

CITY OF WISCONSIN DELLS MEETING AGENDA

Meeting Description PUBLIC WORKS COMMITTEE

Date: MONDAY, SEPTEMBER 14, 2015 Time: 5:45PM

Location: MUNICIPAL BUILDING 300 LA CROSSE STREET, WISCONSIN DELLS, WI

		Committee Members	
		Ald. Dar Mor-Chair	Ald. Ed Wojnicz
		Mayor Brian Landers	Ald. Brian Holzem
AGENDA ITEMS:			
1	CALL MEETING TO ORDER AND ATTENDANCE		
2	APPROVAL OF THE MINUTES FROM THE AUGUST 10, 2015 PUBLIC WORKS MEETING		
3	DISCUSSION/DECISION ON RECOMMENDATIONS FROM TREE BOARD, IF ANY		
4	DISCUSSION/DECISION ON THE RESOLUTION FOR THE SANITARY SEWER COLLECTION SYSTEMS COMPLIANCE MAINTENANCE ANNUAL REPORT FOR THE YEAR 2014		
5	DISCUSSION/DECISION ON MESSAGE BOARD/FLASHING BEACONS		
6	DISCUSSION/DECISION ON CHULA VISTA PARKWAY CART PATH		
7	DISCUSSION/DECISION ON PROPOSED 2016 OPERATING AND CAPITAL BUDGETS FOR PUBLIC WORKS AND THE UTILITIES		
8	DISCUSSION AND ANY DECISIONS AS NEEDED ON LIST OF MAYOR'S COMMITTEE GOALS: <ul style="list-style-type: none"> • UTILIZE THE DOWNTOWN TRAFFIC STUDY FROM MSA TO CONSIDER TRAFFIC AND PEDESTRIAN TRAFFIC CHANGES IN THE DOWNTOWN AREA 		
9	ANY OTHER ITEMS FOR REFERRAL TO FUTURE MEETING		
10	FUTURE PUBLIC WORKS MEETING (Scheduled for Monday, October 12, 2015 @ 5:30pm)		
11	ADJOURNMENT		
<p>Open Meetings Notice: If this meeting is attended by one or more members of the Common Council who are not members of this committee, their attendance may create a quorum of another city commission, board or committee under the Wisconsin Open Meetings Law; However, no formal action will be taken by any governmental body at the above stated meeting other than the body, committee, commission, or board identified in this meeting notice. Please be advised that upon reasonable notice, the City of Wisconsin Dells will furnish appropriate auxiliary aids and services to afford individuals with disabilities an equal opportunity to participate in meeting activities.</p>			
		ALDERPERSON DAR MOR, CHAIRPERSON	DISTRIBUTED SEPTEMBER 11, 2015

