

CITY OF ONALASKA MEETING NOTICE

COMMITTEE/BOARD: Board of Public Works
DATE OF MEETING: May 5, 2015 (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. Election of:
A. Chair
B. Vice Chair
5. Review and consideration of installing State Trunk Highway 16 left turn lane extension at South Kinney Coulee Road and Pralle Center Drive extension including possible Farm and Fleet access including impacts to commitments to Wisconsin Department of Transportation Economic Assistance grant.
6. Review and consideration of Evenson Drive request for traffic calming measures
7. Review and consideration of closing access to Main Street right of way at 1st Avenue South
8. Review and consideration of Mayo Clinic Traffic Impact Study including request for secondary access within Wisconsin Department of Transportation access control area at US Highway 53 and County Trunk Highway S (Sand Lake Road)
9. Review and consideration of La Crosse County Trunk Highway SN project letter of support for Surface Transportation Project – Urban and Transportation Alternative program grant programs
10. Pay Estimates: Strand Associates, Short Elliot Hendrickson Inc., Ayres Associates, Mathy Construction, Haas Sons, State of Wisconsin Department of Transportation and any other contractor/developer.
11. Adjournment

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. Jim Binash
Ald. Jim Olson
* Ald. Jim Bialecki
*Ald Barry Blomquist
Ald. Harvey Bertrand
Ald. Bob Muth
City Attorney Dept Heads
La Crosse Tribune Charter Com.
Onalaska Holmen Courier Life
WIZM WKTY WLXR WKBH
WLSU WKBT WXOW

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

Onalaska Public Library

*Board Members ** Alternate Member

Date Notices Mailed and Posted: 04/30/15

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.

STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

May 5, 2015

Agenda Item: #5

Project/Item Name: STH 16 left turn lane & Pralle Center Drive/Farm & Fleet access

Location: Pralle Center Drive & STH 16

Requested Action: Discussion on STH 16 left turn lane extension and associated Pralle Center Drive access

Staff Report/Description: The City of Onalaska received a State of Wisconsin TEA grant over ten years ago for construction of Gundersen Drive. This grant included extension of the existing westbound STH 16 - South Kinney Coulee Road left turn lane. If the left turn lane extension is installed access to the existing Farm & Fleet site will not be possible from eastbound STH 16. Multiple discussions and meetings have been held with interested parties regarding construction of a new Farm & Fleet access point to Pralle Center Drive. Attached is an updated Farm & Fleet Access study from April 25, 2014 outlining possible options. Staff is requesting direction on installation of the left

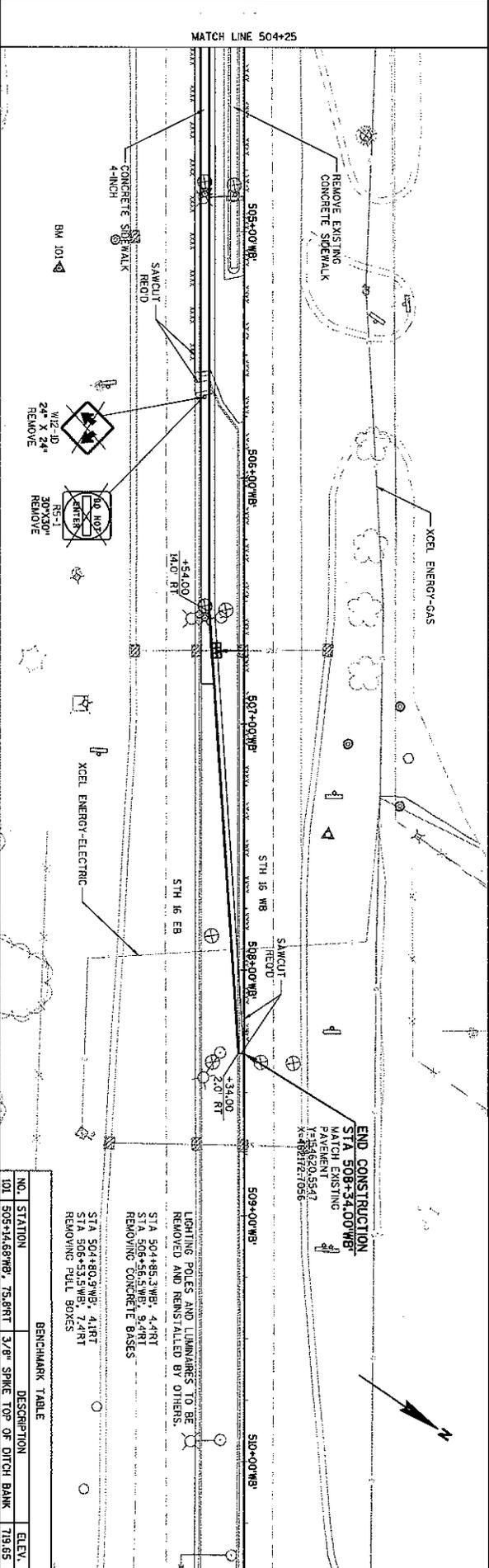
turn lane to satisfy outstanding grant requirements and if so which, if any, possible access option to pursue as outlined in the report. This item was referred for six months from the November 2014 Board of Public Works meeting to allow all parties time to come to possible terms.

Attachments:

STH 16 left turn lane plan & profile and
Farm & Fleet access report

| | |
|--|-------------|
| DESIGNER: BBB | DATE: _____ |
| CHECKED BY: AF | DATE: _____ |
| DESIGN TITLE: _____ | DATE: _____ |
| NO. BY: _____ | DATE: _____ |
| REVISIONS: | |
|  PROJECT: 508 430-439 6833 29th Ave WISCONSIN, WI 53113 WWW.SEHINC.COM | |
| ST116 / FARM & FLEET ACCESS CITY OF ONALASKA LA CROSSE COUNTY, WISCONSIN | |
| FILE NO. 12165 | DATE: _____ |
| PLAN & PROFILE 5TH 15 | |

| NO. STATION | DESCRIPTION | ELEV. |
|-------------|-------------|--------|
| 504+25 | | 714.43 |
| 504+50 | | 714.28 |
| 505+00 | | 713.95 |
| 505+50 | | 713.77 |
| 506+00 | | 713.59 |
| 506+50 | | 713.52 |
| 507+00 | | 713.54 |
| 507+50 | | 713.65 |
| 508+00 | | 713.78 |
| 508+50 | | 713.98 |
| 509+00 | | 714.19 |
| 509+50 | | 714.42 |
| 510+00 | | 714.51 |
| 510+25 | | 715.65 |





Building a Better World
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April 25, 2014

RE: City of Onalaska
Farm and Fleet Study Update
SEH No. 126700 14.00

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

Dear Mr. Holter:

As requested, we have prepared an update to the original study dated March 19, 2012. The purpose of the update is to further evaluate the impacts eliminating the left-turn in the Farm and Fleet site off WIS 16, keeping the right-in/right-out access on WIS 16 and include an access to the rear parking area on Pralle Center Drive. The project area is shown in Figure 1.

The project area is shown in Figure 1.

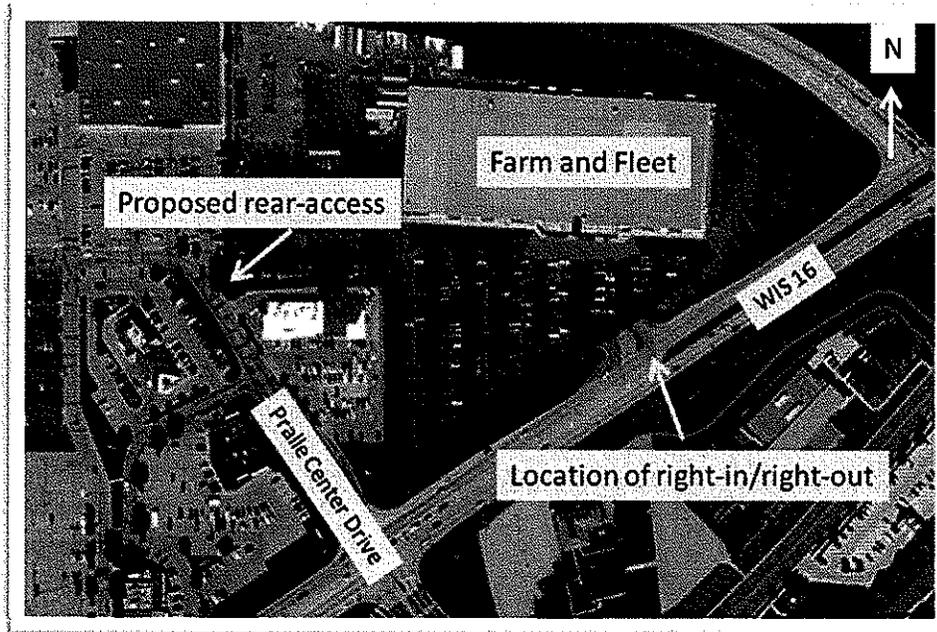


Figure 1

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 6808 Odana Road, Suite 200, Madison, WI 53719-1137

SEH is 100% employee-owned | sehinc.com | 608.620.6199 | 800.732.4362 | 888.908.8166 fax

Traffic Analysis of Access Use Scenarios

The Synchro/SimTraffic model of the surrounding arterial system was updated for several traffic volume scenarios (year 2021 PM Peak Hour). The following conditions were modeled:

- Existing with left-turn in
- Right-in/right-out only (100% out)
- Right-in/right-out with 75% out and 25% out at new rear access
- Right-in/right-out with 50% out and 50% out at new rear access
- Right-in/right-out with 25% out and 75% out at new rear access

Each of the scenarios with the new rear access was run with sub-scenarios. The turn distribution of the traffic exiting the rear access was run for 25%, 50%, and 75% left turns onto Pralle Center Drive. The other traffic was assumed to turn right to head towards Theater Road.

Based on the findings, the queue on Pralle Center Road at WIS16 should not grow beyond the driveways of Burrachos and Culver's (500 feet) unless 75% of the Farm and Fleet traffic exits the new Farm and Fleet driveway on Pralle Center Road and if more than 50% of traffic exiting Farm and Fleet via Pralle Center Road turns left to access WIS16. The analysis also assumes that the current Farm and Fleet development does not grow significantly producing additional traffic demand. Table 1 shows the results of the analysis. The scenario on the left (50% out of the new access) shows reasonable levels of service and 95th percentile queues within the 500 feet to the first driveway. The scenario on the right (75% out of the new access) shows a 95th percentile queue beyond the driveway (total queue of 644 feet). The entire output is attached to the end of the memorandum.

| Intersections | Approach | Scenario | | | | | | | | | |
|-------------------------------|------------------|---|-------|--------------------------|------|-----|---|-------|--------------------------|------|-----|
| | | Right In/ Right out - 50% Out of New Access | | | | | Right in/ Right out - 75% Out of New Access | | | | |
| | | LOS | Delay | 95 th % Queue | | | LOS | Delay | 95 th % Queue | | |
| | | | | LT | Thru | RT | | | LT | Thru | RT |
| I-90 EB Ramps & STH 16 | I-90 EB Ramps | 21.8 | C | 163 | 179 | 78 | 21.5 | C | 160 | 174 | 64 |
| | STH 16 EB | 7.9 | A | 0 | 205 | 29 | 7.7 | A | 0 | 208 | 30 |
| | STH 16 WB | 8.1 | A | 64 | 162 | 0 | 8.4 | A | 61 | 159 | 0 |
| | Intersection | 10.8 | B | | | | 10.8 | B | | | |
| Farm Fleet & STH 16 | Driveway SB | 1.0 | A | 0 | 0 | 47 | 0.8 | A | 0 | 0 | 27 |
| | STH 16 EB | 2.7 | A | 0 | 0 | 0 | 2.7 | A | 0 | 88 | 0 |
| | STH 16 WB | 7.5 | A | 0 | 0 | 0 | 7.7 | A | 0 | 0 | 0 |
| | Intersection | 4.7 | A | | | | 4.9 | A | | | |
| Pralle/Kinney Coulee & STH 16 | Kinney Coulee NB | 22.0 | C | 207 | 82 | 164 | 24.6 | C | 224 | 81 | 174 |
| | Pralle SB | 38.1 | D | 233 | 277 | 0 | 76.9 | E | 254 | 644 | 0 |
| | STH 16 EB | 21.4 | C | 238 | 232 | 66 | 20.1 | C | 222 | 224 | 84 |
| | STH 16 WB | 19.2 | B | 158 | 216 | 62 | 19.3 | B | 166 | 207 | 73 |
| | Intersection | 23.2 | C | | | | 29.8 | C | | | |

Table 1

While impossible to tell until after the driveway is constructed, due to the parking lot configuration, it is unlikely that more than 50% would use the rear access to exit the Farm and Fleet property. It is more likely that more motorists would use the exit during heavy congestion periods such as the pre-holiday season. In those cases, traffic would likely choose to use the exit to avoid WIS 16 turn right travel west through the parking areas to Theater Road. Therefore, it isn't likely that Farm and Fleet traffic exiting from the rear access would be the cause of a significant increase in delay or queue length. Based on this, I

can conclude the new access will not have significant adverse affects on the operation of the traffic signal at WIS 16 and Pralle Center Drive.

