the snowmobile route and trail as set for on attached Exhibit "A", as a designated route to be used within the City Limits of the City of Onalaska.

BE IT FURTHER RESOLVED, that said trail designation should be permanent as long as the Coulee Sno-Drifters provide certificates of insurance and maintenance for said trail.

BE IT FURTHER RESOLVED, that no changes in the location of said trial or elimination of said trail will be allowed without a Public Hearing held by the City of Onalaska Common Council or its designated committee.

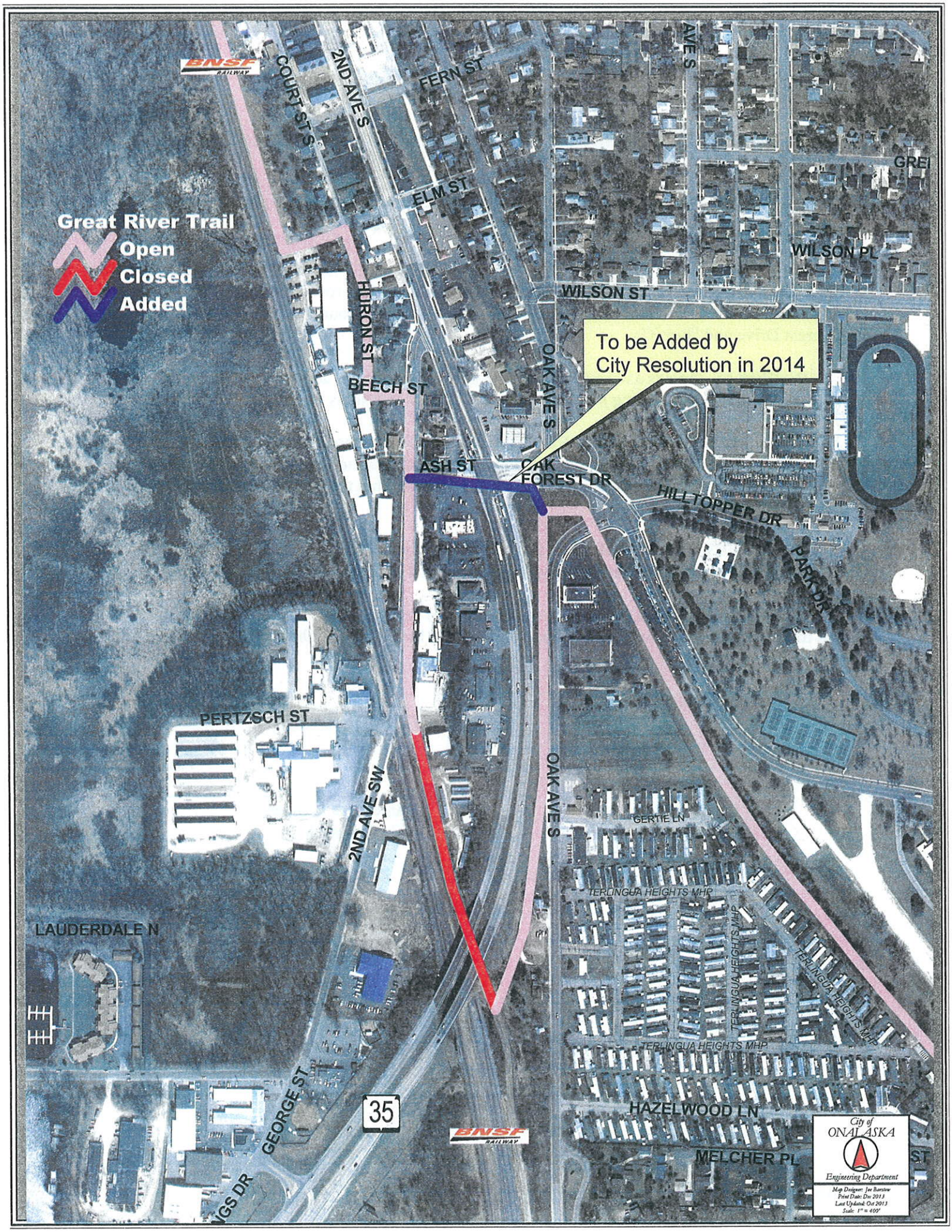
Dated this 11th day of March, 2014.

CITY OF ONALASKA

By: _____
Name: Joe Chilsen
Title: Mayor

By: _____
Name: Caroline Burmaster
Title: City Clerk

PASSED:
APPROVED:
PUBLISHED:


Great River Trail
Open
Closed
Added
To be Added by
City Resolution in 2014
BNSF RAILWAY
COURT ST S
2ND AVE S
FERN ST
ELM ST
HURON ST
BEECH ST
ASH ST
OAK AVE S
OAK FOREST DR
HILLTOPPER DR
PARK DR
WILSON ST
WILSON PL
PERTZSCH ST
2ND AVE SW
GERTIE LN
TERLINGUA HEIGHTS MHP
LAUDERDALE N
GEORGE ST
35
HAZELWOOD LN
MELCHER PL
City of
ONALASKA
Engineering Department

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item:	#15
Project/Item Name:	STH 16 Left Turn Lane/Pralle Road Extension
Location:	STH 16 & Pralle Road
Requested Action:	Approval of amendment #2
Staff Report/Description:	Amendment #2 covers various alternatives developed for project, updates to right of way plat and additional plan and profile design.
Attachments:	Amendment #2

Supplemental Letter Agreement

In accordance with the Master Agreement for Professional Services between City of Onalaska ("Client"), and Short Elliott Hendrickson Inc. ("Consultant"), effective August 27, 2012, this Supplemental Letter Agreement dated February 19, 2014 authorizes and describes the scope, schedule, and payment conditions for Consultant's work on the Project described as: engineering services for design of the STH 16 westbound left-turn lane at Pralle Road/S. Kinney Coulee Road and the Farm and Fleet Access off of Pralle Road in the City of Onalaska.

Client's Authorized Representative: Jarrod Hoelter, PE
Address: 415 Main Street
Onalaska, WI 54650
Telephone: 608.781.9537 **email:** jhoelter@cityofonalaska.com

Project Manager: Jillene Fehrman, PE
Address: 6808 Odana Road, Suite 200
Madison, WI 53719
Telephone: 608.620.6183 **email:** jfehrman@seninc.com

Scope: The Basic Services to be provided by Consultant:

Alternative Development:
The scope includes developing conceptual plans for three access configurations to the Farm & Fleet parcel, a preliminary check of the potential grades to determine the viability of the concept, and a check of potential conflicts with vehicle configurations such as a passenger truck and trailer or a semi at the access points.

R/W Plat Updates:
The scope includes updating the plat, revising the parcel descriptions, revising the relocation order, and updating the title work for the five parcels. .

Plan Updates:
The scope includes reinserting the original design for the Farm & Fleet access, and adding the design to widen Pralle Road in front of Culver's. Plan details, estimates and contract documents will be updated as needed. We will also complete additional coordination with DNR and provide updated exhibits for their files.

Schedule:		
	Alternative Development	March 3, 2014
	R/W Plat Updates	March 3, 2014
	Plan Updates	May 5, 2014

The lump sum fee is $9,974.95 including expenses and equipment.

The payment method, basis, frequency and other special conditions are set forth in attached Exhibit A-2.

Short Elliott Hendrickson Inc.