Compliance Maintenance Annual Report

Wisconsin Dells Utilities

Last Updated: Reporting For:
8/19/2015 2014

Financial Management

<p>1. Provider of Financial Information</p> <p>Name: <input style="width:150px;" type="text" value="Karen Terry"/></p> <p>Telephone: <input style="width:150px;" type="text" value="(608) 254-2012"/> (XXX) XXX-XXXX</p> <p>E-Mail Address (optional): <input style="width:300px;" type="text" value="kterry@dellscitygov.com"/></p>																									
<p>2. Treatment Works Operating Revenues</p> <p>2.1 Are User Charges or other revenues sufficient to cover O&M expenses for your wastewater treatment plant AND/OR collection system ?</p> <ul style="list-style-type: none"> <input checked="" type="radio"/> Yes (0 points) <input type="radio"/> No (40 points) <p>If No, please explain:</p> <div style="border: 1px solid black; height: 20px; width: 100%;"></div> <p>2.2 When was the User Charge System or other revenue source(s) last reviewed and/or revised?</p> <p>Year: <input style="width:80px;" type="text" value="2014"/></p> <ul style="list-style-type: none"> <input checked="" type="radio"/> 0-2 years ago (0 points) <input type="radio"/> 3 or more years ago (20 points) <input type="radio"/> N/A (private facility) <p>2.3 Did you have a special account (e.g., CWF required segregated Replacement Fund, etc.) or financial resources available for repairing or replacing equipment for your wastewater treatment plant and/or collection system?</p> <ul style="list-style-type: none"> <input checked="" type="radio"/> Yes (0 points) <input type="radio"/> No (40 points) 	0																								
REPLACEMENT FUNDS [PUBLIC MUNICIPAL FACILITIES SHALL COMPLETE QUESTION 3]																									
<p>3. Equipment Replacement Funds</p> <p>3.1 When was the Equipment Replacement Fund last reviewed and/or revised?</p> <p>Year: <input style="width:80px;" type="text" value="2013"/></p> <ul style="list-style-type: none"> <input checked="" type="radio"/> 1-2 years ago (0 points) <input type="radio"/> 3 or more years ago (20 points) <input type="radio"/> N/A <p>If N/A, please explain:</p> <div style="border: 1px solid black; height: 20px; width: 100%;"></div>																									
<p>3.2 Equipment Replacement Fund Activity</p> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:60%;">3.2.1 Ending Balance Reported on Last Year's CMAR</td> <td style="width:5%;"></td> <td style="width:5%; text-align: right;">\$</td> <td style="width:30%; text-align: right;"><input style="width:100%;" type="text" value="338,599.79"/></td> </tr> <tr> <td>3.2.2 Adjustments - if necessary (e.g. earned interest, audit correction, withdrawal of excess funds, increase making up previous shortfall, etc.)</td> <td style="text-align: center;">+</td> <td style="text-align: right;">\$</td> <td style="text-align: right;"><input style="width:100%;" type="text" value="0.00"/></td> </tr> <tr> <td>3.2.3 Adjusted January 1st Beginning Balance</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: right;"><input style="width:100%;" type="text" value="338,599.79"/></td> </tr> <tr> <td>3.2.4 Additions to Fund (e.g. portion of User Fee, earned interest, etc.)</td> <td style="text-align: center;">+</td> <td style="text-align: right;">\$</td> <td style="text-align: right;"><input style="width:100%;" type="text" value="24,218.45"/></td> </tr> <tr> <td>3.2.5 Subtractions from Fund (e.g., equipment replacement, major repairs - use description box 3.2.6.1 below*)</td> <td style="text-align: center;">-</td> <td style="text-align: right;">\$</td> <td style="text-align: right;"><input style="width:100%;" type="text" value="8,264.98"/></td> </tr> <tr> <td>3.2.6 Ending Balance as of December 31st for CMAR Reporting Year</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: right;"><input style="width:100%;" type="text" value="354,553.26"/></td> </tr> </table>	3.2.1 Ending Balance Reported on Last Year's CMAR		\$	<input style="width:100%;" type="text" value="338,599.79"/>	3.2.2 Adjustments - if necessary (e.g. earned interest, audit correction, withdrawal of excess funds, increase making up previous shortfall, etc.)	+	\$	<input style="width:100%;" type="text" value="0.00"/>	3.2.3 Adjusted January 1st Beginning Balance		\$	<input style="width:100%;" type="text" value="338,599.79"/>	3.2.4 Additions to Fund (e.g. portion of User Fee, earned interest, etc.)	+	\$	<input style="width:100%;" type="text" value="24,218.45"/>	3.2.5 Subtractions from Fund (e.g., equipment replacement, major repairs - use description box 3.2.6.1 below*)	-	\$	<input style="width:100%;" type="text" value="8,264.98"/>	3.2.6 Ending Balance as of December 31st for CMAR Reporting Year		\$	<input style="width:100%;" type="text" value="354,553.26"/>	
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All Sources: This ending balance should include all Equipment Replacement Funds whether held in a bank account(s), certificate(s) of deposit, etc.

3.2.6.1 Indicate adjustments, equipment purchases, and/or major repairs from 3.2.5 above.

Circuit board replacement and associated equipment on LS-14 (Meadowbrook Lift Station).

3.3 What amount should be in your Replacement Fund? \$ 215,000.00

Please note: If you had a CWFPP loan, this amount was originally based on the Financial Assistance Agreement (FAA) and should be regularly updated as needed. Further calculation instructions and an example can be found by clicking the HELP link under Info in the left-side menu.

3.3.1 Is the December 31 Ending Balance in your Replacement Fund above, (#3.2.6) equal to, or greater than the amount that should be in it (#3.3)?

Yes

No

If No, please explain.

0

4. Future Planning

4.1 During the next ten years, will you be involved in formal planning for upgrading, rehabilitating, or new construction of your treatment facility or collection system?

Yes - If Yes, please provide major project information, if not already listed below.

No

Project #	Project Description	Estimated Cost	Approximate Construction Year
1	Potential new Lift Station along with second Force Main. Tentative at best, pending economic development.	2000000	2018
2	Potentially construct a Bio solids processing facility for our treatment plant. We share ownership w/ Village of Lake Delton and are working through the CWFPP process w/ Lake Delton and consulting engineers.	2850000	2017

5. Financial Management General Comments

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	A

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Sanitary Sewer Collection Systems

1. CMOM Program

1.1 Do you have a Capacity, Management, Operation & Maintenance (CMOM) requirement in your WPDES permit?

- Yes
- No

1.2 Did you have a documented (written records/files, computer files, video tapes, etc.) sanitary sewer collection system operation & maintenance (O&M) or CMOM program last calendar year?