Analysis of Re-use of Farm and Fleet Property

An analysis was performed on the area if the Farm and Fleet property was sold and/or re-developed. The methodology from the latest version ITE's Trip Generation Manual was used to determine the traffic volumes generated by assumed likely re-use of the property. While the specific new uses of the property are unknown, it was assumed for this analysis to include a supermarket, a high turnover restaurant, and a fast food restaurant with a drive-thru. Table 2 below includes the values from the Trip Generation Manual. In addition, the table includes the current traffic demand from the existing Farm and Fleet property. The net PM Peak Hour demand is shown with the latest traffic counts at the left-in, right-in/right-out access onto WIS 16. Also, the current use was projected using the Trip Generation Manual to compare projected with the actual traffic volumes generated by the site.

| Year 2014: PM Peak Hour | | | | | | | | |
|--|---------------------------|----------|-------------|----------|-------|-------|-------|------|
| Replacement Development | ITE Land Use | ITE Code | Units | Quantity | Rate | Total | Enter | Exit |
| Projected Re-use of Farm and Fleet Property | | | | | | | | |
| Supermarket | Supermarket | 850 | 1000 SF GFA | 100 | 11.85 | 1185 | 628 | 556 |
| Restaurant | High Turnover Restaurant | 932 | 1000 SF GFA | 5 | 18.49 | 92 | 50 | 42 |
| Restaurant | Fast Food with Drive-thru | 934 | 1000 SF GFA | 4 | 46.14 | 84 | 44 | 40 |
| Total | - | - | - | - | - | 1361 | 772 | 638 |
| Current Conditions | | | | | | | | |
| Farm and Fleet - actual | Actual Values | - | 1000 SF GFA | 121 | 3.34 | 404 | 183 | 221 |
| Farm and Fleet - projected | Specialty Retail | 814 | 1000 SF GFA | 121 | 6.84 | 828 | 464 | 364 |

Table 2

The current generated demand is approximately half of what ITE projected for a similar use (Specialty Retail). The reason is likely a combination of the limited access to the property and possibly competition from other similar retailers such as the Home Depot on Midwest Drive and Menards on Sand Lake Road. If the property would be sold and/or re-developed, it's likely that the developer would find tenants that would have less competition in the area. However, the access would still be limited to the proposed right-in/right-out driveway onto WIS 16 and the access onto Pralle Center Drive.

The Synchro/SimTraffic model was revised to account for the new traffic demand generated by the assumed re-use of the property. The traffic was factored by 0.75 to account for pass-by and internal site trips. The additional traffic results in increased delay and extends the queue beyond the driveways to Burrachos and Culver's (500 feet) (assuming 50% of the exiting traffic uses the rear access and 50% turns left onto Pralle Center Drive). Table 2 shows the results of the analysis. In addition to increased delay and unreasonable level of service, the 95th percentile queues resulting from the additional traffic extend beyond the driveways to Burrachos/Culvers. If the assumptions used in the analysis are close to what actually develops, you can expect there to be operational problems at the intersection.

| Intersections | Approach | Right in/ Right out - 50% Out | | | | |
|-------------------------------------|---------------------|-------------------------------|----------|--------------------------|------|-----|
| | | LOS | Delay | 95 th % Queue | | |
| | | | | LT | Thru | RT |
| I-90 EB Ramps & STH 16 | I-90 EB Ramps | 22.0 | C | 159 | 165 | 117 |
| | STH 16 EB | 6.3 | A | 0 | 150 | 23 |
| | STH 16 WB | 9.3 | A | 70 | 184 | 0 |
| | Intersection | 10.6 | B | | | |
| Farm Fleet & STH 16 | Driveway SB | 2.4 | A | 0 | 0 | 96 |
| | STH 16 EB | 2.5 | A | 0 | 0 | 0 |
| | STH 16 WB | 8.8 | A | 0 | 0 | 0 |
| | Intersection | 5.4 | A | | | |
| Pralle/Kinney Coulee & STH 16 | Kinney Coulee NB | 32.5 | C | 252 | 117 | 217 |
| | Pralle SB | 680.8 | | 217 | 625 | 0 |
| | STH 16 EB | 39.7 | D | 651 | 622 | 61 |
| | STH 16 WB | 27.9 | C | 159 | 319 | 207 |
| | Intersection | 118.8 | | | | |

Table 2

It's possible that any redevelopment of the site may include the current strip mall with Burrachos and Starbucks. If so, the entire parking area could be reconfigured to provide improved circulation and driveway spacing. However, increasing the development intensity would result in problems with the traffic signal operations (increased delay, unacceptable levels of service, etc). While the intersection of WIS 16 and Pralle Center Drive operates acceptably today and through 2021 without increases in traffic, it is expected to fail beyond 2012 with normal traffic growth. Without expansion of WIS 16, it would be difficult to increase the capacity enough to result in acceptable operations.

Alternative Driveways into Farm and Fleet Parking Area

Three different alternatives were developed to provide additional access into the Farm and Fleet development from Pralle Center Drive. The alternatives were developed as part of a previous design contract. This study provides comments on the pro's and cons of each alternative.

Alternative 1

The concept for Alternative 1 is shown on Figure 2. It provides a two-way driveway just northwest of the driveway into Burrachos. This alternative provides the best sight lines of the three. The driveway is located close to horizontal curve on Pralle Center Drive which enables traffic approaching the intersection to view oncoming traffic from the west. The driveway is somewhat on a skew but was designed that way to run parallel with the parking lanes. One issue is the close proximity to the driveway to Burrachos immediately to the east which could cause operational problems.

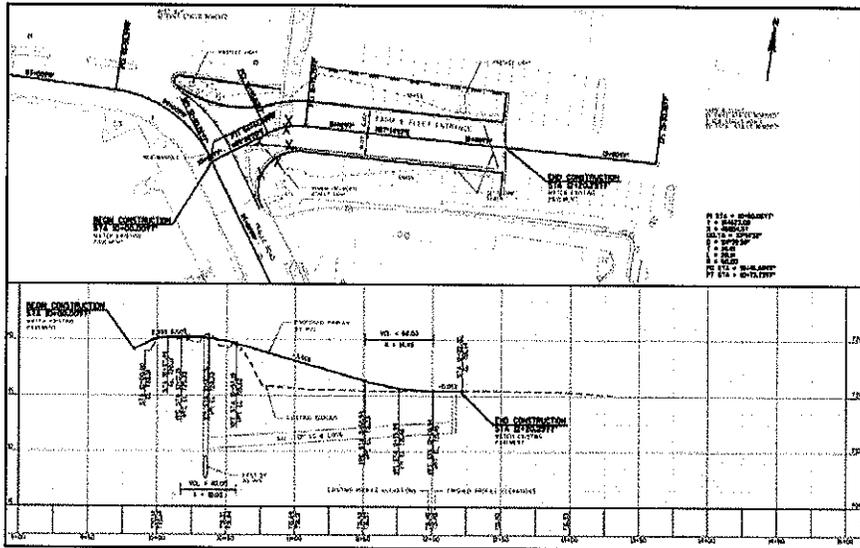


Figure 2

Alternative 2

The concept for Alternative 3 is shown in Figure 3. It provides a two-way driveway just northwest of the driveway into Burrachos. This option squares up the approach to Pralle Center Drive and eliminates the driveway to Burrachos. Alternative 2 also includes an additional one-way access into the Farm and Fleet parking area behind the Burrachos building.

The one-way access into the Farm and Fleet parking area appears to be tight. It is intended for both drive-thru patrons as well as service vehicles (trucks). Both the trucks and service vehicles could make a left turn onto the two-way driveway onto Pralle Center Drive however, this would add some confusion to motorists, increase the volume of the driveway, and increase vehicle conflicts. Snow removal may also be a problem as well as conflicts with dumpsters and unloading of supplies.

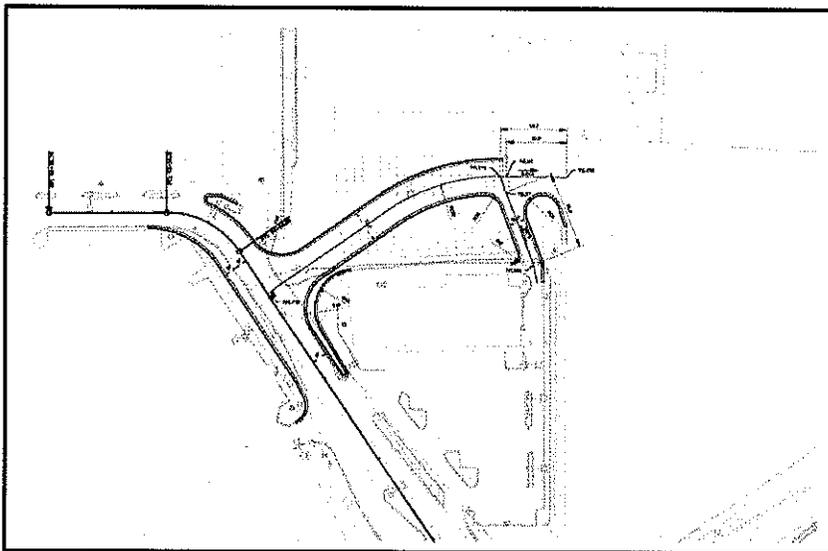


Figure 3

Alternative 3

The concept for Alternative 3 is shown in Figure 4. It provides a right turn-in prior to the Burrachos property and one-way exit just beyond Burrachos. Like Alternative 2, this concept eliminates the driveway to Burrachos on the northwest end of their property and includes a one-way driveway along the north end of the building onto the exit driveway to be used for service vehicles (trucks) and drive thru patrons.

This option squares up the approach to Pralle Center Drive and eliminates the driveway to Burrachos. While the traffic flow concept would work well, the location of the one-way in is too close to WIS 16. While in the same location as the current one-way in to the Burrachos parking area, this new driveway would likely have much higher traffic volumes. In addition, both driveways would be a challenge for snow removal.

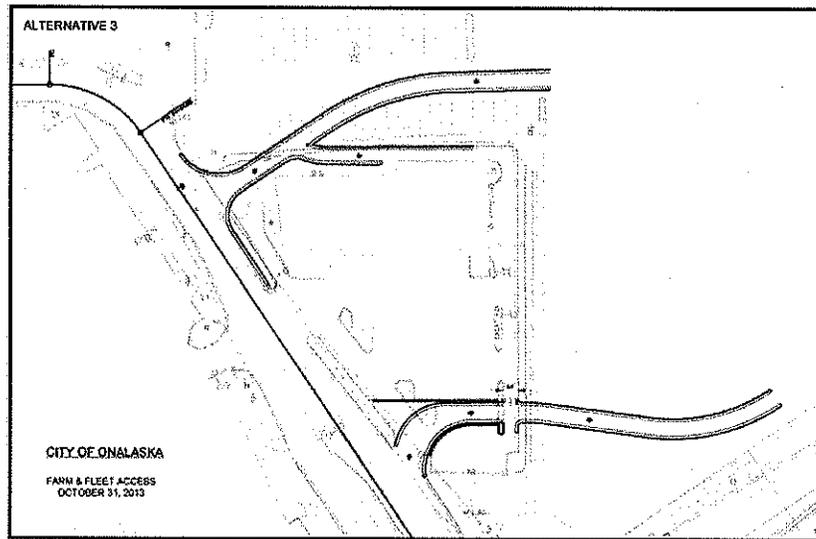


Figure 4

Alternative 4 - Entrance Only

We looked at a 4th alternative that includes an entrance only to the Farm and Fleet property. Alternative 4 is shown in Figure 5. The location would need to be in the same location as Alternative 1 to avoid the need for an additional access into parking area behind Burrachos as well as to provide enough distance downstream from WIS 16 so not to disrupt the operations of the traffic signal. The driveway would be accessible for westbound Pralle Center Drive traffic and designed to prohibit traffic from exiting the Farm and Fleet parking area.

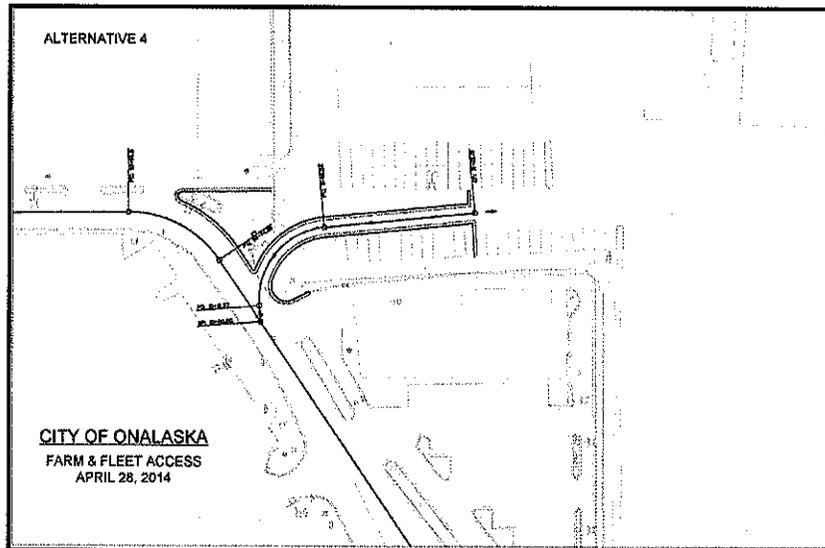


Figure 5

Conclusions and Recommendations

The proposed Alternative 1 (see Figure 1) with right-in/right-out access to Farm and Fleet on WIS 16 and a new full access driveway into their back lot will operate acceptably through 2021 for the weekday PM peak hour. Based on the findings, the queue on Pralle Center Road at WIS16 should not grow beyond the driveways of Burrachos and Culver's (500 feet) unless 75% of the Farm and Fleet traffic exits the new Farm and Fleet driveway on Pralle Center Road and if more than 50% of traffic exiting Farm and Fleet via Pralle Center Road turns left to access WIS16. The analysis also assumes that the current Farm and Fleet development does not grow significantly producing additional traffic demand.