By: James D. Hanson
James D. Hanson, PE, PTOE
Title: Principal/Traffic Engineering

City of Onalaska

By: _____

Title: _____

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	Plan Updates	May 5, 2014

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Short Elliott Hendrickson Inc.

By: James D. Hanson, PE, PTOE
Title: Principal/Traffic Engineering

City of Onalaska

By: _____
Title: _____

Exhibit A-2
to Supplemental Letter Agreement
Between City of Onalaska (Client)
and
Short Elliott Hendrickson Inc. (Consultant)
Dated February 19, 2014

Payments to Consultant for Services and Expenses Using the Lump Sum Basis Option

The Agreement for Professional Services is amended and supplemented to include the following agreement of the parties:

A. Lump Sum Basis Option

The Client and Consultant select the Lump Sum Basis for Payment for services provided by Consultant. During the course of providing its services, Consultant shall be paid monthly based on Consultant's estimate of the percentage of the work completed. Necessary expenses and equipment are provided as a part of Consultant's services and are included in the initial Lump Sum amount for the agreed upon Scope of Work. Total payments to Consultant for work covered by the Lump Sum Agreement shall not exceed the lump sum amount without written authorization from the Client.

The Lump Sum amount includes compensation for Consultant's services and the services of Consultant's Consultants, if any for the agreed upon Scope of Work. Appropriate amounts have been incorporated in the initial Lump Sum to account for labor, overhead, profit, expenses and equipment charges. The Client agrees to pay for other additional services, equipment, and expenses that may become necessary by amendment to complete Consultant's services at their normal charge out rates as published by Consultant or as available commercially.

B. Expenses Not Included in the Lump Sum

The following items involve expenditures made by Consultant employees or professional consultants on behalf of the Client and shall be paid for as described in this Agreement.

1. Expense of overtime work requiring higher than regular rates, if authorized in advance by the Client.
2. Other special expenses required in connection with the Project.
3. The cost of special consultants or technical services as required. The cost of subconsultant services shall include actual expenditure plus 10% markup for the cost of administration and insurance.

The Client shall pay Consultant monthly for expenses not included in the Lump Sum amount.

p:\ko\o\onala\121959\1-contract\1-contract\amendment #2 - ongoing\exhibit a2_amendment #2.docx

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item: #16

Project/Item Name:	I-90/STH 35
Location:	I-90/STH 35
Requested Action:	Discussion on community sensitive design
Staff Report/Description:	Wisconsin DOT is proposing to award the City of Onalaska approximately $185,000 to be used on community sensitive design elements in the project. Attached is a list of possible uses for this funding. If going forward the City will have to hire a consultant to design the items chosen to be included within the Wis. DOT plan set.
Attachments:	Map, e-mail from project designer, memo regarding possible uses and costs and design details

I–90 RECONSTRUCTION PROJECT
ROSE STREET
LA CROSSE COUNTY

Holter, Jarrod

From: Sorensen, Eric <sorensene@AyresAssociates.com>
Sent: Wednesday, February 19, 2014 8:29 AM
To: Holter, Jarrod
Cc: VanderWielen, Anthony - DOT; Joel.Jurss@CH2M.com; 'Byom, Nathan - DOT'
Subject: I-90 (CSS Meeting follow-up)
Attachments: rose street display - Onalaska.pdf; Standard 30.17.pdf; Standard 30.11.pdf; Standard 30.15.pdf; memo Estimated Costs for CSS Items Feb 2014.pdf

Jarrod,

As a follow-up to the action items stemming from the January 29, 2014 CSS discussion meeting, please find the following:

- Updated memo containing estimated costs to provide decorative rail on the SB Rose St. structure over the r.r. (similar to that shown in photo below and attached Std.s)
- Three standard railing details as referred to in updated memo
- PDF of proposed linework along Rose St. within Onalaska City limits

The below text in blue prepared by our municipal group provides a summary of how they estimated the number of light poles (estimated at 68) as noted in the memo summarizing CSS costs as requested.

Let me know if you have any additional questions or needs.

Thanks

Eric
--

The recent HWY 35 project completed in Onalaska utilized a staggered 100' spacing for the lights in the terraces. There were no median lights in the project area.
They used 20' poles with a Sheppard crook arm and a cut off fixture.

68 Lights to match the pole, fixture and support arm style used north of the project area
If we used that same scenario with staggered lighting along the corridor, we have approximating 68 lights from 600' north of Oak Knoll Drive to the IH 90 Bridge. This is approximately 5100' in roadway length. We understood that some of this area is in the City of La Crosse but we understood that the intent is to match the lighting to a logical transition point between the two communities and used the IH 90 bridge as that point.

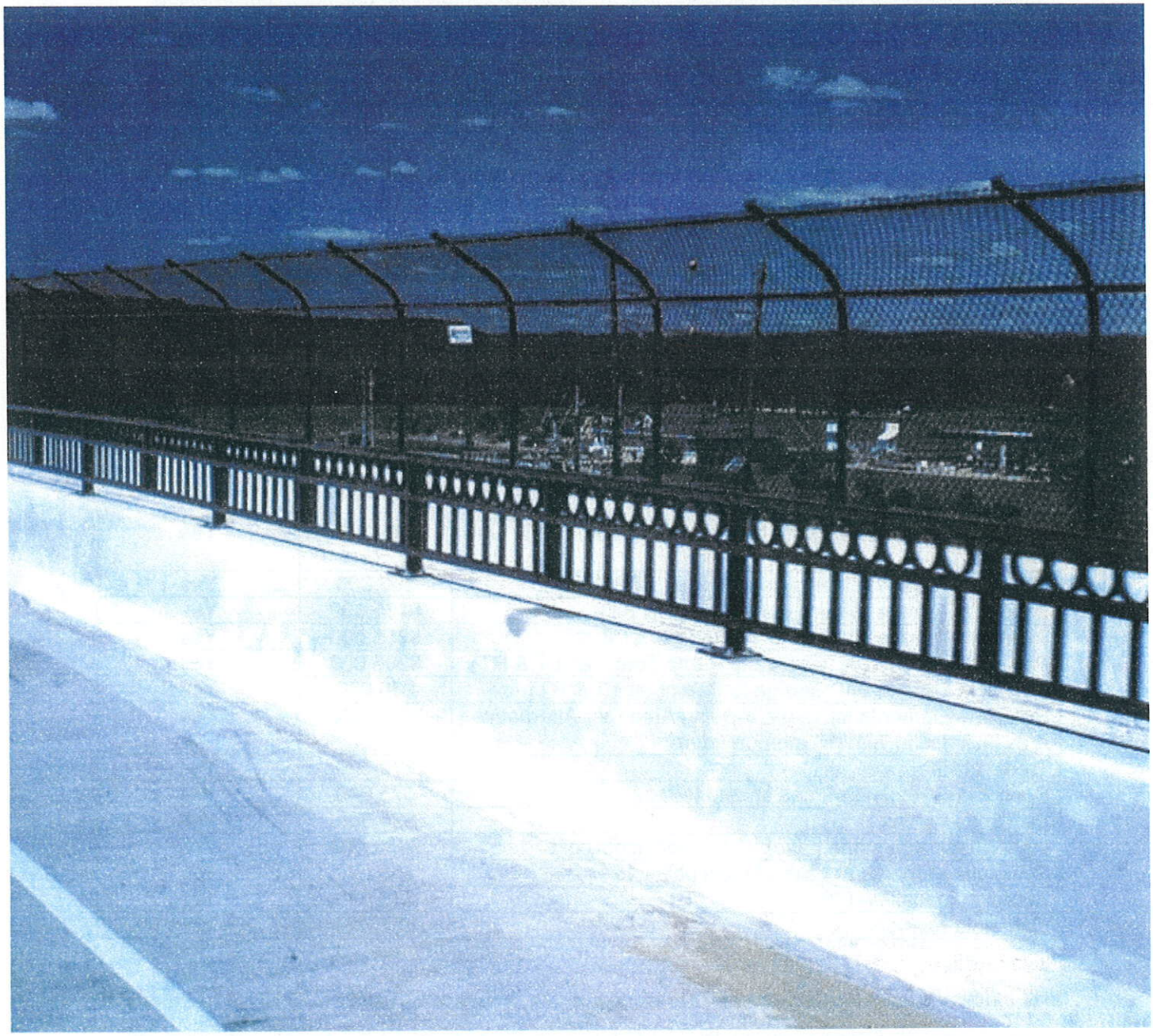
Our estimate considered the additional cost from the DOT standard light would be for the Sheppard crook and fixture. In talking with a vender they estimated an additional $1000 per fixture and support arm for the upgrade over the standard DOT light and support arm. We also understand that the light poles may need to be taller than the poles north of the project boundaries. The additional pole height was not factored into our estimate due to the fact that the pole height in either scenario would need to reflect the necessary throw of light over a wider corridor.