- Yes (Continue with question 1)
- No (30 points) (Go to question 2)

1.3 Check the elements listed below that are included in your O&M or CMOM program.

Goals

Describe the specific goals you have for your collection system:

Creating new CMOM program to met regulations by the August 1,2016 deadline (We are currently working w/ are consulting engineers on this). This would include substantial upgrades to our mapping system. (GIS based, so that it can be easily used for asset management).

Organization

Do you have the following written organizational elements (check only those that apply)?

- Ownership and governing body description
- Organizational chart
- Personnel and position descriptions
- Internal communication procedures
- Public information and education program

Legal Authority

Do you have the legal authority for the following (check only those that apply)?

- Sewer use ordinance Last Revised Date (MM/DD/YYYY) 02/22/2014
- Pretreatment/industrial control Programs
- Fat, oil and grease control
- Illicit discharges (commercial, industrial)
- Private property clear water (sump pumps, roof or foundation drains, etc.)
- Private lateral inspections/repairs
- Service and management agreements

Maintenance Activities (provide details in question 2)

Design and Performance Provisions

How do you ensure that your sewer system is designed and constructed properly?

- State plumbing code
- DNR NR 110 standards
- Local municipal code requirements
- Construction, inspection, and testing
- Others:

Overflow Emergency Response Plan:

Does your emergency response capability include (check only those that apply)?

- Alarm system and routine testing
- Emergency equipment
- Emergency procedures
- Communications/notifications (DNR, internal, public, media, etc.)

Capacity Assurance:

How well do you know your sewer system? Do you have the following?

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- Current and up-to-date sewer map
- Sewer system plans and specifications
- Manhole location map
- Lift station pump and wet well capacity information
- Lift station O&M manuals

Within your sewer system have you identified the following?

- Areas with flat sewers
- Areas with surcharging
- Areas with bottlenecks or constrictions
- Areas with chronic basement backups or SSOs
- Areas with excess debris, solids, or grease accumulation
- Areas with heavy root growth
- Areas with excessive infiltration/inflow (I/I)
- Sewers with severe defects that affect flow capacity
- Adequacy of capacity for new connections
- Lift station capacity and/or pumping problems
- Annual Self-Auditing of your O&M/CMOM Program to ensure above components are being implemented, evaluated, and re-prioritized as needed
- Special Studies Last Year (check only those that apply):
 - Infiltration/Inflow (I/I) Analysis
 - Sewer System Evaluation Survey (SSES)
 - Sewer Evaluation and Capacity Management Plan (SECAP)
 - Lift Station Evaluation Report
 - Others:

0

2. Operation and Maintenance

2.1 Did your sanitary sewer collection system maintenance program include the following maintenance activities? Complete all that apply and indicate the amount maintained.

Cleaning	20	% of system/year
Root removal	16	% of system/year
Flow monitoring	0	% of system/year
Smoke testing	0	% of system/year
Sewer line televising	1	% of system/year
Manhole inspections	10	% of system/year
Lift station O&M	12	# per L.S./year
Manhole rehabilitation	.5	% of manholes rehabbed
Mainline rehabilitation	.1	% of sewer lines rehabbed
Private sewer inspections	.5	% of system/year
Private sewer I/I removal	.02	% of private services

Please include additional comments about your sanitary sewer collection system below:

2014 construction projects required only spot repair of existing sanitary lines.

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3. Performance Indicators

3.1 Provide the following collection system and flow information for the past year.

35.59	Total actual amount of precipitation last year in inches
34.75	Annual average precipitation (for your location)
25	Miles of sanitary sewer
19	Number of lift stations
0	Number of lift station failures
1	Number of sewer pipe failures
1	Number of basement backup occurrences
13	Number of complaints
.514	Average daily flow in MGD (if available)
.752	Peak monthly flow in MGD (if available)
0	Peak hourly flow in MGD (if available)

3.2 Performance ratios for the past year:

0.00	Lift station failures (failures/year)
0.04	Sewer pipe failures (pipe failures/sewer mile/yr)
0.00	Sanitary sewer overflows (number/sewer mile/yr)
0.04	Basement backups (number/sewer mile)
0.52	Complaints (number/sewer mile)
1.5	Peaking factor ratio (Peak Monthly:Annual Daily Avg)
0.0	Peaking factor ratio (Peak Hourly:Annual Daily Avg)

4. Overflows

LIST OF SANITARY SEWER (SSO) AND TREATMENT FACILITY (TFO) OFERFLOWS REPORTED **

Date	Location	Cause	Estimated Volume (MG)
None reported			

** If there were any SSOs or TFOs that are not listed above, please contact the DNR and stop work on this section until corrected.