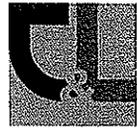
Redevelopment of the current Farm and Fleet site or adding other uses to the site will result in increased delays and poor levels of service at the intersection of WIS 16 and Pralle Center Drive. While the intersection operates acceptably today and through 2021 without increases in traffic, it is expected to fail beyond 2021 with normal traffic growth. Without expansion of WIS 16, it would be difficult to increase the capacity enough to result in acceptable operations.

Sincerely,

SHORT ELLIOTT HENDRICKSON INC.

James D. Hanson, PE
Transportation Director

jdh



**CHRISTENSEN
& LAUE P.A.**
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*ALSO ADMITTED IN WISCONSIN

October 16, 2014

VIA E-MAIL: jholter@cityofonalaska.com

Jarrold Holter, City Engineer
City of Onalaska
415 Main Street
Onalaska, WI 54650

RE: Pralle Center Drive – November Meetings

Dear Mr. Holter:

As you may know, our office represents Cornwell-Klohs Company which developed and operates the Pralle Center on Highway 16 adjoining the Farm and Fleet site. Sean O'Flaherty's October 14, 2014 letter which was e-mailed to Dennis Klohs has been referred to me for response.

On March 10 of this year I sent a letter to Mr. O'Flaherty discussing some of the background information and stating Cornwell Klohs Company's position on this matter. A copy of my March 10, 2014 letter is attached. Please make certain that both this letter and my March 10th letter are made a part of the public record of the Board of Public Works meeting scheduled for November 4, 2014, and the Common Council meeting scheduled for November 11, 2014.

In addition, I note that no notice of these meetings appears to have been given to any of the owners of the properties in Pralle Center other than Cornwell Klohs Company and Hanson Ventures. As stated in my March 10th letter, all of the property owners in Pralle Center are benefited by recorded easements and hold other rights of record in the real property which would be affected by any extension of Pralle Center Drive. All of these other property owners have a legal right to receive notice and to participate in any deliberations, decisions or proceedings relating to the extension of Pralle Center Drive.

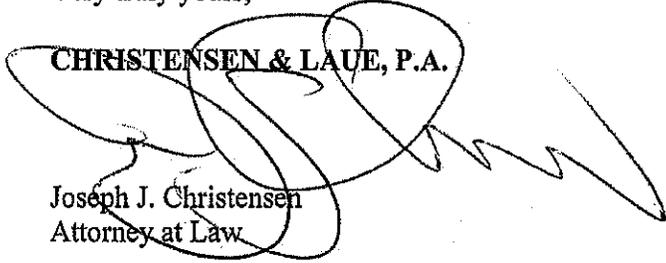
Mr. O'Flaherty's October 14th letter indicates that two matters will be considered by the Board of Public Works and the Common Council at the meetings scheduled respectively for November 4 and November 11, those matters being: (1) the closure of the left turn lane into the Farm & Fleet site; and (2) any extension of Pralle Center Drive. These two matters are distinct and we see no reason why the approvals and construction relating to the closure of the left turn into Fleet Farm cannot proceed without an extension of Pralle Center Drive.

Jarrold Holter
October 15, 2014
Page 2

As discussed in my March 14th letter, Farm & Fleet has no legal right to require or insist upon any new or additional access into its site as the result of the left turn lane closure in Highway 16, nor does the City of Onalaska or State of Wisconsin have any legal obligation to furnish any such additional access to the Farm & Fleet site because of the left turn lane closure. Thus, it appears that the only reason for granting an extension of Pralle Center Drive under these circumstances would be to provide a voluntary accommodation to Farm & Fleet with related costs apparently to be borne by taxpayers or other parties. As stated in my March 10th letter, this is not the type of thing for which eminent domain proceedings should legitimately be used.

We appreciate the opportunity to provide these comments to the Board of Public Works and the Common Council in regard to this matter. If there are any questions, please let me know.

Very truly yours,


CHRISTENSEN & LAUE, P.A.

Joseph J. Christensen
Attorney at Law

JJC/cb

Encl.

cc: Mr. Dennis Klohs (via e-mail)
Mr. Sean O'Flaherty (via e-mail)

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March 10, 2014

VIA E-MAIL

Mr. Sean O'Flaherty
O'Flaherty Heim Egan & Birnbaum Ltd.
U.S. Bank Place, Tenth Floor
201 Main Street, Suite 1000
LaCrosse, Wisconsin 54601

RE: City of Onalaska/Extension of Pralle Drive

Dear Mr. O'Flaherty:

As you know, our office represents Cornwell-Klohs Company which initially developed, and continues to operate, the Pralle Center on Highway 16 in Onalaska. I understand you are representing the City of Onalaska. By letter dated March 3rd, 2014, you have furnished me with a Relocation Order dated February 12, 2014, and a right-of-way plat which, according to your letter, has been approved by the Onalaska City Council.

In our telephone conversation on the afternoon of Friday, February 28, 2014, you informed me that:

1. The underlying reason the City is considering proceeding with this Relocation Order and right-of-way plat is because the median on Highway 16 opposite the entrance to the Farm & Fleet parcel must be closed to accommodate an extension of the left turn lane on westbound Highway 16 for cars turning left onto South Kinney Coulee Road.
2. The City is required to so extend the left turn lane on westbound Highway 16 due to an Agreement between the City and the State Department of Transportation which has been in place for several years, under which the City is required to extend the left turn lane once the traffic volumes on Highway 16 reach a certain level set in the Agreement.
3. The traffic volume threshold set in the Agreement between the City and the State was reached some time ago, and the City has already received several time extensions from the State for the left turn lane work, but the State is no longer willing to grant further extensions.

Shawn O'Flaherty
March 10, 2014
Page 2

4. Neither the City of Onalaska nor the State Department of Transportation has any legal obligation that you are aware of to provide any additional access to the Farm & Fleet site as the result of the closure of the median on Highway 16 opposite the entrance into the Farm & Fleet site, or otherwise.
5. The City has not made a final determination as to whether it will proceed with the right-of-way plat and Relocation Order. That decision will be made once the City obtains appraisals of the property interests affected by the proposed right-of-way plat.
6. You will see that both Mr. Klohs and I are notified in advance of any further actions taken by the City in connection with this matter on an on-going basis.

From the Schedule of Lands & Interests Required listed on the right-of-way plat, it is apparent that all of the interests affected by this proceeding have not been included. As I mentioned in our telephone conversation, all of the other property owners in Pralle Center hold recorded interests including recorded access easements, over portions of the area which is the subject of the right-of-way plat. The parties in interest include, but are not limited to, Cornwell-Klohs Company and the owners of the properties currently occupied by Target, Kohl's, Hobby Lobby, Office Max and Best Buy, in addition to those listed on the proposed right-of-way plat. Cornwell-Klohs Company also holds all rights relating to access to the Farm & Fleet site over the Three Rivers parcel pursuant to an Agreement for Exclusive Right to Grant Access dated June 5, 2005 and filed June 16, 2005 with the LaCrosse County Register of Deeds as Doc. No. 1424218.

As I mentioned in our telephone conversation, if the Farm & Fleet access were approved as proposed, it would heavily affect the traffic flow, and could negatively impact the operations of Pralle Center, if not done properly. As I also mentioned in our telephone conversation, this proposed access would be likely used for significant semi and other heavy truck traffic accessing the Farm & Fleet site, in addition to many passenger vehicles, and would create a short cut route through Pralle Center from the Farm & Fleet site to Theater Road to the West. Cornwell-Klohs Company is concerned that the proposed design will not function properly and will cause traffic congestion at the intersection of Pralle Center Drive and Highway 16, as well as in the shopping center itself. Cornwell-Klohs Company has also recently heard that Farm & Fleet is looking for a new location at this time. Consequently, it appears this plan will open the door for the redevelopment and intensification of uses on, the Farm & Fleet site.

If the decision to proceed is made before it can be demonstrated that the proposed plan will function satisfactorily, the consequences to the City and the private stakeholders will be serious and long lasting. Accordingly, if the City does decide to proceed further with this proposal, Cornwell-Klohs Company requests that the City obtain a professionally prepared traffic report which includes an analysis of (a) all A.M. and P.M. peak time movements, (b) assumed redevelopment and intensification of the Farm & Fleet site, and (c) concept proposals for alternate designs to address and relieve the traffic issues identified in the report. Cornwell-

Shawn O'Flaherty
March 10, 2014
Page 3

Klohs Company also requests that no further decision by the City be made to move forward with this proposal until Cornwell-Klohs Company has had an opportunity to review the traffic study and provide additional input to the City.

Under Wisconsin law, it appears clear that Farm & Fleet is not entitled to receive a secondary access because of the Highway 16 median closure, nor does it appear the City nor any other unit of government is legally obligated to provide any such access or otherwise compensate Farm & Fleet as a result of the median closure. See for example *Geyso v. Daly*, 691 N.W.2d 915, 919 (Ct. App. 2004), *Howell Plaza, Inc. v. State Highway Commission*, 284 N.W.2d 877, 890 (1979), and *Wisc. Power & Light Co. v. Columbia County*, 87 N.W.2d 979, 281-82 (1958). As referenced above, you have also told me you are aware of nothing requiring either the City or the State to furnish the Farm & Fleet site with additional access as a result of the median closure.

Thus, under the circumstances, it seems the City is voluntarily engaging in this process as an accommodation to Farm & Fleet. The U.S. Supreme Court has, however, held that a taking does not satisfy the "public use" clause if it is made "for the purpose of conferring a private benefit on a particular private party", or if it is made "under the mere pretext of public purpose, when it's actual purpose is to bestow a private benefit" *Kelo v. City of New London*, 545 U.S. 469, 477-78 (2005). Also see *Porter v. DiBlasio*, 93 F.3d 301, 310 (7th Cir. 1996) where the Court held "the Constitution forbids a taking executed for no other reason than to confer a private benefit on a particular private party, even when the taking is compensated." This, then, is a private property matter which should be addressed between the adjoining private property owners, and does not constitute the type of "public purpose" which eminent domain proceedings are intended to serve.

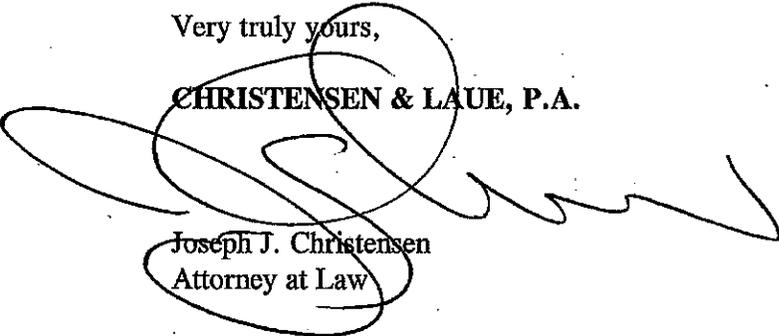
Cornwell-Klohs Company has developed an alternate design and plan for tying access to the Farm & Fleet site into the Pralle Center, which it believes will work far more efficiently than the plan contemplated by the proposed right-of-way plat. The alternate plan will more heavily involve the Three Rivers parcel and, under the Agreement for Exclusive Right to Grant Access referenced above, Cornwell-Klohs Company has the ability and right to implement this alternate access. The cooperation of Farm & Fleet will be required for the alternate plan to work, however. The City's further pursuit of the right-of-way plan will not only unnecessarily cause significant damages to be incurred by the various interested parties in Pralle Center, it will also undermine the motivation of Farm & Fleet to cooperate with Cornwell-Klohs Company in reaching a comprehensive and workable solution, particularly for the scenario which will exist after Farm & Fleet relocates elsewhere and this site is redeveloped. Cornwell-Klohs Company, therefore, respectfully requests that the City not move forward with the Relocation Order and Right of Way Plan beyond obtaining the traffic study referenced above.

Shawn O'Flaherty
March 10, 2014
Page 4

Once you have had an opportunity to review this letter with the City, please contact me so we can further discuss this matter. Please also make certain that this letter is circulated to the Common Council members in advance of tomorrow's meeting and that it is made a part of the record of this proceeding. I look forward to hearing from you shortly.

Very truly yours,

CHRISTENSEN & LAUE, P.A.