Painting of Light poles Black
In review prior project we estimated an additional cost of $500 to for each pole to be painted or powder coated black to match the Onalaska standard.

We are giving very preliminary information to this discussion and feel that the roadway lighting design needs to be vetted in more detail to refine these cost to reflect the actual design needs for the roadway.

Eric C. Sorensen, PE
Supervisor - Eau Claire Transportation

Ayres Associates
3433 Oakwood Hills Parkway
Eau Claire, WI 54701-7698
T: 715.831.7564
C: 715.559.2058
SorensenE@AyresAssociates.com
www.AyresAssociates.com



MEMORANDUM

AYRES ASSOCIATES

To: WisDOT – SWR, Local Units of Government

From: Ayres Associates' Design Team

Date: January 27, 2014 **(updated 2/19/14)** Project No.: 1071-06-08

Re: Estimated Construction Costs for Various Project "Enhancement" Elements

To aid local units of government in determining how to utilize available Community Sensitive Solution funding, it has been requested that the design team provide estimated construction costs for various project "enhancement" elements. The tables below provide estimated costs for various items that have been previously discussed with local units of government representatives via e-mail and/or meetings (costs are based on 60% level plans). Note that some of the aesthetic elements developed for Rose Street do not qualify for the use of CSS funding and would require 100% local cost participation.

Also, the use of available standard structure form liners and the single staining of concrete for structures can be implemented without the use of CSS funding.

The costs below represent an increase in project costs above what would be covered by WisDOT for equivalent standard items or additional items not required for the project but may be desired by the local units of government.

City of La Crosse

Item	Estimated Cost	Qualifies for use of CSS Funding
10' (3" AC over 6" BAD) Shared Use Path instead of 6' (5" PCC) along west side of Rose St.	$16,000	Yes
10' (5"PCC) Shared Use Path instead of 6' (5" PCC) along west side of Rose St.	$149,000	Yes
Decorative Railing along the SUP (upgrade from Chain Link Fence)	$15,000	Yes
Pavers in Terrace (Livingston to Moore, LT & RT)	$60,000	Yes
Pavers in Terrace (Moore to Palace, LT & RT)	$165,000	Yes
Pavers in Terrace (Palace to W. George, LT & RT)	$255,000	Yes
Pavers in Terrace (W. George to Ramp Terminal, LT & RT)	$205,000	Yes
Pavers in Terrace (W. George to Campbell, LT & RT)	$80,000	Yes
Roadway Elements for Eagle Viewing Area (per Alternative A as included in 7/31/13 memorandum)	$190,000	Yes
Trees (145)	$72,500	Yes
Specialized seeding of median and terrace	$75,000	Yes
Landscape areas	$25,000	Yes
Light (Black with stone base) (72) – additional cost	$432,000	Yes
Sculpture elements at base of Light poles 15	$60,000	No
Branding medallion (20)	$10,000	No
Light pole banners	$57,600	No

3433 Oakwood Hills Parkway • Eau Claire, WI 54701-7698 • 715.834.3161 • Fax: 715.831.7500 • www.AyresAssociates.com

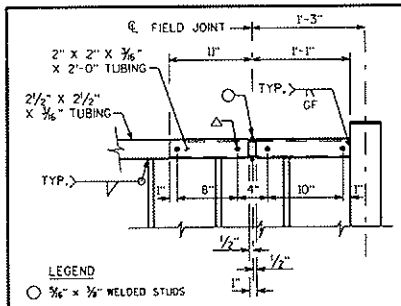
Wayfinding signage- primary	$50,000	No
Wayfinding signage- secondary	$35,000	No
Bridge graphic pattern (additional cost for form liner and staining)	$10,000	No
Coloring Concrete for Crosswalks - This includes all crosswalks within project limits. Cost is about $3,000 - $3,500 per crosswalk depending on the area.	$65,000	Yes
Painting Lighting Poles Black (72) – additional cost	$36,000	Yes
Standard Form Liners and single color standard stain of structure.	$0	NA
Painting Signal Poles Black (40) – additional cost	$40,000	Yes
10' (3" AC over 6" BAD) Shared Use Path from Taylor Street to Rose Street	$22,000	Yes
10' (5"PCC) Shared Use Path from Taylor Street to Rose Street	$38,000	Yes

City of Onalaska

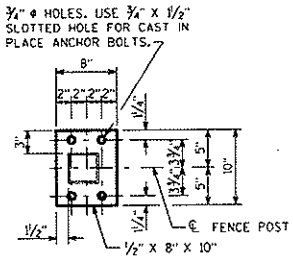
Item	Estimated Cost	Qualifies for use of CSS Funding
10' (3" AC over 6" BAD) Shared Use Path instead of 6' (5" PCC) along west side of Rose St.	$0	Yes
10' (5" PCC) Shared Use Path instead of 6' (5" PCC) along west side of Rose St.	$25,000	Yes
Trees (91)	$45,500	Yes
Landscape areas	$25,000	Yes
Branding medallion -on pole	$34,000	No
Light pole banners (68)	$34,000	No
Wayfinding signage- primary	$50,000	No
Wayfinding signage- secondary	$35,000	No
Lights (Extension of existing lights from 2012 Hwy 35 project) (68) additional cost	$68,000	Yes
Coloring Concrete for Crosswalks - This includes all crosswalks within project limits. Cost is about $3,000 - $3,500 per crosswalk depending on the area.	$8,000	Yes
Painting Lighting Poles Black (68) – additional cost	$34,000	Yes
Painting Signal Poles Black (10) – additional cost	$10,000	Yes
Standard Chainlink protective screening on exterior parapet of SB Rose St. structure over R.R. (Std. 30.11)	0$	NA
Standard WisDOT Ornamental Protective Screening on exterior parapet of SB Rose St. structure over R.R. (Std. 30.15)	$30,000	Yes
Custom Decorative Ornamental Screening on exterior parapet of SB Rose St. structure over R.R.	$75,000	Yes
No railing on parapet between SUP and SB Rose St. lanes on structure over R.R.	0$	NA
Decorative Steel Railing (Std. 30.17) on parapet between SUP and SB Rose St. lanes on structure over R.R.	$40,000	Yes