5. Infiltration / Inflow (I/I)

5.1 Was infiltration/inflow (I/I) significant in your community last year?

- Yes
 No

If Yes, please describe:

5.2 Has infiltration/inflow and resultant high flows affected performance or created problems in your collection system, lift stations, or treatment plant at any time in the past year?

- Yes
 No

If Yes, please describe:

5.3 Explain any infiltration/inflow (I/I) changes this year from previous years:

No real changes in 2014.

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5.4 What is being done to address infiltration/inflow in your collection system?

Continued daily monitoring of LS's and system. We've also rebuilt several blocks of are existing system in 2015.

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	A

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Grading Summary

WPDES No: 0047341

SECTIONS	LETTER GRADE	GRADE POINTS	WEIGHTING FACTORS	SECTION POINTS
Financial	A	4	1	4
Collection	A	4	3	12
TOTALS			4	16
GRADE POINT AVERAGE (GPA) = 4				

Notes:

A = Voluntary Range (Response Optional)

B = Voluntary Range (Response Optional)

C = Recommendation Range (Response Required)

D = Action Range (Response Required)

F = Action Range (Response Required)

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Resolution or Owner's Statement

Name of Governing Body or Owner:	<input type="text" value="City of Wisconsin Dells Common Council"/>
Date of Resolution or Action Taken:	<input type="text" value="9/21/2015"/>
Resolution Number:	<input type="text"/>
ACTIONS SET FORTH BY THE GOVERNING BODY OR OWNER RELATING TO SPECIFIC CMAR SECTIONS (Optional for grade A or B. Required for grade C, D, or F. Regardless of grade, required for Collection Systems if SSOs were reported):	
Financial Management: Grade = A	<input type="text"/>
Collection Systems: Grade = A	<input type="text"/>
ACTIONS SET FORTH BY THE GOVERNING BODY OR OWNER RELATING TO THE OVERALL GRADE POINT AVERAGE AND ANY GENERAL COMMENTS (Optional for G.P.A. greater than or equal to 3.00, required for G.P.A. less than 3.00)	
G.P.A. = 4	<input type="text"/>

David Holzem

From: Chris Tollaksen
Sent: Thursday, August 06, 2015 9:41 AM
To: David Holzem; Nancy Holzem
Cc: Brian Landers; Dar Mor; 'Jody Ward'; Perry Mayer
Subject: FW: follow up from 7/31/2015 meeting
Attachments: PCMS Form.docx; 04-05-01.pdf

FYI

From: Lysne, Nichole - DOT [<mailto:Nichole.Lysne@dot.wi.gov>]
Sent: Thursday, August 06, 2015 8:43 AM
To: Chris Tollaksen
Cc: Matthews, Brent - DOT
Subject: follow up from 7/31/2015 meeting

Chris: Thanks for meeting with us on Friday, July 31, 2015 regarding the Woodside sports complex access. At the meeting, Brent Matthews committed to getting you information on the flashing beacon and the PCMS. Below is information he asked that I pass onto you. It also includes information about the speed study timeframe. If you have questions, feel free to contact Brent at 715.421.8312 or me at the number below.

1. **Flashing beacon Policy** is attached.
2. **PCMS Boards** for special events:
 - a. Our form is attached to use our boards, again the boards take priority for our system work or incidents. The form doesn't really spell that we have specific words that we are allowed to use. They are mainly to warn the through traffic that there's something going on and to direct them through it. However, some of the larger events are allowed to use generic messages like "Special Event Parking" and so forth. We will work with the permit requestor on the proper language.
 - b. The website for the new boards that the State has been buying is located here:
http://www.ver-mac.com/en/products/portable_message_boards/portable_message_boards.php
We think that the boards run between \$15,000-\$20,000 each.
3. **Speed Study:** We will be conducting a speed study during the week of August 10 weather permitting.

Nichole Lysne
WisDOT North Central Region Planning and Programming Supervisor
715.421.8040



Traffic Guidelines Manual

ORIGINATOR Director, Office of Traffic	4-5-1
CHAPTER 4	Signals
SECTION 5	Beacons
SUBJECT 1	General Provisions

A. INTRODUCTION/GENERAL

Reference is made to the *WisMUTCD*, Chapter 4L and *MUTCD* – Interim Approval for Optional use of Rectangular Rapid Flashing Beacons (IA-11).

Flashing beacons (a.k.a. flashers, warning flashers, beacons, RRFBs hazard identification beacon) are a special type of signal indication, used to supplement standard regulatory and warning signs. According to the *MUTCD*, flashing beacons have the following applications:

- Intersection Control Beacon,
- Stop Beacon,
- Speed Limit Sign Beacon and,
- Warning Beacon.