Joseph J. Christensen
Attorney at Law

JJC/cb

cc: Mr. Dennis Klohs (via e-mail)

STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

May 5, 2015

Agenda Item:

#6

Project/Item Name:

Evenson Drive traffic calming

Location:

Evenson Drive

Requested Action:

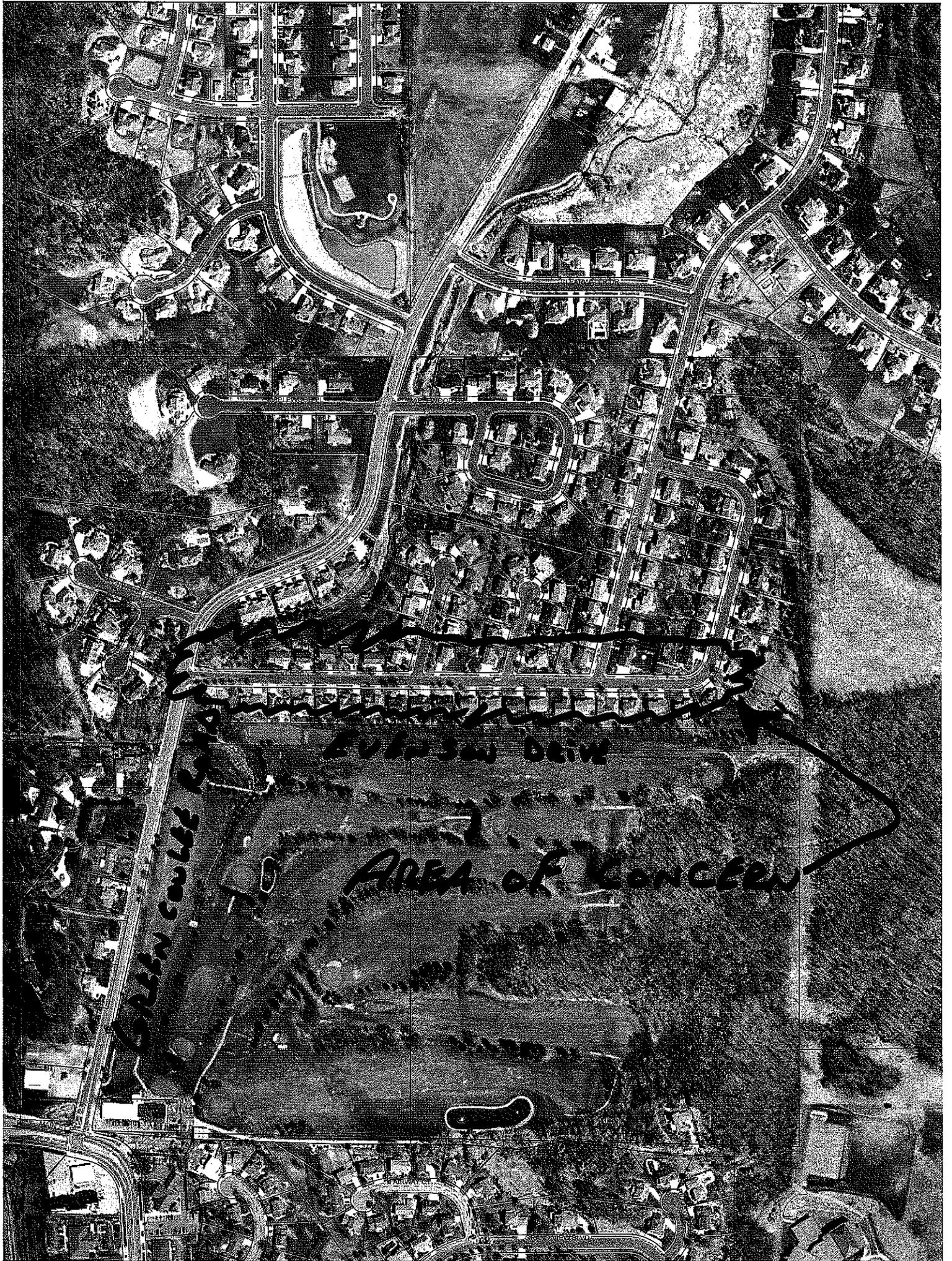
Discussion on request

Staff Report/Description:

Resident along Evenson Drive has circulated a petition requesting traffic calming measures to be installed along Evenson Drive to slow traffic speeds.

Attachments:

Letter and petition



Green could be

Robinson Drive

Area of concern

March 24, 2015

Jarrold Holter, City Engineer
City of Onalaska
415 Main Street
Onalaska, WI 54650

RE: Traffic Calming for Evenson Drive

Dear Mr. Holter,

I write to you today out of concern for the speeding in Greens Coulee, specifically on Evenson Drive. I ask you to explore traffic calming options (chicanes, speed tables, curb bump-outs, etc.) as a long-term solution to this persistent problem.

Since you and I spoke last spring, I have made several attempts to remedy the problem by promoting its awareness. My first approach was to write a letter (see enclosed copy) in the Greens Coulee Life publication, which is distributed to all Greens Coulee residents. After that publication, I worked with Sergeant Tim Berg on increasing police presence in our neighborhood. Due to greater police demands elsewhere, I requested a speed cart to be placed on Evenson Drive. Unfortunately, the cart proved to be a temporary solution as drivers fell back into speeding habits once the speed cart was removed.

Greens Coulee is an active neighborhood with many children, and heavy pedestrian and bike traffic. I am deeply concerned that someone is going to be significantly injured if action is not taken to remedy the speeding. For the safety of our residents, I call for your prompt attention to this matter.

Thank you in advance for your time and expertise. I look forward to hearing from you in the near future.

Kindly,



Brian Zach
2102 Evenson Drive
brianmzach@yahoo.com
608-279-3577

Enclosure: Greens Coulee Life article: Taking Chances...Is 42 Seconds Worth It?
Signatures supporting traffic calming for Evenson Drive

Cc: Mayor Joe Chilson
Alderman Harvey Bertrand
Alderman Jack Pogreba
Sergeant Tim Berg

I support traffic calming for Evenson Drive

Signature

House Address

Date



1931 Evenson Dr.

3-25-15

Jimmy Chum

510 Stonebridge Ave 3-25-15

Boondi Iyer

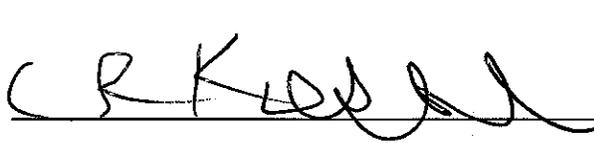
518, Stonebridge Ave 3-25-15

Theresa White

2126 Evenson Dr. 3-25-15

Hugh Young

504 Stonebridge Ave 3/25/15

 2258 EVENSON DR 3-25-15

MMF

2126 Evenson

Minh Kepros

2118 Evenson Dr.

Cordery Waite 2110 Evenson Dr

Larry Waite

2110 Evenson Dr

Karla Reyerson

500 Eagle Ct

Clare Schumer

508 Eagle Court

Page 1

I support traffic calming for Evenson Drive

Signature

House Address

Date

Brooke Hoff 2000 Evenson Dr 3/25/15

Kari Jack 2102 Evenson Dr 03/30/15

Jim Wilde 2008 Evenson Dr 3/30/15

Julie Tutz 1942 Evenson Dr. 3/30/15

Phyllis Christensen 1934 Evenson Dr. 3/30/15

Emerow P. Christensen

Stan Roush 1926 Evenson Dr. 3/30/15

Ⓚ

Lisa Iverson-Leirimo 1915 Evenson Dr. 3/30/15

Lee Nichols 1915 EVENSON DR 3/30/15

Alec Palm 1918 Evenson 3/30/15

Dore Schan 1939 Evenson Dr 3/30/15

Scott Zebell 502 Birdie Ct. 3/31/15

Jerry Janssen 2220 EVENSON DRIVE 3/31/15

I support traffic calming for Evenson Drive

Signature

House Address

Date

[Handwritten Signature]

510 Birdie

3/31/15

Julie McMakin

510 Birdie Ct.

3/31/15

Roseanne Brown

519 Birdie Ct

3/31/15

[Handwritten Signature]

526 Birdie Ct

3/31/15

[Handwritten Signature]

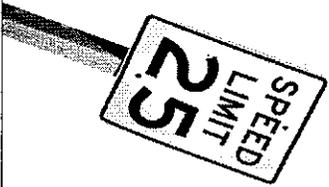
532 Eagle Ct

4/2/15

Page 3

Taking Chances... Is 42 seconds worth it?

The first day of spring brought warm weather, the thawing of snow, and puddles galore. My two sons could not wait to put on their new galoshes and splash away. While splashing in puddles, my 4-year-old watched a car hit a puddle and create a large splash, which lead to the following conversation:



Son: Wow look at that BIG splash! — made by the car driving by.
Me: That WAS big. Can YOU make a splash like that?

Son running, jumping, trying to create a large splash.
Son: Dad how do cars make a big splash?

Me: When a car goes slow they make a little splash. When cars go fast they make big splashes. Just like when you do a little jump, you make a little splash. When you jump high, you make a BIG splash.

After a long pause my son says, "That car must be going FAST!"
I did not know what to say to my son besides...Yes, Yes they were.

As I watched additional vehicles drive by, it was disappointing to see a large number of them speeding through the neighborhood with children, runners, walkers, bicyclists, and pets present. Sadly I fear the worst as I see so many people out and about in this active neighborhood. Last year the *La Crosse Tribune* reported, "three pedestrians killed in the city of La Crosse and another 176 injured while walking on or along the roads."

Did you know a majority of us live less than 1.5 miles from the start of Greens Coulee road by the golf course? Driving 35 mph worse the posted 25 mph only gets you to the start of Green Coulee 42 seconds faster than driving 25 mph! Is gaining 42 seconds worth a speeding ticket or worse: an accident with a child, runner, walker, bicyclist, or pet?

My wife and I are blessed to live in a great neighborhood to raise our three young boys. I hope it can be a safe environment for them walk to the park, ride their bikes, and play outside. I ask you please slow down, for the safety of everyone.

Kindly,
Greens Coulee Neighbor Brian Zach
brianzach@yahoo.com

*Summer means fewer but far more dangerous crashes by Chris Hubbuch. *La Crosse Tribune*, June 17, 2013.

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STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

May 5, 2015

Agenda Item: #7

Project/Item Name: Main Street parking area

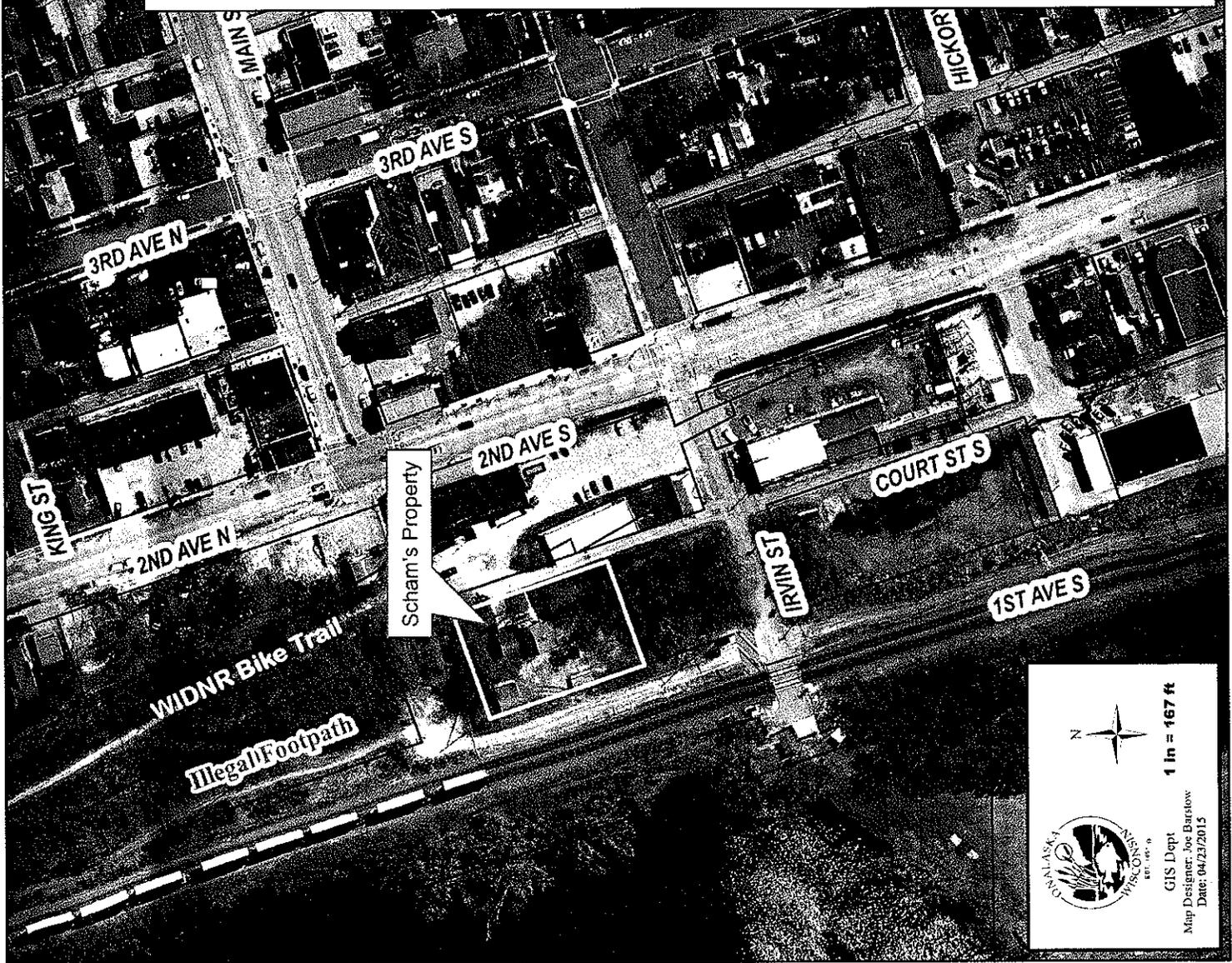
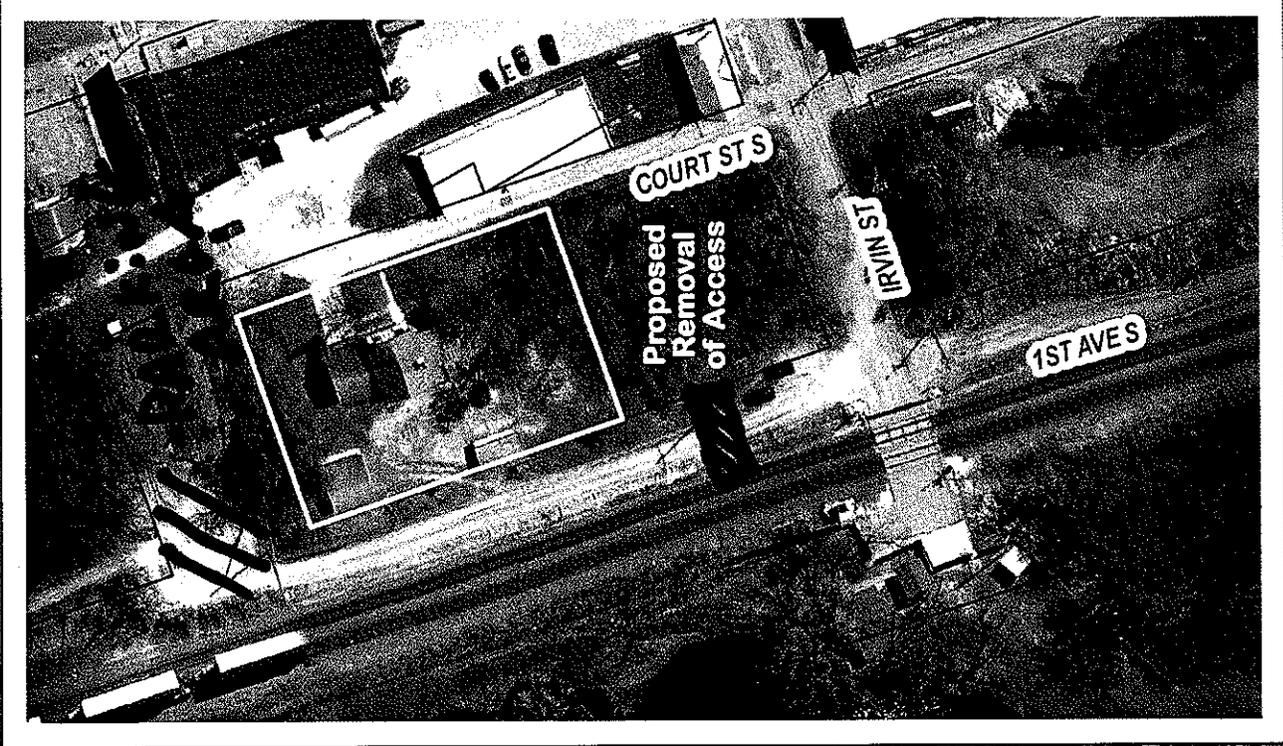
Location: 1st Avenue and Main Street