Town of Campbell

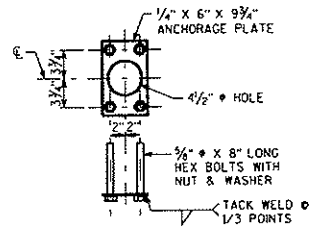
Item	Estimated Cost	Qualifies for use of CSS Funding
Standard Chainlink protective screening on BW structure. (Std. 30.11)	0$	NA
Standard WisDOT Ornamental Protective Screening on BW structure. Both sides of Structure. (Std. 30.15)	$41,000	Yes
Higher end custom ornamental screening on BW Structure. Both sides of Structure.	$96,000	Yes
"Welcome To Wisconsin" form liner on CTH BW	$0	NA
Standard Form Liners and single color standard stain of structure.	$0	NA



RAILING EXPANSION JOINT DETAIL



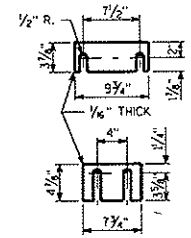
BASE PLATE



ANCHORAGE DETAIL

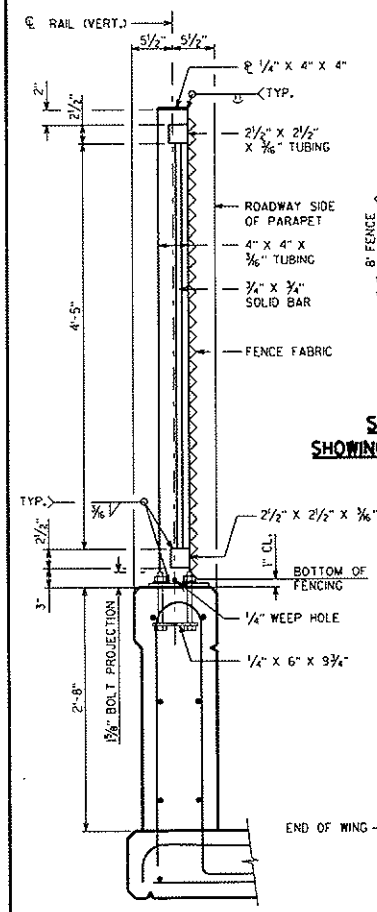
⅝" CAST-IN-PLACE ANCHOR BOLTS. MASONRY ANCHORS MAY BE SUBSTITUTED FOR C.I.P. ANCHOR BOLTS. ANCHORAGE PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.

MASONRY ANCHOR TYPE S ⅝-INCH. EMBED 7" IN CONCRETE.

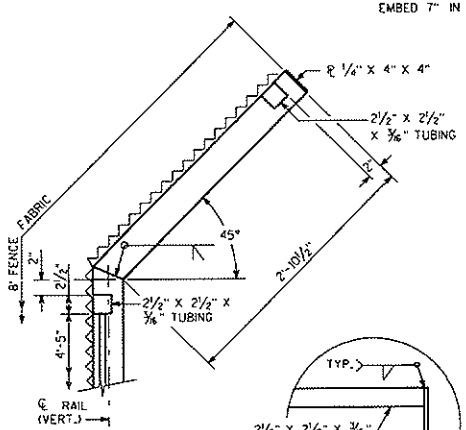


SHIM PLATE DETAILS

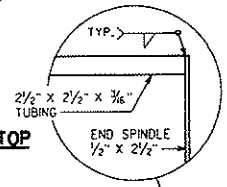
TWO SHIMS OF EACH SIZE REQUIRED PER POST

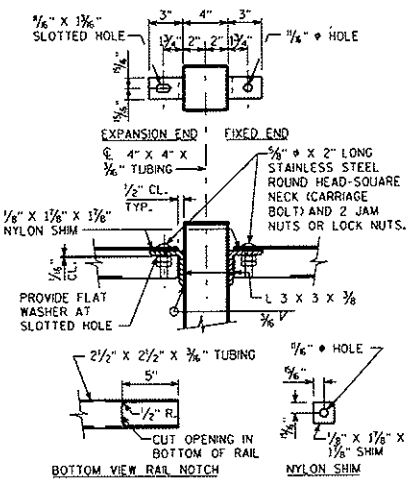


SECTION THRU RAILING

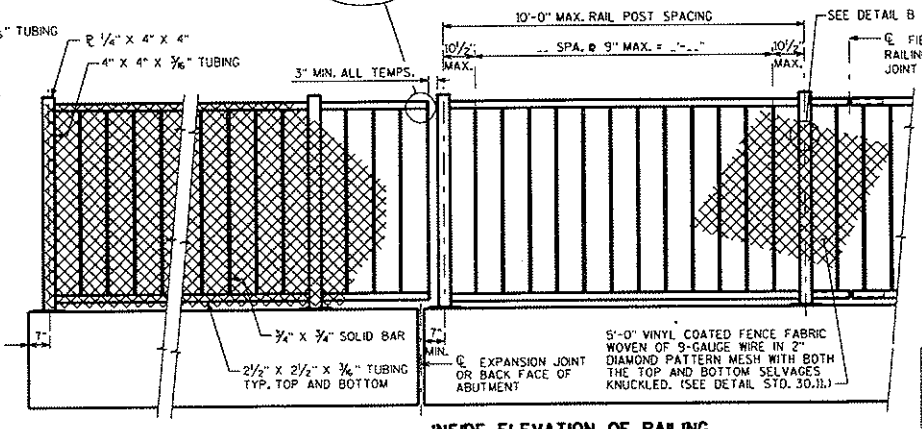


SECTION THRU FENCE SHOWING DETAILS FOR BENT TOP





TOP RAIL CONNECTION FOR FENCE W/ BENT TOP



INSIDE ELEVATION OF RAILING

NOTES

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

RAILS AND POSTS TO BE ASTM A500, GRADE B. BASE PLATES AND SHIMS TO BE ASTM A709, GRADE 36. ALL GALVANIZED AFTER FABRICATION.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPA. ARE TAKEN HORIZ. ALONG CENTER LINE OF RAILING AT BASE OF POST.

SHIMS SHALL BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED.

RAILING TO BE PAINTED AND FENCE FABRIC AND TIES TO BE VINYL COATED. FEDERAL COLOR NO. _____.

THE BID ITEM SHALL BE "RAILING TUBULAR SCREENING B-_-_" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING.

ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A #6 BLAST CLEANING BY SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH APPROVED TIE COAT AND TOPCOAT.

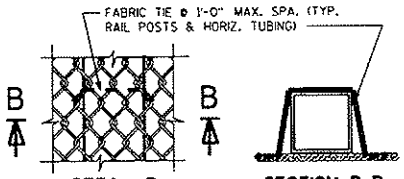
THE END OF THE FABRIC SHALL BE ATTACHED TO THE POST BY MEANS OF A TENSION BAR THREADED THROUGH THE END LOOPS OF THE FABRIC AND SECURED TO THE POST WITH CLAMPS & BOLT. THE FABRIC SHALL BE STRETCHED TO REMOVE ALL SLACK.

DESIGNER NOTES

ORNAMENTAL PROTECTIVE SCREENING MAY BE USED ON STRUCTURES WITH A 45 M.P.H. SPEED LIMIT OR LESS, OR, WHEN THE SIDEWALK IS SEPARATED FROM THE ROADWAY BY A PARAPET.