Flashing beacons are considered to be part of a sign, as it pertains to the provisions for allowing the installation of the beacons on highway right-of-way. Statutes 84.02 (4) (c) and 86.19 (3) convey exclusive authority for signs and warning devices on the state trunk system to the Department. Installation of these devices on the state truck system by other agencies is only allowed in cases of emergency or when approved in writing by the Department.

This policy contains provisions for proper application, design, and permitting of flashing beacons on the STH system.

B. POLICY

General

The following general criteria apply to all flashing beacon installations on the STH system:

1. There are two types of flashing beacons:
 - Red – only to be used with STOP signs, and
 - Yellow – to be used with any yellow warning (W-series) signs, speed limit, speed limit reduction, and school speed limit signs.

Flashing Beacons **shall** only be associated with the sign installations referred to above.

2. Flashing beacons are supplementary to signs. When used, they **shall be mounted** on the same support as the sign which the beacon supplements in accordance with *WisMUTCD* 4L.03.
3. Activated flashing beacons **shall** not be approved on the STH system for use in conjunction with train crossings.
4. Emergency vehicle entrances *may* have activated flashing beacons, which will cancel after a pretimed period of flash.
5. State-owned and permitted installations:
 - a. The Department *may* determine that flashing beacons are needed and *may* install and maintain them at specific sites. In this case, the Regional Traffic Engineer **shall** make a final determination regarding the use of these devices on behalf of the Department.

Typically, Departmental installations will be based on safety concerns. Common examples include: red flashing beacons with STOP signs, yellow flashing beacons with advance traffic control signs (W3 series), or advance intersection warning signs (W2 series).

- b. At locations where local authorities determine that the use of flashing beacons is desirable, a permit *may* be issued for the installation and maintenance of flashing beacons. Permitted installations are subject to the approval of the Department and the conditions of this policy. Additionally, permits are revocable at the discretion of the Department.

Application of Flashing Beacons

The following sections highlight policy items for flashing beacons that *may* be different from those presented in *WisMUTCD* Chapter 4L.

Intersection Control Beacon

An Intersection Control Beacon, as defined *WisMUTCD* Section 4L.02 is a red and/or yellow flashing beacon suspended over the intersection without an accompanying sign immediately adjacent to the beacon, which *may* face one, two or all approaches.

Intersection Control Beacons, as defined herein, **shall not** to be used on state-maintained highways.

Warning Beacon

Refer to *WisMUTCD* Section 4L.03 and to MUTCD – Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11).

Speed Limit Sign Beacon

Refer to *WisMUTCD* Section 4L.04. The Department rarely, if ever, would install and maintain flashing beacons with speed limit signs or school speed limit signs. Local authorities **shall** follow the permit requirements stated below.

Stop Beacon

Refer to *WisMUTCD* Section 4L.05

Flashing Beacon Design & Installation

The following provisions pertain to the installation, operation and maintenance of flashing beacons other than Rectangular Rapid Flashing Beacons (RRFBs) on the state trunk highway system.

1. Location:
 - a. Ground mount – Flashing beacons *may* be ground mounted, where they will be approximately one foot above the sign they supplement. The sign *should* be in the lateral and vertical location as specified in the *WisMUTCD* Part 2 (no change).

Illustrations of typical ground-mount installations are in Figure 1 below.
 - b. Overhead mount – A flashing beacon *may* be mounted on one or both sides of an overhead sign. It *may* be mounted above the sign as long as the entire assembly including the sign has a minimum clearance of 17 feet.
2. For State-maintained installations, the standard size of flashing beacons is 12-inches in diameter. At the discretion of the Regional Traffic Engineer, permitted (not State-maintained) installations that are located in areas with a posted speed less than 30 mph *may* use 8-inch diameter beacons.
3. Ground mounted supports **shall** be the same as are normally used to support the sign, and of the same cross-section as normally used. These **shall** be 4x4 or cross-drilled 4x6 posts, or in urban areas signal posts on concrete footings, or light poles or wood poles where speeds are low. Usage of any kind of pole **shall** be in conformance with the offsets specified in highway lighting permit policy, FDM Policy 11-15-1.