Requested Action: Discussion on removal of parking area

Staff Report/Description: For many years fisherman have parked at the end of the Main Street right of way and crossed the railroad tracks for fishing access. Burlington Northern is requesting the parking area be removed to get fisherman to cross at the legal Irvin Street crossing. With the recent acquisition of the Schams home at 107 Court Street no public access is needed in this area. It is staff recommendation to close this area to vehicle traffic.

Attachments: map

This map is to be used for reference only. It is not to be used as a legal document. No warranty is made or given by the State of Alaska. No responsibility is assumed for any errors or omissions. As possible.



1 in = 167 ft



GIS Dept
Map Designer: Joe Barstow
Date: 04/23/2015

STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

May 5, 2015

Agenda Item: #8

Project/Item Name: Mayo Clinic Traffic Study

Location: USH 53 & CTH S (Sand Lake Road)

Requested Action: Approval of Traffic Impact Study and request for access along CTH S (Sand Lake Road)

Staff Report/Description: Mayo clinic traffic study has been submitted for City staff review. City staff is in final stages of review and should be able to give final approval at the June Board of Public Works meeting. Staff is recommending submission of a request to the Wis. DOT. to review the report for impacts to the State Trunk Highway system as well as request for a second access point to the site along Sand Lake Road within the Wis. DOT access control area.

Attachments: Traffic Impact Study executive summary and proposed corridor exhibits



CITY OF ONALASKA

415 MAIN STREET
ONALASKA, WISCONSIN 54650-2953
www.cityofonalaska.com

Engineering/Public Works Dept.
PHONE: (608) 781-9537
FAX: (608) 781-9506

May 13, 2015

Wisconsin Department of Transportation
SW Region – La Crosse Office
Attn: Mr. Dale Oestreich
3550 Mormon Coulee Road
La Crosse, WI 54601

Dear Mr. Oestreich:

The City of Onalaska is requesting the review of the enclosed Mayo Clinic Traffic Impact Study for impending development at the northeast quadrant of the USH 53 and CTH S (Sand Lake Road). As part of this study the City and the developer, Mayo Clinic, are requesting the installation of a second access to the site along CTH S (Sand Lake Road) within the access control area.

As explained in the traffic impact study, the second access point along CTH S (Sand Lake Road) works within a coordinated network of street improvements in this area for the anticipated future development traffic volumes. With the large concentration of development, the limit of access across the bluff and the long linear layout of the site the City is of the opinion that the second access point to the site is needed. Emergency vehicle access to the site will be compromised without the second access point. At full build out CTH S (Sand Lake Road) will have roundabouts at each ramp terminal, one between USH 53 northbound off ramp & Riders Club Road and at the existing roundabout at Riders Club Road.

The City of Onalaska feels it is prudent to plan for the anticipated traffic volumes in this area and that the enclosed traffic study outlines future actions to be taken. If this traffic impact study and future improvements meet your approval please advise on what steps would be needed to move forward with this project. If you have any further questions please contact me at jholter@cityofonalaska.com or 608-781-9537.

Sincerely,

C. Jarrod Holter, P.E.
City Engineer



Traffic Impact Study

DRAFT

Mayo Clinic
Onalaska, WI

DRAFT
4-8-15

DRAFT

Executive Summary

Background: The Mayo Clinic is proposing to construct a new campus in Onalaska, WI, located on the east side of Sand Lake Road. This study analyzed the potential traffic impacts of the proposed phased development, and other growth in the study area, on key Sand Lake Road intersections. In addition, this study examined three potential alternatives for a proposed south access to the Mayo Clinic site between the Highway 53 interchange and the Riders Club Road intersection. The alternatives included full access under roundabout control, $\frac{3}{4}$ -access (no left turns from the proposed site), and right in/right out only access.

Results: The traffic impacts of the proposed development and surrounding growth on the study intersections were analyzed. The principal findings are:

- Full development of the proposed Mayo Clinic is expected to accommodate approximately 3,800 employees, generating 1,178 vehicle trips (848 entering and 330 exiting) in the a.m. peak hour and 1,202 vehicle trips (320 entering and 782 exiting) in the p.m. peak hour.
- Full development of the proposed Mayo Clinic site represents approximately 27 percent of the total future traffic with the specific and non-specific growth assumed in this study.
- Combined with the additional development assumed for this study, the existing geometry and traffic control will need mitigation.
- To best accommodate the ultimate expected traffic, Sand Lake Road will need to provide four lanes between the Highway 53 interchange and Riders Club Road with full access roundabouts at the intersections. A map of the proposed corridor lanes, Figure 1, is provided in the Appendix.
- The Sand Lake Road/Riders Club Road intersection will have the best traffic operations if the proposed south access is allowed as a full access roundabout. Allowing full access spreads traffic out from the Sand Lake Road/Riders Club Road intersection by giving the proposed development two access points.
- The existing Sand Lake Road corridor could accommodate traffic for up to 900 employees at the proposed Mayo Clinic assuming one access to the clinic through a new access south of Riders Club Road. A map of the proposed corridor lanes, Figure 2, is provided in the Appendix.
- The existing two-lane Sand Lake Road corridor could accommodate traffic for up to 1,700 employees at the proposed Mayo Clinic assuming exclusive turn lanes at the Riders Club Road and Sand Lake Road intersection as well as single-lane roundabouts at the Sand Lake Road interchange with Highway 53. A map of the proposed corridor lanes, Figure 3, is provided in the Appendix.

Recommendations: Based on the forecasts and analyses presented in this report, Sand Lake Road is therefore recommended to ultimately be planned as a four-lane corridor between the Highway 53 interchange and the Riders Club Road intersection, with roundabout control at the intersections including the new proposed access to the Mayo Clinic. Before the ultimate corridor is constructed, smaller changes to the Sand Lake Road corridor are recommended based upon the level of employment at the proposed Mayo Clinic, as summarized in the table below.

Sand Lake Road Corridor Recommended Geometry

| | Sand Lake Road intersection with | | | |
|------------------------------------|----------------------------------|------------------------|------------------------|------------------------|
| | Riders Club Rd | South Access | Hwy 53 North Ramp | Hwy 53 South Ramp |
| Up to 900 Employees ¹ | No Changes | Single-Lane Roundabout | No Changes | No Changes |
| Up to 1,700 Employees ² | Single-Lane Roundabout | Single-Lane Roundabout | Single-Lane Roundabout | Single-Lane Roundabout |
| Up to 3,800 Employees ³ | Multi-Lane Roundabout | Multi-Lane Roundabout | Multi-Lane Roundabout | Multi-Lane Roundabout |

¹ Sand Lake Road remains a two-lane corridor. See Figure 2 in the Appendix.

² Sand Lake Road remains a two-lane corridor with exclusive turn lanes at several intersections. See Figure 3 in the Appendix.

³ Sand Lake Road becomes a four-lane corridor from the Highway 53 Interchange to the Riders Club Road intersection. See Figure 1 in the Appendix.

DRAFT

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1. Introduction

a. Purpose of Study

The Mayo Clinic is proposing to construct a new campus in Onalaska, WI, located on the east side of Sand Lake Road. The proposed clinic will be constructed in phases that could ultimately accommodate 3,800 employees at full development. The purpose of this study is to determine traffic impacts associated with this development, including determining the intersection type and control for a new access onto Sand Lake Road, south of Riders Club Road.

The proposed south access has three potential alternatives for the purposes of this report: full access under roundabout control, $\frac{3}{4}$ -access (no left turns from the proposed development), and right in/right out only access.

b. Study Objectives

The objectives of this study are:

- i. Document how the study intersections currently operate.
- ii. Forecast the amount of traffic expected to be generated by the proposed development.
- iii. Determine how the study intersections will operate in the future with the proposed Mayo campus and additional growth in the area.
- iv. Recommend improvements, if needed, including use the intersection type and control for a new access to Sand Lake Road.

For the purposes of this traffic study, the study intersections are:

- i. Sand Lake Road/Riders Club Road.
- ii. Sand Lake Road/proposed Mayo Clinic south access.
- iii. Sand Lake Road/Highway 53 North Ramp.
- iv. Sand Lake Road/Highway 53 South Ramp.

2. Proposed Development

a. Site Location

The proposed site is located on the east side of Sand Lake Road, to the north of the interchange with Highway 53. The site is currently vacant.

Riders Club Road ends at Sand Lake Road, creating a three-legged "T" intersection. An extension of Riders Club Road is proposed which would provide access to the proposed development and turn the Sand Lake Road/Riders Club Road intersection into a standard four-legged intersection.

A second access is also being proposed. Located on Sand Lake Road to the south of Riders Club Road, the new south access would create a "T" intersection

allowing entry and exit for the proposed site. The geometry and control of this intersection could be one of three alternatives depending upon which best serves traffic operations in the area.

b. Land Use Intensity

Mayo Clinic provided information regarding their proposed clinic in terms of expected employee size. Per their information, the new clinic is expected to have phased growth, eventually accommodating up to 3,800 employees.

3. Analysis of Existing Conditions

a. Transportation Network Characteristics

Sand Lake Road is also as County Road S and provides north-south travel on the eastern side of the City. It is a two-lane, divided road with a posted 35 mph speed limit near the site.

Riders Club Road provides for east-west travel across the northern portion of the City. It is an undivided two-lane roadway with a posted 25 mph speed limit near the site. Wide shoulders and sidewalks are provided on each side of the road.

Highway 53 is a north-south regional road with limited access via interchanges in the City. It provides access to Interstate 90 to the south and access to other communities to the north. This four-lane divided roadway has a posted 65 mph speed limit.

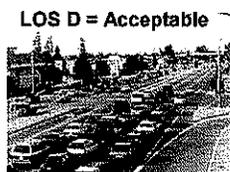
The existing study intersection of Riders Club Road and Sand Lake Road is control by a single-lane roundabout. The Sand Lake Road interchange with Highway 53 is under side-street stop control with Sand Lake Road traffic able to proceed without stopping. Exclusive left and right turn lanes are provided for all approaches at the interchange intersections.

b. Traffic Volumes

Intersection video was collected at the study intersections under normal weekday conditions and clear weather in October 2014 (Sand Lake Road/Riders Club Road) and in February 2015 (Sand Lake Road/Highway 53 ramps). Using these videos, turning movement counts were obtained during peak periods at the existing study intersections. The a.m. peak hour was generally found to be from 7:00 to 8:00 a.m. The p.m. peak hour for was found to be from 4:30 to 5:30 p.m.