THIS RAILING MAY BE MOUNTED DIRECTLY TO A BRIDGE SIDEWALK OR RETAINING WALL PROVIDED THE SIDEWALK IS SEPARATED FROM THE ROADWAY BY A TRAFFIC BARRIER. USE 6" CLEAR SPACING BETWEEN VERTICAL MEMBERS IF CHAIN LINK FENCE IS NOT USED.

FENCE HEIGHT, CURVED OR STRAIGHT, MESH SIZE, COATING AND COLOR SHOULD BE COORDINATED WITH THE REGION. SEE BRIDGE MANUAL 30.3 (8) FOR ADDITIONAL GUIDANCE.



DETAIL B

SECTION B-B

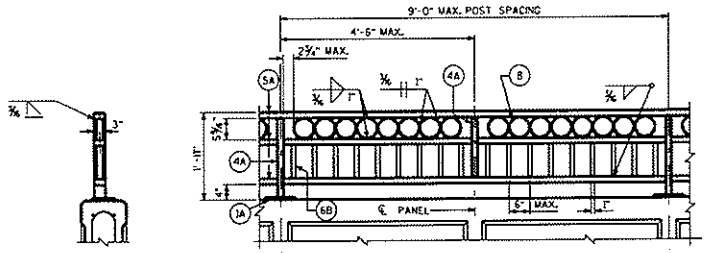
WEIGHT = 35 LB/FT (W/O BENT SECTION @ TOP)
WEIGHT = 45 LB/FT (W/ BENT SECTION @ TOP)

ORNAMENTAL PROTECTIVE SCREENING

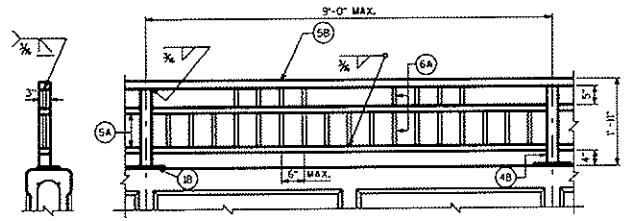
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: *Bill Oliva* DATE: 7-13

STANDARD 30.15

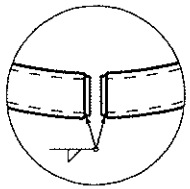


TYPE C1



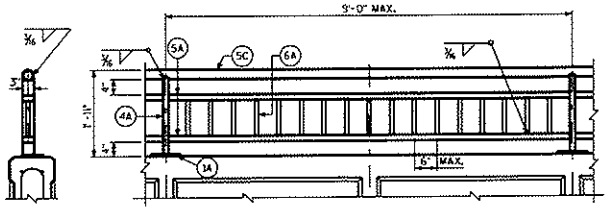
TYPE C4

FIELD ERECTION JT. LOCATION. SEE "DETAIL A" FOR CURVED MEMBER END CLOSURE. SEE STD. 30.18 FOR STRAIGHT MEMBER FIELD SPLICE DETAIL.

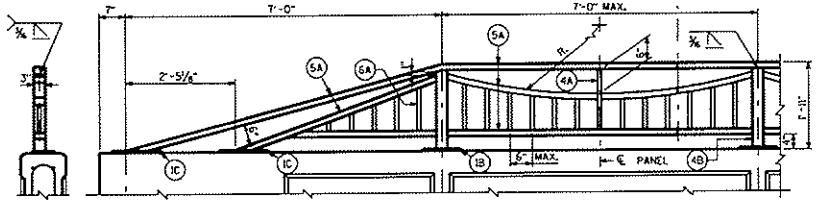


DETAIL A

SEAL ENDS ON CURVED STRUCTURAL TUBING WITH ¼" PLATE, WELD AND GRIND SMOOTH.

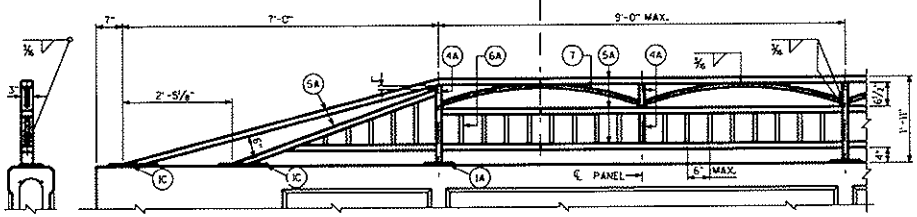


TYPE C2

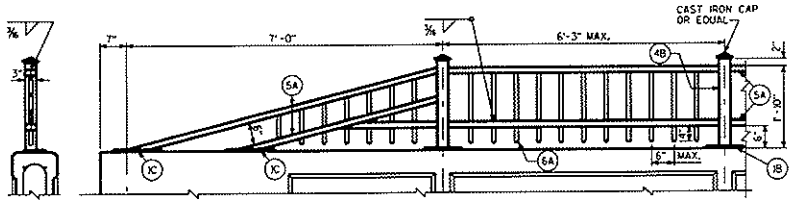


TYPE C5

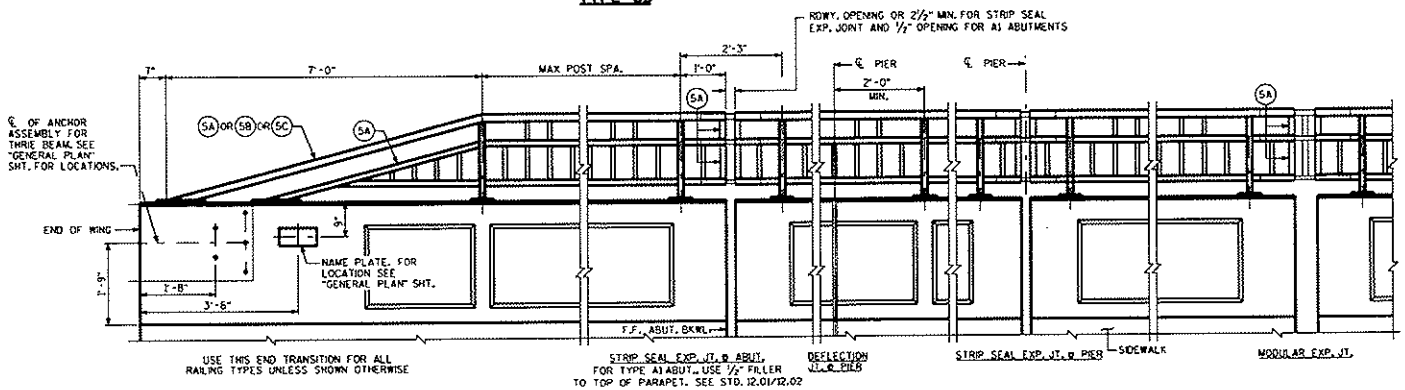
FIELD ERECTION JT. LOCATION. SEE "DETAIL A" FOR CURVED MEMBER END JT. DETAIL. SEE STD. 30.18 FOR STRAIGHT MEMBER FIELD SPLICE DETAIL.



TYPE C3



TYPE C6



INSIDE ELEVATION

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT, LAP LONGIT. BARS A MIN. OF 1'-5". MIN. JOINT SPACING OF 80'-0". DEFINE CONSTR. JT. WITH A ¾" "V"-GROOVE.