4. The installation of two posts, one for the sign and the other for the flashing beacon is not permissible within the clear zone because of the unpredictable behavior of the combination of two posts when struck.
5. Service poles must be offset to the ROW line or in conformance with offsets in FDM 11-15-1.
6. Service *may* drop to the top of the support, which would be extended to maintain an 18-foot minimum wire-to-ground clearance as per Wisconsin Electrical code. Service *should* preferably be installed underground. In the latter case the conduit **shall** be run up and attached to the post or pole. The control box *may* be mounted on the post or pole.
7. At the discretion of the Regional Traffic Engineer, solar-powered flashing beacon installations *may* be allowed on the STH system provided the installation meets applicable electrical and crash standards.
8. According to TGM 2-1-8, flashing beacons and STOP or STOP AHEAD signs that incorporate flashing displays (e.g. blinker signs) **shall** not be used the same intersection approach.
The following provisions pertain to the installation, operation, and maintenance of Rectangular Rapid Flashing Beacons (RRFBs) on the state trunk highway system
 1. Shall be in compliance with the requirements established in Interim Approval IA-11
 2. Poles shall be in conformance with the offsets specified in FDM 11-15-1
 3. Service *may* drop to the top of the support, which would be extended to maintain an 18-foot minimum wire-to-ground clearance as per Wisconsin Electrical code. Service *should* preferably be installed underground. In the latter case the conduit **shall** be run up and attached to the post or pole. The control box *may* be mounted on the post or pole.
 4. At the discretion of the Regional Traffic Engineer, solar-powered flashing beacon installations *may* be allowed on the STH system provided the installation meets applicable electrical and crash standards.

C. PERMITTING OF FLASHING BEACONS

Any improperly installed electrical equipment *may* pose a hazard to the general public. As such, the Department spells out general and specific conditions, which are part of the permit agreement. **These** conditions are incorporated into the permit form, DT1877, a copy of which is appended to this policy. The *WisMUTCD* Chapter 4L and specific condition stated above **shall** also be followed for flashing beacons installed on all state trunk highways. Flashing beacons installed on connecting highways **shall not** require a WisDOT permit.

The following information provides conditions and processes related to the issuance of permits.

1. Permit applications **shall** be received by and permits issued by the appropriate Regional Office.
2. Permits for flashing beacons *may* only be issued to municipalities, not to private individuals at agencies, or to power companies. This *should* result in working with the most responsible and objective agency associated with the safety problem being addressed.
3. The region *may* rightfully deny the issuance of the permit. Reasons for denial *may* include: lack of need; conflict with other traffic control devices; vulnerable location; lack of confidence in the maintaining ability of the subject agency; knowledge that the request is due to reaction rather than long term need of commitment.
4. The region *may* revoke the permit for any of the reasons above, especially in regard to lack of maintenance, as well as for reasons cited on the permit itself.
5. For permitted flashing beacons installed on signal standards, Standard Detail Drawings 9C2, 9C3, and 9E7 *should* be made part of the permit. SDD numbers 9C5 and 9D3 for control cabinet installations *may* also apply.
6. In the event of the reconstruction of the highway, reasonable notice *should* be given to the municipality to allow their removal of the equipment and arranging for disconnecting the electrical service.

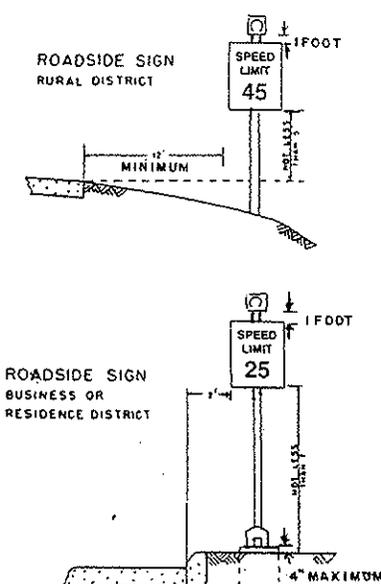


Figure 1. Standard Flashing Beacon Installations for Rural & Urban Districts

FLASHING BEACON INSTALLATION APPLICATION/PERMIT

Wisconsin Department of Transportation

DT1877 6/2010 s.86.19(3) Wis. Stats.

Submit application in triplicate to Wisconsin Department of Transportation, Regional office.
 Make separate application for each flasher or associated pair of flashers desired.
 See conditions for installation of flashing beacon on next page(s).

Applicant - Municipality		Unit of Government (County, Town, City, Village)			
Mailing Address					Date
Name of 24/7 Emergency Contact		Contact Area Code -- Telephone Number		Cell or Pager Number	
Description of Beacon				Mounting Height Feet	Lateral Setback Feet From <input type="checkbox"/> Edge of Pavement <input type="checkbox"/> Face or Top of Curb
Red	<input type="checkbox"/> Incandescent 165 w	<input type="checkbox"/> LED *	<input type="checkbox"/> Single <input type="checkbox"/> Pair-as separate installation		
Yellow	<input type="checkbox"/> 116 w	<input type="checkbox"/>	<input type="checkbox"/> Pair-as same installation for school speed limit signs only		
RRFB Yellow	<input type="checkbox"/> Solar LED w <input type="checkbox"/> Hardware LED w	Single RRFB Indication Dual RRFB Indication			
* If LED indications are used, they shall have an equivalent output to incandescent indications.					
Location of Beacon		Facing <input type="checkbox"/> N <input type="checkbox"/> E <input type="checkbox"/> S <input type="checkbox"/> W		Reference to intersection, corporate limit, etc.	
Associated Sign <input type="checkbox"/> Stop <input type="checkbox"/> Warning <input type="checkbox"/> Speed Limit <input type="checkbox"/> School <input type="checkbox"/> Other					
Reason for Erecting Beacon					

Application is made for permission to install a flashing beacon as described above. It is understood and agreed that the design, installation and operation of the flashing beacon will comply with the regulations of the Wisconsin Department of Transportation, the State Electrical Code, local ordinances and regulations, as well as specific conditions stated on the next page(s).