The turning movement count data from the counts are contained in fifteen minute intervals in the Appendix.

c. Level of Service



Source: City of San Jose, CA

An intersection capacity analysis was conducted for the existing intersections per the *Highway Capacity Manual, 2010*. Intersections are assigned a “Level of Service” letter grade for the peak hour of traffic based on the number of lanes at the intersection, traffic volumes, and traffic control. Level of Service A (LOS A) represents light traffic flow (free flow conditions) while LOS F represents heavy traffic flow (over capacity conditions). LOS D at intersections is typically considered acceptable by most government agencies. Individual movements are also assigned LOS grades. At busy intersection, one or more individual movements typically operate at LOS F when the overall intersection is operating acceptably at LOS D. This situation often occurs for movements with relatively low volumes, particular if the intersection is signalized with a long cycle length. The pictures on the left represent some of the LOS grades (from a signal controlled intersection in San Jose, CA). These LOS grades represent the overall intersection operation, not individual movements.

A summary of the LOS results for the existing study hours are shown in Table 1. These are based on the existing traffic control and lane configurations. The existing turning movement volumes from the Appendix were rounded and balanced (to remove the slight differences in corridor volumes due to the different count dates) for use in these LOS calculations. The LOS calculations were completed with the VISTRO™ software package, which uses the methodology detailed in the *Highway Capacity Manual 2010*. The full LOS calculations, including grades for all individual movements, are provided in the Appendix.

Table 1 – Existing Peak Hour Level of Service (LOS)¹

| Intersection | A.M. Peak | P.M. Peak |
|--------------------------------|-----------|-----------|
| Sand Lake Rd/Riders Club Rd | A (a) | C (c) |
| Sand Lake Rd/Hwy 53 North Ramp | A (d) | B (d) |
| Sand Lake Rd/Hwy 53 South Ramp | A (e) | A (e) |

¹The first letter is the Level of Service for the intersection. The second letter (in parentheses) is the Level of Service for the worst operating movement.

As shown, the roundabout is currently operating acceptably as a three-legged intersection during the peak hours. The turning movements from the Highway 53 ramps at the intersections with Sand Lake Road have existing difficulties during the peak hours, specifically the left turn movements.

4. Projected Traffic

a. Site Traffic Forecasting

Mayo Clinic provided information regarding their proposed clinic in terms of expected employee size. A trip generation analysis was performed for the development site based on the methods and rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 9th Edition*. The proposed site use best fits ITE Land Use Code 610 (hospital) based on the potential size. Although growth is expected to be phased in over a period of time, this initial forecast assumes full development. With this assumption of 3,800 employees, the proposed development is expected to generate:

- 848 vehicles entering and 330 vehicles exiting the development in the a.m. peak hour.
- 320 vehicles entering and 782 vehicles exiting the development in the p.m. peak hour.

All the expected trips are assumed to be new to the area. A summary of the trip generation is provided in the Appendix.

A trip distribution pattern was developed for the generated traffic going to and from the site. This pattern is based on existing traffic counts as well as taking into account site access and access to the regional transportation system. The trip distribution pattern is:

- 28 percent to/from the north on Sand Lake Road.
- 18 percent to/from the south on Sand Lake Road.
- 25 percent to/from the west on Riders Club Road.
- 4 percent to/from Highway 53 north of the interchange with Sand Lake Road.
- 25 percent to/from Highway 53 south of the interchange with Sand Lake Road (including access to I-90).

Traffic generated by the site development was assigned to the area roadways per this distribution pattern. Most traffic to and from the proposed Mayo campus would be expected to use the closest access to their desired direction, if available. For instance, most traffic to and from the south on Sand Lake Road, including the Highway 53 interchange, would be expected to use the proposed south access.

b. Non-site Traffic Forecasting

Based upon conversations with the City, additional development growth was determined for the Elmwood property, to the north of the proposed site, and the Menards outlet, to the west of the proposed site. A trip generation analysis was performed for these additional development sites based on the methods and rates published in the ITE *Trip Generation Manual, 9th Edition*. In this case, the Elmwood property was evaluated with a hotel, fast food restaurants, a service

station, and general office. The Menards outlot was assumed to have a sit-down restaurant and a bank with a drive-thru. A summary of the trip generation is provided in the Appendix.

The assumed development traffic was distributed to the roadway system using the same trip distribution pattern as described for the proposed Mayo Clinic. The Elmwood property was assumed to have additional access points to the north of the Sand Lake Road/Riders Club Road intersection as well as an internal connection to the proposed Mayo Clinic property. The Menards outlot development was assumed to have access to the roads via the existing Menards access.

To account for non-specific development, a general growth rate was applied to the existing traffic. Based upon previous work in the area and discussions with the City, a general growth factor of 1.10, equivalent to a ten percent growth, was applied to the existing turning movement counts.

c. Total Traffic

Traffic forecasts were developed for a No Build and Build Scenario. The No Build Scenario represents the existing traffic plus the assumed development on the Elmwood property and the Menards outlot and the general growth rate. The Build Scenario adds the traffic generated by the proposed development to the No-Build volumes. The resultant No Build and Build peak hour forecasts are shown in the Appendix under the capacity analysis section for each scenario.

It should be noted that the Mayo Clinic represents approximately 27 percent of the total future traffic expected in the study area. This includes Sand Lake Road, Riders Club Road, and the Highway 53 ramps. The amount of Mayo Clinic traffic on individual road segments within the study area varies greatly depending upon the exact location.

5. Traffic Analysis

a. Level of Service Analysis

A summary of the LOS results for the No Build Scenario peak hours are shown in Table 2. These are based on the existing traffic control and lane configurations at the study intersections with one exception. The Sand Lake Road/Riders Club Road roundabout was assumed to have four-legs, providing access to the Elmwood property. In addition, a northbound right turn lane and westbound right turn lane were assumed as part of the new approach construction. As with the existing analysis, the LOS calculations were done in accordance with the 2010 *Highway Capacity Manual* using VISTRO™ software. The complete LOS calculations, which include queue lengths and grades for all individual movements, are included in the Appendix.

Table 2 – No Build Scenario Peak Hour Level of Service (LOS)¹

| Intersection | A.M. Peak | P.M. Peak |
|--------------------------------|-----------|-----------|
| Sand Lake Rd/Riders Club Rd | B (b) | D (f) |
| Sand Lake Rd/Hwy 53 North Ramp | A (e) | D (f) |
| Sand Lake Rd/Hwy 53 South Ramp | A (f) | A (f) |

¹The first letter is the Level of Service for the intersection. The second letter (in parentheses) is the Level of Service for the worst operating movement.

As shown, the overall intersections remain acceptable with the added No Build growth. However, individual movements are experiencing increased delays and congestion. The traffic on the Highway 53 ramps to Sand Lake Road in particular have high delays and long queues that could represent an impact to through traffic on Highway 53.

Table 3 shows the summary of the LOS results for the Build Scenario, including the three options for the south access to the proposed site. As with the No Build Scenario, the Sand Lake Road/Riders Club Road intersection was assumed to provide two lanes of approach, a left turn/through lane and an exclusive right turn lane for the northbound and westbound approaches. As a starting point for the south access, the following geometry was assumed:

- Roundabout Alternative; two northbound approach lanes (through lane and right turn lane), one southbound approach lane (left turn lane and through lane), two westbound approach lanes (left turn lane and right turn lane).
- ¾-Access Alternative; two northbound approach lanes (through lane and right turn lane), one southbound lane (left turn lane and through lane), one westbound lane (right turn lane).
- Right In/Out Alternative; two northbound approach lanes (through lane and right turn lane), one southbound lane (through lane), and one westbound lane (right turn lane).

The Sand Lake Road/Highway 53 ramp intersections were analyzed with the existing geometry and traffic control for each alternative.

Table 3 – Build Scenario Level of Service (LOS) And Delay Results

| South Access Alternative Intersection | A.M. Peak Hour | | P.M. Peak Hour | |
|---------------------------------------|------------------|--------------------|------------------|--------------------|
| | LOS ¹ | Delay ² | LOS ¹ | Delay ² |
| Full Access Roundabout | | | | |
| Sand Lake Rd/Riders Club Rd | D (f) | 30 | F (f) | 103 |
| Sand Lake Rd/South Access | D (f) | 28 | E (f) | 48 |
| Sand Lake Rd/Hwy 53 North Ramp | B (f) | 14 | F (f) | 62 |
| Sand Lake Rd/Hwy 53 South Ramp | E (f) | 43 | D (f) | 29 |
| 3/4-Access | | | | |
| Sand Lake Rd/Riders Club Rd | E (f) | 41 | F (f) | 190 |
| Sand Lake Rd/South Access | A (b) | 2 | A (d) | 3 |
| Sand Lake Rd/Hwy 53 North Ramp | B (f) | 14 | F (f) | 62 |
| Sand Lake Rd/Hwy 53 South Ramp | E (f) | 43 | D (f) | 29 |
| Right In/Right Out Access | | | | |
| Sand Lake Rd/Riders Club Rd | E (f) | 45 | F (f) | 202 |
| Sand Lake Rd/South Access | A (b) | 1 | A (d) | 2 |
| Sand Lake Rd/Hwy 53 North Ramp | B (f) | 14 | F (f) | 62 |
| Sand Lake Rd/Hwy 53 South Ramp | E (f) | 43 | D (f) | 29 |

¹ The first *letter* is the Level of Service for the intersection. The second letter (in parentheses) is the Level of Service for the worst operating movement.

² The delay represents the average expected delay time, in seconds, for the all movements through the intersection.

As shown, Sand Lake Road, currently providing two lanes with turn lanes at the intersections, would not be expected to adequately accommodate the expected growth in traffic under any south access alternative. The corridor is expected to need geometric upgrades to accommodate the proposed Mayo site and the additional development assumed for this report. Also of note, limiting movements at the south access means more traffic through the Sand Lake Road/Riders Club Road intersection, significantly increasing delays and queues.

b. Mitigation Analysis

Based on the initial analyses, Sand Lake Road will need to provide for four lanes of traffic in the future from the Highway 53 interchange to the Riders Club Road intersection. In addition, the ramp intersections will need different traffic control than the current side-street stop. For the purposes of this report, the ramps were examined under roundabout control, all-way stop control, and traffic signal control. To explore the potential geometric and control needs, the following mitigation was assumed for the study intersections:

- Sand Lake Road/Riders Club Road – multi-lane roundabout providing two circulating lanes north-south on Sand Lake Road. A left turn lane (coming directly from the inside lane of the four-lane corridor section), a through lane, and a right turn lane developed before the intersection for the

northbound approach. A left turn/through lane (developed just before the intersection) and a through/right turn lane for the southbound approach. A left turn/through lane and right turn lane for both the westbound and eastbound approaches. This configuration represents the break point between the two-lane section to the north and the four-lane section to the south on Sand Lake Road.

- Sand Lake Road/South Access – two through lanes on Sand Lake Road for the northbound and southbound approaches under any alternative. For the roundabout alternative, where full access is provided, the westbound approach would have a left turn lane and a right turn lane. For the $\frac{3}{4}$ -access and right in/right out alternatives, exclusive turn lanes would also be provided on Sand Lake Road.
- Sand Lake Road/Highway 53 North Ramp – one northbound through lane and two southbound through lanes. The westbound right turn lane from the ramp would be a free movement into its own lane, providing the beginning of the two northbound through lanes on the corridor. Under the all-way stop and traffic signal control options, exclusive turn lanes would also be provided at this intersection.
- Sand Lake Road/Highway 53 South Ramp – two northbound approach lanes with one through and one right turn lane developed before the intersection. One left turn lane (from the inside through lane) and one through lane would be provided for the southbound approach. This intersection would therefore be the break between the four-lane section to the north and the two-lane section to the south on Sand Lake Road. Two approach lanes, one left turn lane and one right turn lane, for the eastbound approach on the ramp. This geometry would be consistent for all the control options.

Based on these geometric and traffic control mitigation improvements, Table 4 shows the results summary of the analysis. As with the others, the LOS calculations were done in accordance with the 2010 *Highway Capacity Manual* using VISTRO™ software. The complete LOS calculations, which include queue lengths and grades for all individual movements, are included in the Appendix.

Table 4 – Mitigated Build Scenario Level of Service (LOS) And Delay Results

| South Access Alternative Intersection | A.M. Peak Hour | | P.M. Peak Hour | |
|--|------------------|--------------------|------------------|--------------------|
| | LOS ¹ | Delay ² | LOS ¹ | Delay ² |
| Full Access Roundabout | | | | |
| Sand Lake Rd/Riders Club Rd | B (b) | 11 | C (d) | 17 |
| Sand Lake Rd/South Access | A (b) | 9 | B (c) | 11 |
| Sand Lake Rd/Hwy 53 North Ramp (Roundabout Control) | A (b) | 7 | A (b) | 7 |
| Sand Lake Rd/Hwy 53 South Ramp (Roundabout Control) | B (c) | 11 | B (d) | 15 |
| 3/4-Access | | | | |
| Sand Lake Rd/Riders Club Rd | B (c) | 12 | E (f) | 46 |
| Sand Lake Rd/South Access | A (b) | 1 | A (c) | 1 |
| Sand Lake Rd/Hwy 53 North Ramp (All Way Stop Control) | C (c) | 16 | C (c) | 17 |
| Sand Lake Rd/Hwy 53 South Ramp (All Way Stop Control) | C (d) | 21 | D (d) | 28 |
| Right In/Right Out Access | | | | |
| Sand Lake Rd/Riders Club Rd | B (c) | 12 | E (f) | 47 |
| Sand Lake Rd/South Access | A (b) | 1 | A (c) | 1 |
| Sand Lake Rd/Hwy 53 North Ramp (Traffic Signal Control) | B (c) | 17 | B (c) | 17 |
| Sand Lake Rd/Hwy 53 South Ramp (Traffic Signal Control) | B (d) | 14 | B (d) | 13 |

¹ The first *letter* is the Level of Service for the intersection. The second letter (in parentheses) is the Level of Service for the worst operating movement.