RAILING WEIGHT = 22 LB/FT

DESIGNER NOTES

COMBINATION RAILINGS TYPE C1-C6 MAY ALSO BE USED AS A PEDESTRIAN RAIL MOUNTED DIRECTLY TO A BRIDGE SIDEWALK OR RETAINING WALL BY INCREASING THE RAILING HEIGHT TO A MINIMUM OF 3'-6" AND A MAXIMUM OF 4'-6" AND USING A MINIMUM POST SIZE OF 3"X3"X⅜". WHEN USED ON A BRIDGE, A TRAFFIC BARRIER IS REQUIRED BETWEEN THE ROADWAY AND THE SIDEWALK. FOR THIS PEDESTRIAN RAILING, BID ITEM SHALL BE "RAILING STEEL TYPE C(1-6) GALVANIZED PEDESTRIAN B-----". THE CLEAR SPACE BETWEEN THE TOP TWO RAILS MAY BE INCREASED TO A 6" MAXIMUM EXCEPT FOR "TYPE C1" RAILING.

A MINIMUM 12'-0" WING LENGTH IS RECOMMENDED TO ACCOMODATE THE RAIL END TRANSITION AND PROVIDE A POST SPACING ON THE WING THAT WILL MAINTAIN THE RAIL AESTHETICS.

SEE STANDARD 30.18 FOR ADDITIONAL RAILING DETAILS.

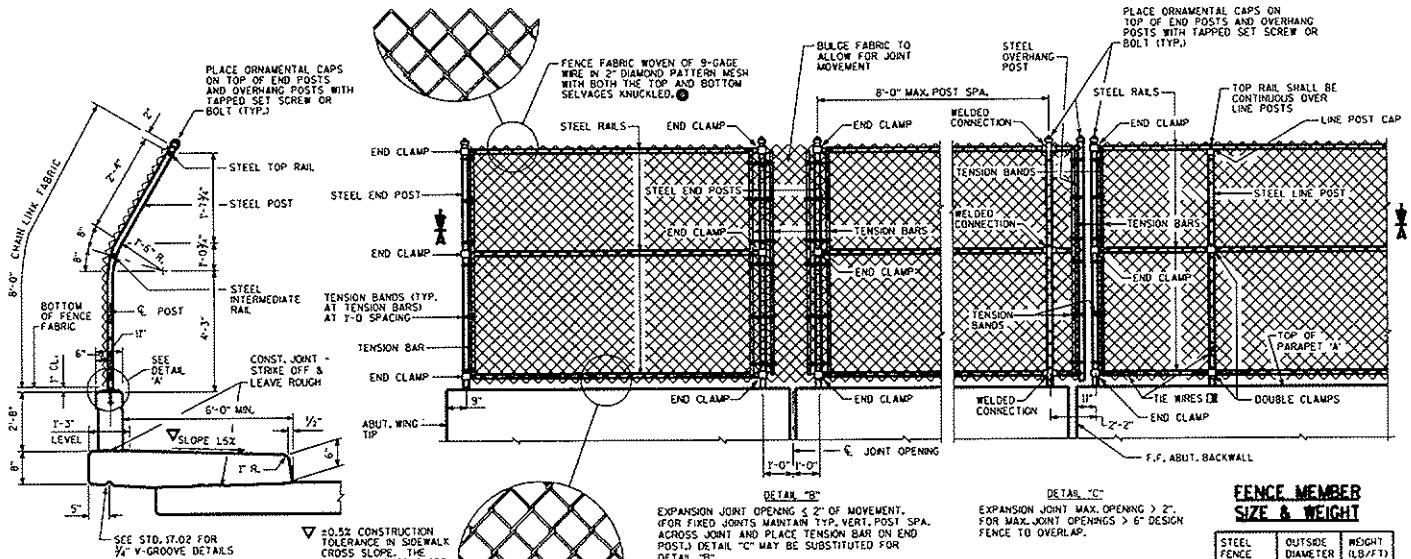
SEE STANDARD 30.07 FOR:
- DEFLECTION JOINT DETAILS AND NOTES
- BEAM GUARD ANCHOR ASSEMBLY DETAILS
- SIDEWALK REINFORCEMENT AND DETAILS

COMBINATION RAILING TYPES 'C1 - C6'

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: *Bill Oliva* DATE: 7-13

STANDARD 30.17



SECTION THRU FENCE ON PARAPET 'A'

PROTECTIVE SCREENING MAY BE BENT OR STRAIGHT FOR RAISED SIDEWALKS OR SIDEWALKS SEPARATED FROM TRAFFIC BY A BARRIER. SEE BRIDGE MANUAL 30.3 (B) FOR ADDITIONAL GUIDANCE.

▽ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

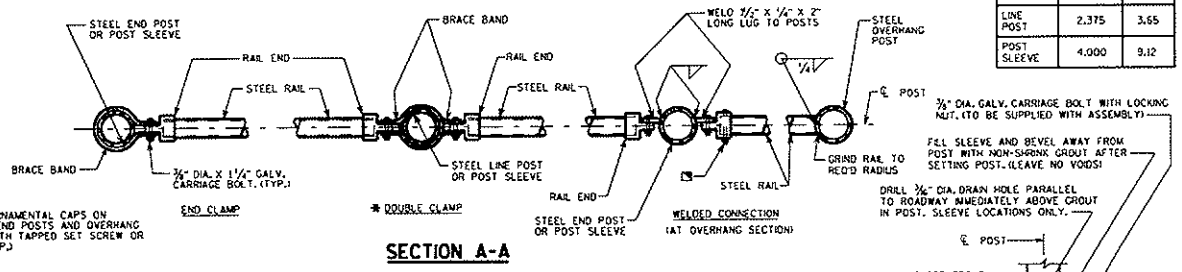
FENCE PART ELEVATION

(OUTSIDE VIEW OF PARAPET 'A')

FENCE MEMBER SIZE & WEIGHT

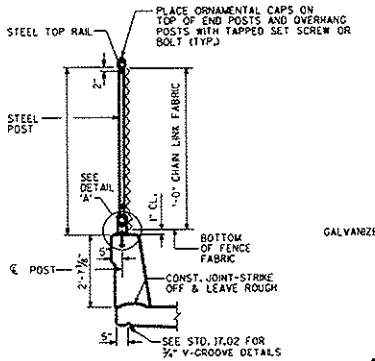
STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12

WEIGHT OF CHAIN LINK FENCE: (BASED ON 8 FT. POST SPACING)
6 FT. HIGH FENCE = 18 LB / FT
8 FT. HIGH FENCE = 21 LB / FT



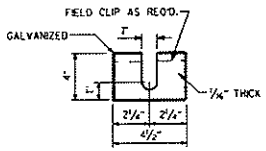
SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS



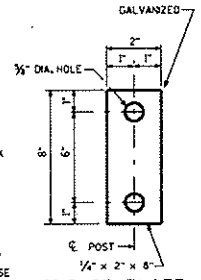
SECTION THRU FENCE ON SINGLE SLOPE PARAPET

FOR TRAFFIC BARRIER APPLICATION. USE VERTICAL POST (NO BEND)

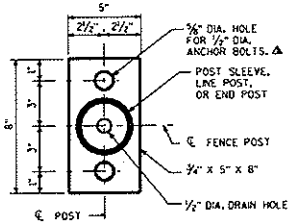


POST SHIM DETAILS

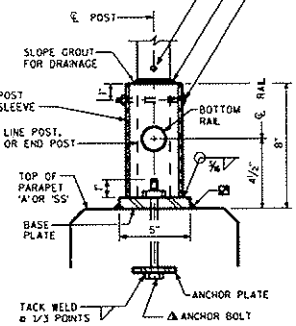
SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



ANCHOR PLATE



BASE PLATE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

NOTES

POSTS ARE TO BE SET VERTICAL.

METALLIC-COATED FENCE SYSTEM:
ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL, EXCEPT THE FENCE FABRIC WHICH MAY BE ALUMINUM- COATED STEEL OR GALVANIZED STEEL.

FABRIC SHALL CONFORM TO ASTM A491 OR A392, CLASS 2. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083 STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626.

THE BID ITEM SHALL BE "FENCE CHAIN LINK _- FT.", LF.

POLYMER-COATED FENCE SYSTEM:
ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083. STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE (SPECIFY: DARK GREEN, BROWN OR BLACK) IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER- COATED _- FT.", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

■ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

* ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

△ ½" DIA. X 6⅞" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. TYPE "S". ½" DIA. CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR ½" DIA. BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE "S" ANCHORS ARE USED. SEE ✿

✿ MASONRY ANCHOR TYPE S ½-INCH. EMBED 6" IN CONCRETE. ANCHOR, WASHER, AND NUT SHALL BE GALVANIZED.

▣ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◪ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR ¼ POINT OF POST SPACING.

DESIGNER NOTES

THE CHAIN LINK FENCE SYSTEM SELECTED FOR THE STRUCTURE SHALL BE A "METALLIC-COATED FENCE SYSTEM" OR A "POLYMER-COATED FENCE SYSTEM".

● A 1" MESH MAY BE USED ON PROTECTIVE SCREENING IN HIGHLY VULNERABLE AREAS, OR AS STATED IN FDM PROCEDURE 11-35-1 FOR PROTECTIVE SCREENING.

PEDESTRIAN RAILING MAY BE USED ON WINGWALL PARAPETS IF CHAIN LINK FENCE DOES NOT CONTINUE BEYOND BRIDGE.

HANDRAILS SHALL BE USED ALONG BRIDGE SIDEWALKS WHERE THE SLOPE OF THE SIDEWALK IS GREATER THAN 5%. TOP OF HANDRAIL GRIPPING SURFACES SHALL BE MOUNTED BETWEEN 30" & 34" ABOVE SIDEWALK SURFACE. USE 30" NEAR SCHOOL ZONES. IF FEASIBLE. HANDRAILS SHALL BE PROVIDED ALONG BOTH SIDES OF SIDEWALK. FOR HANDRAIL DETAILS SEE STANDARD 17.02.

THE DESIGN ENGINEER SHALL DESIGN THE SUPERSTRUCTURE TO ACCOUNT FOR THE MAXIMUM 2% SIDEWALK CROSS SLOPE.

CHAIN LINK FENCE DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: *Bill Oliva* DATE: 7-13

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

March 4, 2014

Agenda Item:	#17
Project/Item Name:	Refuse & recycling automated carts
Location:	City wide
Requested Action:	Discussion on cart size change out
Staff Report/Description:	City staff has sent out notices alerting property owners of change of automated carts to switch size. Staff will be giving an update of numbers requested as of the meeting.
Attachments:	None

BOARD OF PUBLIC WORKS
MONTHLY ESTIMATES
March 4, 2014

Contractor	Original Contract Amount	Change Orders	Paid to Date	Due this Estimate
1. **STRAND ASSOCIATES (01321)** Theater Road Traffic Signal Construction/Engineering Estimate #1	$ 8,500.00	$ -	$ -	$ 3,694.42
2. **SEH INC. (01375)** Reservoir Upgrades Design Estimate #4	$ 18,500.00	$ -	$ 15,925.00	$ 4,982.55
3. **SEH INC. (01375)** Old City Shop Environmental Sample Collection & Wis. DNR Estimate #5	$ 9,900.00	$ -	$ 7,270.88	$ 2,628.32
4. **MUNICIPAL WELL & PUMP** Well #7 & #8 Pump Repairs Construction Estimate #1	$ 41,519.00	$ -	$ -	$ 6,075.00

City of Onalaska WI

Railroad Crossing Quiet Zone Study

March 4, 2014

SEH

Building a Better World for All of Us®

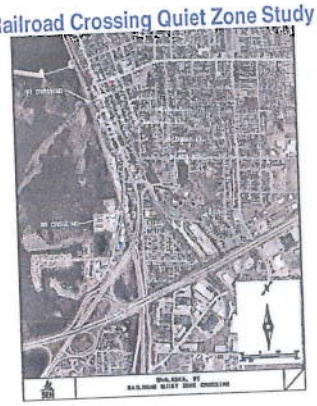
Railroad Crossing Quiet Zone Study

- BNSF Railway
  - 24/7 Operation
  - 43 trains per day
  - Speeds up to 60 mph
  - Double Main Line Track

SEH

Building a Better World for All of Us®

Railroad Crossing Quiet Zone Study



SEH

Building a Better World for All of Us®

Railroad Crossing Quiet Zone Study

- Public Grade Crossings
  - 2nd Avenue SW
    - Railroad Signals with Gates
    - 3 tracks
    - ADT of 1,200 vehicles per day
    - RR MP 303.02

  - Irvin Street
    - Railroad Signals with Gates
    - 2 tracks
    - ADT < 100 vehicles per day
    - RR MP 303.61

SEH

Building a Better World for All of Us®

Railroad Crossing Quiet Zone Study

- FRA Quiet Zone Rules
  - Adopted in 2005
  - Requires Trains to Blow the Horns
  - Develop Minimum and Maximum Decibel Levels
  - Allows Local Communities to Apply for Quiet Zones
  - Establishes national guidelines for implementation of Quiet Zones
  - Maintains a National Risk Index Database
  - Preapproved Supplemental Safety Measures

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Railroad Crossing Quiet Zone Study

- Minimum Requirements
  - Railroad signals with gates
  - Constant Warning Time
  - Power Out Indicators
  - ¼ mile minimum length
  - Additional advance warning signs

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Railroad Crossing Quiet Zone Study

- Preapproved Supplemental Safety Measures(SSM)
  - Permanent Closures
  - Nighttime Closures
  - 4 Quadrant Gates
  - Raised center medians
    - 6" minimum height
    - 100' minimum length unless there is a nearby intersection(60')
    - No commercial access points within 60 feet of gate

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Railroad Crossing Quiet Zone Study

- Alternative Safety Measures (ASM)
  - Used in unique situations
  - FRA must approve the proposed design

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Railroad Crossing Quiet Zone Study

- Risk Index Analysis
- Measurements
  - National Significant Risk Threshold (NSRT)
  - Risk Index with Horns (RIWH)
  - Quiet Zone Risk Index (QZRI)
- Used if not all crossings have SSMs
- Risk can be averaged between crossings

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Railroad Crossing Quiet Zone Study

- Risk Index Summary

	2nd Avenue SW	Irvin Street	Average
NSRT	14,347	14,347	14,347
RIWH	15,706	11,289	13,501
QZRI	26,230	18,809	22,520
QZRI < NSRT	No	No	No

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Railroad Crossing Quiet Zone Study
Irvin Street

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Railroad Crossing Quiet Zone Study
Irvin Street Alternatives