² The delay represents the average expected delay time, in seconds, for the all movements through the intersection.

Based on the results in the above table, only the full access roundabout alternative provides acceptable traffic operations at the Sand Lake Road intersections with Riders Club Road and with the south access based on the mitigation options analyzed. Limiting access pushes more traffic to the Sand Lake Road/Riders Club Road intersection, increasing delays and queues. All control options for the interchange are able to provide satisfactory traffic operations. However, the roundabout option provides the lowest delays compared to the other options. Creating a roundabout corridor on Sand Lake Road, with a four-lane section from the Highway 53 interchange to the Riders Club Road intersection, is therefore preferred. Figure 1 in the Appendix shows this preferred corridor, including intersection lanes.

In addition to the peak hour operational benefits, roundabout also offer better operations during non-peak times and provide safety benefits in terms of slower speeds and elimination of certain types of crashes, like right angle.

c. Access Management

For major corridors like Sand Lake Road, 1,320 feet (1/4 mile) to 2,640 feet (1/2 mile) access spacing is often preferred. This distance is often cited as best protecting the mobility and safety of the major corridor.

For Sand Lake Road, concept drawings have shown the proposed south access located approximately 1,300 feet south of the Sand Lake Road/Riders Club Road intersection and approximately 900 feet north of the Sand Lake Road/Highway 53 north ramp intersection. Although slightly shorter than desired, the following reasons suggest that this spacing will not be an issue:

- **Operations Analysis** – as shown earlier, the intersections will also operate acceptably during the peak hours without undue delay to the Sand Lake Road corridor, thus protecting its mobility.
- **Inherent Roundabout Safety** – Roundabouts eliminate crash types commonly associated with major injuries or fatalities, such as head-on or right angle crashes. Multiple studies have demonstrated the safety of roundabouts, thus creating a safe driving environment on Sand Lake Road.
- **Spacing Guidelines** – are typically based upon optimum traffic signal spacing, providing for platoons of vehicles that move together from one intersection to the next and minimizing the number of stopping points. Roundabouts operate completely different from traffic signals and do not require stopping at any time in the absence of conflicting traffic.
- **Speed Enforcement** - roundabouts provide a natural enforcement of the posted speed limit due to the physical slowing of vehicles. Drivers are simply unable to speed through a roundabout. Slower speeds provide for safer traffic operations along a corridor.

Providing roundabout control on the Sand Lake Road corridor from the Highway 53 interchange through the proposed south access to the Riders Club Road intersection is therefore expected to be a safe and mobile, even with slightly reduced access spacing from the desired guidelines.

6. Sensitivity Analyses

Knowing what the ultimate corridor geometry will be based on the previous analyses, the corridor was re-examined to determine what the opening day corridor could look like and what changes would be needed with some phased growth.

a. Initial Opening

As mentioned, the proposed Mayo Clinic development will be phased to grow over time to accommodate up to 3,800 employees. Initially, however, the clinic would have fewer employees and will not need the ultimate corridor to accommodate its traffic. A sensitivity analysis was then performed to determine what the existing corridor could accommodate with the following assumptions:

- The proposed south access would be the sole entry and exit.
- No geometric or traffic control changes, other than the new roundabout at the south access, on the Sand Lake Road corridor.
- The new single-lane roundabout at the south access intersection would provide two northbound approach lanes (through lane and right turn lane), one southbound approach lane (left turn/through lane), and two westbound approach lanes (left turn lane and right turn lane).
- No other growth in the corridor to focus on opening day of the clinic only.
- Traffic operations during the peak hours must remain similar, in terms of level of service and vehicle stacking, to existing operations.

Based upon these parameters, the expected traffic from the proposed clinic for various levels of employment was added to the roadway network. The number of employees was increased until traffic operations showed a significant change in terms of level of service or queue lengths. This iterative analysis determined that 900 employees could be accommodated on the existing Sand Lake Road corridor with the above assumptions. Table 5 shows the results of that analysis along with the existing operations for comparison.

Table 5 – Peak Hour Level of Service (LOS)¹ with 900 Mayo Employees

| Scenario - Intersection | A.M. Peak | P.M. Peak |
|---|-----------|-----------|
| Existing Traffic | | |
| Sand Lake Rd/Riders Club Rd | A (a) | C (c) |
| Sand Lake Rd/South Access ² | - | - |
| Sand Lake Rd/Hwy 53 North Ramp | A (d) | B (d) |
| Sand Lake Rd/Hwy 53 South Ramp | A (e) | A (e) |
| Traffic with 900 Mayo Clinic Employees | | |
| Sand Lake Rd/Riders Club Rd | A (b) | C (d) |
| Sand Lake Rd/South Access ² | B (c) | C (c) |
| Sand Lake Rd/Hwy 53 North Ramp | A (d) | B (d) |
| Sand Lake Rd/Hwy 53 South Ramp | A (e) | A (e) |

¹ The first letter is the Level of Service for the intersection. The second letter (in parentheses) is the Level of Service for the worst operating movement.

² Proposed roundabout intersection and sole access to the Mayo Clinic for this analysis.

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As shown in the table, all traffic operations remain acceptable and similar to the existing corridor traffic operations. The traffic operations at the ramp intersections are the most critical, with the left turn movements showing more delay than other movements. The full results are provided in the Appendix.

Based on this analysis, construction of a single-lane roundabout at the south access with no other changes to the Sand Lake Road corridor could accommodate up to 900 employees at the proposed Mayo Clinic. Figure 2 in the Appendix shows this initial opening corridor.

b. Phased Growth

Based on the initial opening analysis, the ramp intersections would fail once the traffic from more than 900 employees is distributed to the roadway network. A secondary sensitivity analysis was then performed to determine what additional growth, in terms of Mayo Clinic employees, could be accommodated while Sand Lake Road remains a two-lane road. The assumptions for this analysis include:

- The proposed Mayo Clinic would have access to both the Riders Club Road and new south access intersections with Sand Lake Road.
- A fourth leg would be added to the Riders Club Road and Sand Lake Road intersection, providing two westbound approach lanes (a left turn/through lane and right turn lane) as well as an exclusive right turn lane for the existing northbound approach.
- The new single-lane roundabout at the south access intersection would provide two northbound approach lanes (through lane and right turn lane), one southbound approach lane (left turn/through lane), and two westbound approach lanes (left turn lane and right turn lane).
- No other growth in the corridor to focus on opening day of the clinic only.
- Traffic operations during the peak hours must remain acceptable, in terms of a level of service D or better and reasonable vehicle queues.

Based upon the above parameters, the proposed clinic's expected traffic for employment above 900 was added to the roadway network. The number of employees was increased until traffic operations showed unacceptable delays or queues for individual movements. This iterative analysis determined that 1,700 employees could be accommodated on the existing two-lane Sand Lake Road corridor with the above assumptions. Table 6 shows the results of that analysis along with the existing and 900 employee operations for comparison.

Table 6 – Peak Hour Level of Service (LOS)¹ with 1,700 Mayo Employees

| Scenario - Intersection | A.M. Peak | P.M. Peak |
|---|-----------|-----------|
| Existing Traffic | | |
| Sand Lake Rd/Riders Club Rd | A (a) | C (c) |
| Sand Lake Rd/South Access | - | - |
| Sand Lake Rd/Hwy 53 North Ramp | A (d) | B (d) |
| Sand Lake Rd/Hwy 53 South Ramp | A (e) | A (e) |
| Traffic with 1,700 Mayo Clinic Employees | | |
| Sand Lake Rd/Riders Club Rd ² | B (c) | C (d) |
| Sand Lake Rd/South Access ³ | B (c) | C (c) |
| Sand Lake Rd/Hwy 53 North Ramp ⁴ | B (c) | C (c) |
| Sand Lake Rd/Hwy 53 South Ramp ⁵ | B (c) | B (b) |

¹ The first *letter* is the Level of Service for the intersection. The second letter (in parentheses) is the Level of Service for the worst operating movement.

² Four-legged single-lane roundabout intersection with exclusive northbound and westbound right turn lanes.

³ Three-legged single-lane roundabout intersection with exclusive northbound and westbound right turn lanes.

⁴ Single-lane roundabout intersection with exclusive southbound and westbound right turn lanes.

⁵ Single-lane roundabout intersection with exclusive northbound and eastbound right turn lanes.

As shown in the table, all intersection and individual traffic operations remain acceptable. Although the overall level of service at the ramp intersections decreases from existing assuming single-lane roundabouts, individual movements improve. The full results are provided in the Appendix.

Based on this analysis, construction of a single-lane roundabouts at the south access and ramp intersections, along with a fourth leg and exclusive turn lanes at the Riders Club Road intersection, could accommodate up to 1,700 employees at the proposed Mayo Clinic. Figure 3 in the Appendix shows this corridor.

7. Conclusions and Recommendations

Based upon the information and analyses presented in this report, the following is concluded:

- The Sand Lake Road/Riders Club Road single-lane roundabout is currently operating acceptably during the peak hours. The Sand Lake Road/Highway 53 ramp intersections are currently having higher delays and queues than desired at the stop-controlled exit ramps.
- With additional background growth from the Elmwood property, the Menards outlot, and general traffic growth, these study intersections are expected to have failing peak hour traffic operations. Improvements will be needed to accommodate the expected traffic.
- Full development of the proposed Mayo Clinic is expected to accommodate approximately 3,800 employees, generating 1,178 vehicle trips (848 entering and 330 exiting) in the a.m. peak hour and 1,202 vehicle trips (320 entering and 782 exiting) in the p.m. peak hour.
- Full development of the proposed Mayo Clinic site represents approximately 27 percent of the total future traffic with the specific and non-specific growth assumed in this study.
- Combined with the additional development assumed for this study, the existing geometry and traffic control will need mitigation.
- To best accommodate the expected ultimate traffic, Sand Lake Road will need to provide four lanes between the Highway 53 interchange and Riders Club Road with full access roundabouts at the intersections. A map of the proposed corridor lanes, Figure 1, is provided in the Appendix.
- The Sand Lake Road/Riders Club Road intersection will have the best traffic operations if the proposed access is allowed as a full access roundabout. Allowing full access spreads traffic out from the Sand Lake Road/Riders Club Road intersection by giving the proposed development two access points.
- As a roundabout corridor, adequate spacing is provided between the intersections and the safety and mobility of Sand Lake Road is protected. The roundabouts also have the benefit of naturally enforcing the posted speed limit through their geometry.
- The existing Sand Lake Road corridor could accommodate traffic for up to 900 employees at the proposed Mayo Clinic assuming one access to the clinic through a new access south of Riders Club Road. A map of the proposed corridor lanes, Figure 2, is provided in the Appendix.

- The existing two-lane Sand Lake Road corridor could accommodate traffic for up to 1,700 employees at the proposed Mayo Clinic assuming exclusive turn lanes at the Riders Club Road and Sand Lake Road intersection as well as single-lane roundabouts at the Sand Lake Road interchange with Highway 53. A map of the proposed corridor lanes, Figure 3, is provided in the Appendix.

Sand Lake Road is therefore recommended to ultimately be planned as a four-lane corridor between the Highway 53 interchange and the Riders Club Road intersection, with roundabout control at the intersections including the new proposed access to the Mayo Clinic. Before the ultimate corridor is constructed, smaller changes to the Sand Lake Road corridor are recommended based upon the level of employment at the proposed Mayo Clinic, as summarized in the table below.

Sand Lake Road Corridor Recommended Geometry

| | Sand Lake Road intersection with | | | |
|------------------------------------|----------------------------------|------------------------|------------------------|------------------------|
| | Riders Club Rd | South Access | Hwy 53 North Ramp | Hwy 53 South Ramp |
| Up to 900 Employees ¹ | No Changes | Single-Lane Roundabout | No Changes | No Changes |
| Up to 1,700 Employees ² | Single-Lane Roundabout | Single-Lane Roundabout | Single-Lane Roundabout | Single-Lane Roundabout |
| Up to 3,800 Employees ³ | Multi-Lane Roundabout | Multi-Lane Roundabout | Multi-Lane Roundabout | Multi-Lane Roundabout |

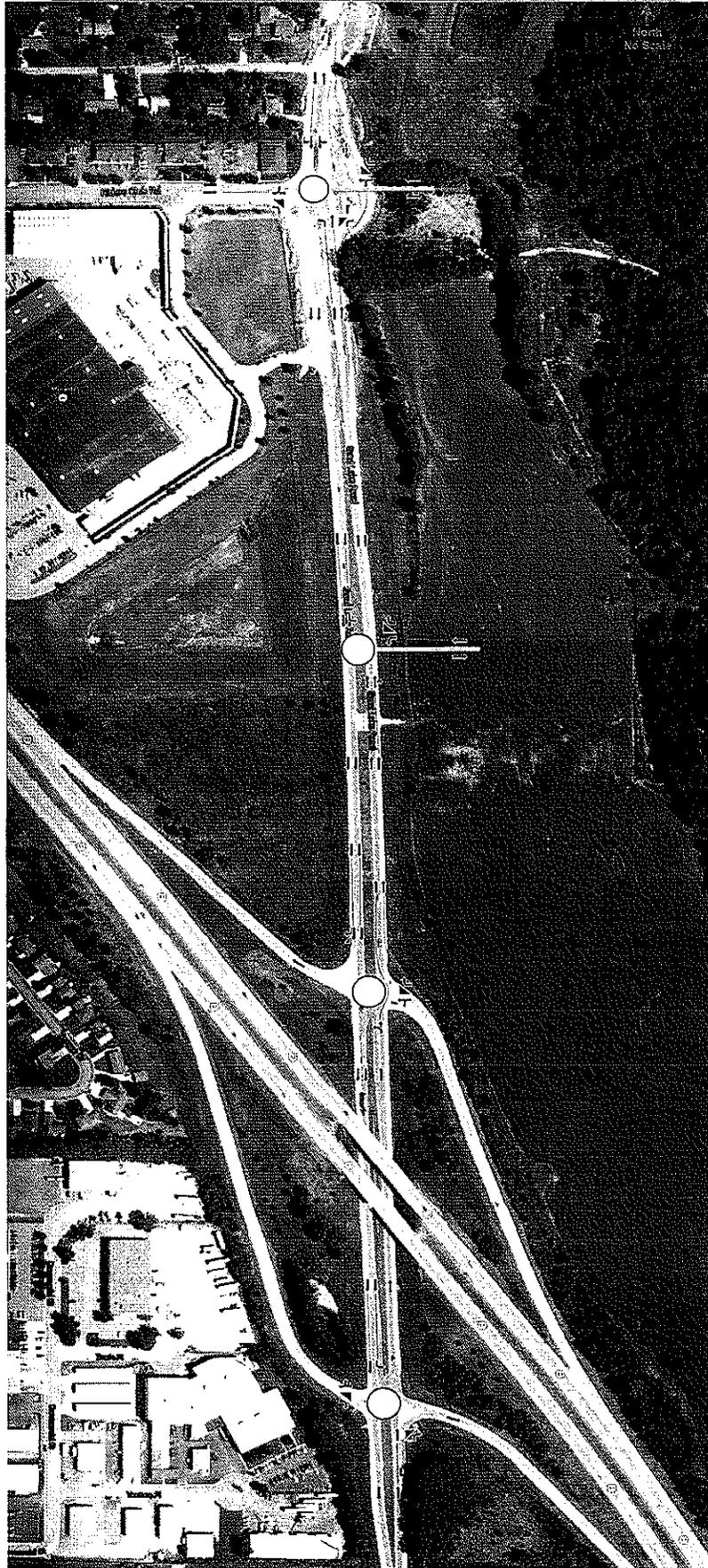
¹ Sand Lake Road remains a two-lane corridor. See Figure 2 in the Appendix.

² Sand Lake Road remains a two-lane corridor with exclusive turn lanes at several intersections. See Figure 3 in the Appendix.

³ Sand Lake Road becomes a four-lane corridor from the Highway 53 Interchange to the Riders Club Road intersection. See Figure 1 in the Appendix.

Spack
THE HUBBARD GROUP COMPANY

Figure 1
Proposed Ultimate Corridor



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Figure 2
Proposed Corridor - Up to 900 Employees

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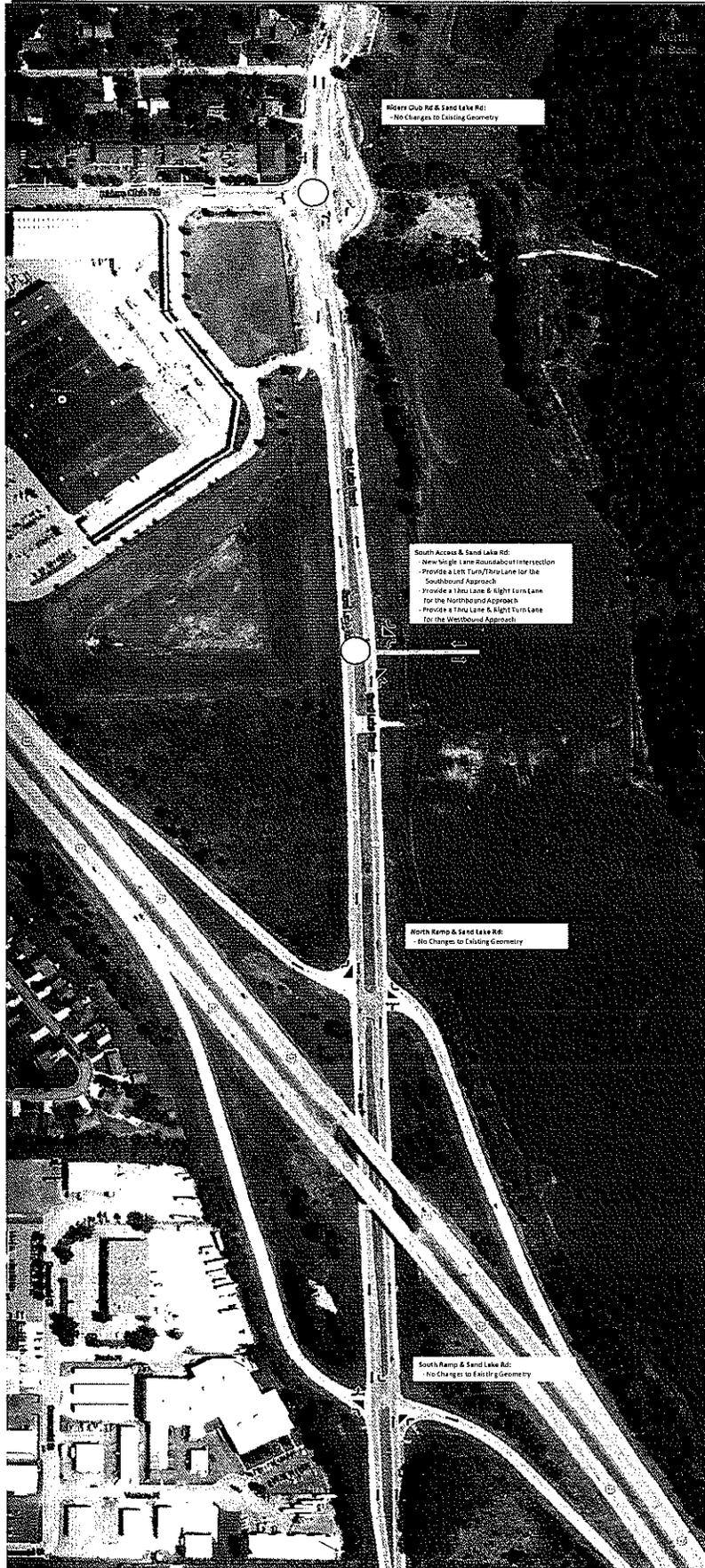
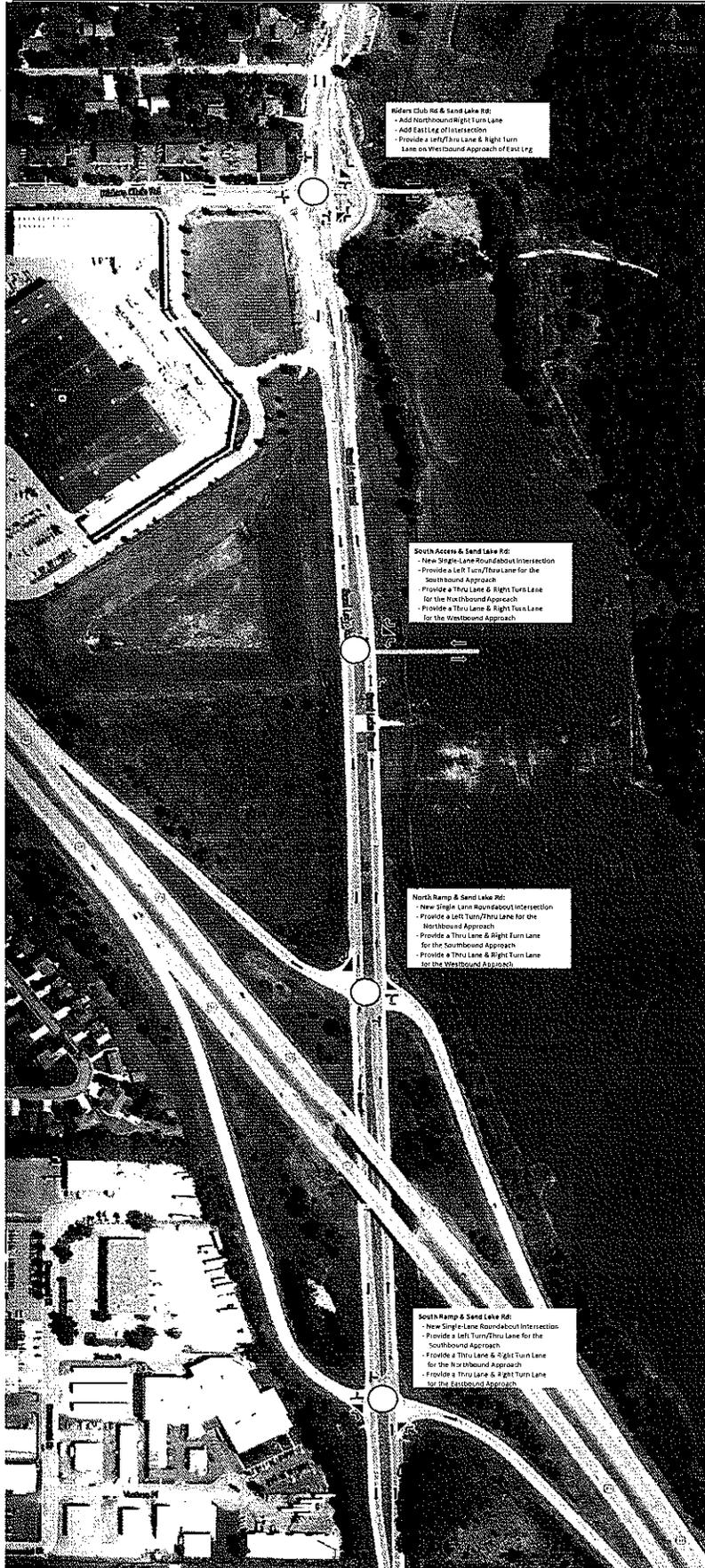


Figure 3
Proposed Corridor - Up to 1,700 Employees

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STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

May 5, 2015

Agenda Item: #9

Project/Item Name: CTH SN

Location: CTH SN, CTH OT to Village of Holmen

Requested Action: Approval of letter of support

Staff Report/Description: La Crosse County Highway Department is applying for grant funding for the reconstruction of CTH SN. This section of roadway adjoins the northern municipal limits of the City. This project will include a roundabout at CTH OT and CTH SN. La Crosse County Highway Department is requesting a letter of support.

Attachments: Letter



CITY OF ONALASKA

415 MAIN STREET
ONALASKA, WISCONSIN 54650-2953
www.cityofonalaska.com

Engineering/Public Works Dept.

PHONE: (608) 781-9537

FAX: (608) 781-9506

May 13, 2015

Ron Chamberlain
La Crosse County Highway Commissioner
N4922 Carlson Road
West Salem, WI 54669

Dear Mr. Chamberlain:

The City of Onalaska is offering their support for the upcoming County trunk Highway SN project. The City supports the La Crosse County application for Surface Transportation – Urban and Transportation Alternative program grants.

The City feels these projects will assist in vehicular, bicycle and pedestrian mobility of City residents. The City of Onalaska is supportive of the roundabout installation at the intersection of CTH S and CTH OT for increased safety and capacity. The pedestrian connection for this project will tie into the existing City of Onalaska sidewalk system.

If you have any further questions please contact me. I can be reached at (608) 781-9537 or by e-mail: jholter@cityofonalaska.com

Sincerely,

C. Jarrod Holter, P.E.
City Engineer



PROJECT
LOCATION

US 53

TOWN LIMIT

CITY LIMIT

CITY
LIMIT

**BOARD OF PUBLIC WORKS
MONTHLY ESTIMATES
May 5, 2015**

| <u>Contractor</u> | <u>Original Contract Amount</u> | <u>Change Orders</u> | <u>Paid to Date</u> | <u>Due this Estimate</u> |
|--|-------------------------------------|--------------------------|-------------------------|------------------------------|
| 1. HAAS & SONS 2015 Utility Project Construction Estimate #1 | \$ 792,679.65 | \$ - | \$ - | \$ 303,888.55 |
| 2. STRAND ASSOCIATES Well #9 Construction Estimate #1 | \$ 157,200.00 | \$ - | \$ - | \$ 14,836.53 |
| 3. STRAND ASSOCIATES Well #9 Safe Drinking Water Loan Assistance Estimate #1 | \$ 16,500.00 | \$ - | \$ - | \$ 112.80 |