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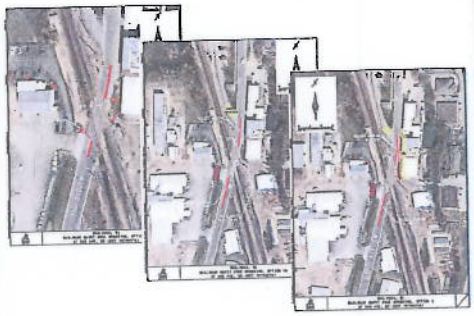
Railroad Crossing Quiet Zone Study

2nd Street SW

Railroad Crossing Quiet Zone Study

2nd Street SW Alternatives



Railroad Crossing Quiet Zone Study

Irvin Street

- RIWH 13,501
- QZRI 18,809
- With SSM

	Risk	Est Cost
– Medians	3,761	$ 39,765
– 4-Quad Gates	4,326	$429,460
– Part-time closure	3,761	$ 60,700

Railroad Crossing Quiet Zone Study

2nd Avenue S W

- RIWH 39,384
- QZRI 26,230
- With SSM

	Risk	Est Cost
– Medians	3,761	$ 39,765
– 4-Quad Gates	6,033	$429,460
– Full closure	0	$ 61,370

- With ASM

– Medians	13,115	$48,494

Railroad Crossing Quiet Zone Study

Recommendations

- Do Nothing
- Irvin Street
  - Install median
    - Maybe part of Visitor Center project
- 2nd Avenue SW
  - Petition as an ASM
  - 4 Quad gates

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Railroad Crossing Quiet Zone Study

- Schedule/Process
  - Decision to proceed
  - 60 day official notification to BNSF and State for plan approval
  - Construction
    - If signal modifications are involved, assume 1 year
  - 21 day notice to FRA, BNSF and State that the City is ready to impliment
  - Quiet Zone commences

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Railroad Crossing Quiet Zone Study

Questions?

- Dave McKenzie
  - 651 490 2042
  - dmckenzie@sehinc.com
- Randy Sanford
  - 715 720 6241
  - rsanford@sehinc.com

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City of Onalaska WI
Railroad Crossing Quiet Zone Study

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CITY OF ONALASKA

BID OPENING

ONE (1) NEW 2014 or NEWEST MODEL
SINGLE AXLE TRUCK

Opening: Tuesday, March 4, 2014 @ 10:00 AM

COMPANY	MAKE/MODEL	TRUCK	TRADE (OPTIONAL)	OPTION A (AIR RIDE SUSPENSION)	OPTION B (DASH MOUNTED SWITCHES)	OPTION C (ELECTRIC HEATED WINDSHIELD)	OPTION D (AIRBAG FOR PASSENGER)	TOTAL BID AMOUNT AFTER TRADE + OPTIONS
DEBAUCHE TRUCK & DIESEL	INTERNATIONAL 7400 SFA	$87,100.20	$12,000.00	INCLUDED	INCLUDED	$632.00	$770.00	$76,502.20
ALL STATE PETERBILT	PETERBILT 348	$86,730.00	$22,000.00	$600.00	N/A	N/A	N/A	$65,330.00
RIVER STATES TRUCK & TRAILER	FREIGHTLINER 108SD	$83,650.00	$13,275.00	$670.00	$565.00	$630.00	N/A	$72,240.00

RECOMMEND AWARD TO: _____

CITY OF ONALASKA BID OPENING
For

2014 Marcou Road
Sidewalk Project

Due Date / Opening: Tuesday, March 4th, 2014 @ 11:00 AM

Company	***Bidders Proof***	***Bid Bond***	***Bid Amount***
PEMBER COMPANIES	X	X	$215,671.25
CHIPPEWA CONCRETE SRV	X	X	$200,685.00
FOWLER & HAMMER	X	X	$219,503.50
STEIGER CONSTRUCTION	X	X	$205,981.25

RECOMMEND AWARD BID TO: _____

MW: vb/eng-bidopenmarcourdsw

2014 EAST MAIN STREET RECONSTRUCTION PROJECT

CHANGE ORDER # 1

Contract Date: March 11, 2014

Owner: City of Onalaska
Contractor: Mathy Construction Company
Contract/Project: 2014 East Main Street Reconstruction

You are directed to make the following changes in the Contract Documents:

Description:

a) Reduction of planned quantities for Bid Alternate #1 – East Main Street Mill & Overlay

Reason for Change Order:

a) Bid Alternate #1 is being reduced to not mill into the intersection of East Main Street and Theater Road.

Change Order Request

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price $ 992,959.90	Original Contract Times: Contract Substantial Comp: August 29, 2014
Net Increase from previous Change Orders: $ 0.00	Net change from previous Change Orders: Contract Substantial Comp: 0 days
Contract Price prior to this Change Order: $ 992,959.90	Contract Times prior to this Change Order: Contract Substantial Comp: August 29, 2014
Net Decrease of this Change Order: $ 62,674.00	Net Increase this Change Order: Contract Substantial Comp: 0 days
Contract Price with all approved Change Orders: $ 930,285.90	Contract Times with all approved Change Orders: Contract Substantial Comp: August 29, 2014

APPROVED:
City of Onalaska

By: _____
(Authorized Signature)

Date:

ACCEPTED BY:
Mathy Construction Company

By: _____
(Authorized Signature)

Date:

This Effective Date of this Change Order is the date when approved by all parties.

MW:Forms #120804

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT (this "Agreement") is made and entered into this ___ day of March, 2014, by and between the City of Onalaska, a municipal corporation of the State of Wisconsin, located in La Crosse County, Wisconsin (the "City") and Robert E. Smith, an adult resident of the State of Wisconsin residing at N4923 East Avenue in the Town of Onalaska (the "Owner").

WITNESSETH:

WHEREAS, Owner owns real property in the Town of Onalaska consisting of a residence situated on 1.45 acres (the "Property") which is described on Exhibit A hereto;

WHEREAS, Owner's well is failing;

WHEREAS, Owner seeks to annex the Property to the City of Onalaska;

WHEREAS, Owner is prohibited from annexing the Property as a result of the Incorporation Petition of the Town of Onalaska;

WHEREAS, City is willing to provide City Services on the terms and conditions set forth herein;

NOW, THEREFORE, in consideration of the promises and the mutual promises and conditions hereinafter contained, it is hereby agreed as follows:

ARTICLE I
REPRESENTATIONS, COVENANTS AND AGREEMENTS

1.01 Representations, Covenants, and Agreements by the City. The City represents, covenants and agrees, as follows:

(A) The City is a municipal corporation duly organized and existing under the laws of the State of Wisconsin.

(B) Following entry into this Agreement the City shall arrange for the installation and hookup to City Services.

(C) The City has been duly authorized to enter into this Agreement and to perform the terms hereof.

1.02 Representations, Covenants, and Agreements by the Owner. The Owner makes the follow representations, covenants, and agreements:

(A) Owner shall submit a fully executed Annexation Petition with all fees paid for the Property on or before April 30, 2014.

(B) Owner shall make arrangements for any necessary access by the City for the purposes of installing and hooking up to City Services.

(C) If the annexation contemplated by the Annexation Petition is not completed within five months of the first date in which such Annexation Petition is statutorily allowed as a result of a determination of the Petition for Incorporation by the Town of Onalaska as the Village of Midway, the City shall sever City Services to the Property.

IN WITNESS WHEREOF, the City has caused this Agreement to be duly executed in its name and by its Mayor and the Owner has caused this Agreement to be duly executed on or as of the day first above written.

CITY OF ONALASKA

By:_____
Name: Joe Chilsen
Title: Mayor

_____
Robert Smith

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY TO BE ANNEXED