The undersigned certifies that he/she is authorized to sign this application on behalf of the named unit of government.

(Authorized Representative) (Date)

(Title)

PERMIT APPROVAL

Permission is granted for the installation described above in compliance with the conditions specified.

Permit Number	Date Issued	Approved for Wisconsin Department of Transportation	
FB-		X	
		(Traffic Engineer)	(Date)

CONDITIONS FOR INSTALLATION OF FLASHING BEACON

1. WisDOT's policy on *Beacons, General Provisions* per TGM 4-5-1 is made part of this policy (copy attached).
2. The design, installation and operation of the flashing beacon shall comply with, the state Electrical Code, Chapter 4L of the Wisconsin Manual on Uniform Traffic Control Devices, FHWA's July 16, 2008 Interim Approval Memo (IA-11) for Rectangular Rapid Flashing Beacons (RRFBs), and local ordinances and regulations.
3. During the installation and subsequent maintenance, the permittee shall follow all pertinent provisions for work zone traffic control provided in Part 6 of the Wisconsin Manual of Uniform Traffic Control Devices.
4. The beacon may be mounted on a post, pole, or other suitable rigid support. The supports shall be outside of the curb line or on rural type highways at or beyond the shoulder line.
5. The beacon shall be mounted on the same support as the sign that it is to supplement.
6. The beacon lens shall have a diameter of 12", unless an RRFB or otherwise approved by the Department.
7. The support for the beacon shall be so designed and constructed that the associated sign specified may be erected on the same support immediately below the beacon, except in the case of an RRFB. For an RRFB, the associated sign should be mounted above the beacon. The beacon shall be maintained in proper working order and condition.
8. The permittee shall maintain the equipment in proper working order, and coordinate the installation with other right-of-way users (i.e., utilities, adjacent property owners, etc.). If not already, the permittee shall become a member of Diggers Hotline. Failure to do so will result in permit revocation.
9. It is the responsibility of the permittee to maintain locational information or locating flashing beacon facilities in the field for the purposes of avoiding utility conflicts.
10. All costs of design, installation, operation, maintenance and relocation or removal of flashing beacons installations due to road construction shall be the responsibility of the permittee.
11. It is the responsibility of the permittee to identify upcoming highway improvement projects that will affect flashing beacon installations and appropriately coordinate with WisDOT staff. WisDOT will not participate in sharing costs related to removal or relocation of flashing beacon facilities due to improvement projects.
12. The permit may be revoked upon notice in writing for failure to comply with these conditions, or upon a finding by the Department that the continued operation of the flashing beacon is not warranted.
13. The final location of the flashing beacon shall have the approval of the Traffic Engineer or his authorized representative.
14. At schools or school crossings, unless an RRFB is installed, the installation shall be equipped with an automatic time switch which shall cause the flashing beacon to operate only during the following periods:
 - a. For three-quarters of an hour before school begins in the morning;
 - b. Between the end of the morning and the beginning of the afternoon session;
 - c. For three-quarters of an hour after the end of the afternoon session.
 - d. The beacon shall operate only on school days and arrangements shall be made so that the beacon will not operate on holidays.
15. A concrete base, if used, shall not extend more than four (4) inches above ground level at any point.
16. Subsequent maintenance of In-Roadway Lights that require the permittee to access public right-of-way *may* require a Work on Highway Right-of-Way Permit (DT1812). Should any of these selected maintenance activities encroach in the STH traveled way, or if activities impact the free flow of traffic on the STH highway (closure of a travel lane, diversion of traffic, etc.), a permit shall first be obtained from the Department. The following are examples of work, which does not require a permit:
 - a. Buried cable locating and facility marking.
 - b. Reading electrical service meters.
 - c. Repair to electrical service.
 - d. Land surveys.
 - e. Controller programming
 - f. Connect and test wiring of cable at pull box and pedestal locations.
 - g. Pedestal base, standard, bracket, and hardware repair/replacement.
 - h. Remove debris from warning devices.
 - i. Repair cable bonding or grounds.
 - j. Visual condition surveys.
 - k. Trim trees or remove brush for vision of warning devices.
 - l. Fuse replacement.
 - m. Replace overhead highway lighting lamps and cleaning glass.
 - n. Repair or replace outdoor lighting control.
 - o. Reset time clock or control switches.
 - p. Replace equipment tags or identifiers.
 - q. Minor repair of electrical cable (splices, etc.).
17. Other conditions: No Yes – Specify below:

Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11)



U.S. Department of Transportation
Federal Highway Administration

Memorandum

Purpose: The purpose of this memorandum is to issue an Interim Approval for the optional use of Rectangular Rapid Flashing Beacons (RRFB) as warning beacons under certain limited conditions. Interim Approval allows interim use, pending official rulemaking, of a new traffic control device, a revision to the application or manner of use of an existing traffic control device, or a provision not specifically described in the Manual on Uniform Traffic Control Devices (MUTCD).

Background: The Florida Department of Transportation, in conjunction with the city of St. Petersburg, has requested that the Federal Highway Administration (FHWA) issue an Interim Approval to allow the use of RRFBs as warning beacons to supplement standard pedestrian crossing and school crossing warning signs at crossings across uncontrolled approaches. The RRFB does not meet the current standards for flashing warning beacons as contained in the 2003 edition of the MUTCD, Chapter 4K which requires a warning beacon to be round in shape and either 8 or 12 inches in diameter, to flash at a rate of approximately once per second, and to be located no less than 12 inches outside the nearest edge of the warning sign it supplements. The RRFB uses rectangular-shaped high-intensity LED-based indications, flashes rapidly in a wig-wag "flickering" flash pattern, and is mounted immediately between the crossing sign and the sign's supplemental arrow plaque.

Research on the RRFB: The city of St. Petersburg has completed experimentation with the RRFB at 18 pedestrian crosswalks across uncontrolled approaches and has submitted their final report. In addition to "before" data, the city collected "after" data at intervals for 1 year at all sites and for 2 years at the first 2 implemented sites. For the first 2 sites, the city collected data for overhead and ground-mounted pedestrian crossing signs supplemented with standard round yellow flashing beacons, for comparison purposes, before the RRFBs were installed. The data show very high rates of motorist "yield to pedestrians" compliance, mostly in the high 80s to close to 100 percent, in comparison to far lower rates (in the 15 to 20 percent range) for standard beacons. The very high yielding rates are sustained even after 2 years in operation, and no identifiable negative effects have been found. The RRFB's very high compliance rates are previously unheard of for any device other than a full traffic signal and a "HAWK" hybrid signal, both of which stop traffic with steady red signal indications. The St. Petersburg data also shows that drivers exhibit yielding behavior much further in advance of the crosswalk with RRFB than with standard round yellow flashing beacons. These data clearly document very successful and impressive positive experience with the RRFBs at crosswalks in that city.

In addition to the St. Petersburg locations, experimentation is underway at 3 sites in Miami-Dade County, FL, 4 sites in Largo, FL, and 2 sites in Las Cruces, NM, and RRFBs are being installed at 3 sites in northern Illinois. Additionally, the District of Columbia has installed RRFBs at one crosswalk and plans to request experimentation with RRFB at several sites. Data from locations

other than St. Petersburg is limited but does show results very similar to those found in St. Petersburg. A study of 2 RRFB locations in Miami-Dade County, FL, reported in a TRB paper, found that evasive conflicts between drivers and pedestrians and the percentage of pedestrians trapped in the center of an undivided road because of a non-yielding driver in the second half of the roadway were both significantly reduced to negligible levels. Data so far from the one RRFB site in DC shows driver yielding compliance rates increased from 26 percent to 74 percent after 30 days in operation and advance yielding distances also increased comparable to the St. Petersburg results.

FHWA Evaluation of Results: The Office of Transportation Operations has reviewed the available data and considers the RRFB to be highly successful for the applications tested (uncontrolled crosswalks). The RRFB offers significant potential safety and cost benefits, because it achieves very high rates of compliance at a very low relative cost in comparison to other more restrictive devices that provide comparable results, such as full midblock signalization. The components of RRFB are not proprietary and can be assembled by any jurisdiction with off-the-shelf hardware. The FHWA believes that the RRFB has a low risk of safety or operational concerns. However, because proliferation of RRFBs in the roadway environment to the point that they become ubiquitous could decrease their effectiveness, use of RRFBs should be limited to locations with the most critical safety concerns, such as pedestrian and school crosswalks across uncontrolled approaches, as tested in the experimentation. At a recent meeting of the National Committee on Uniform Traffic Control Devices, the Signals Technical Committee voted to endorse the future inclusion of the RRFB for uncontrolled crosswalks into the MUTCD and recommended that FHWA issue an Interim Approval for RRFB. The FHWA believes this indicates a consensus in the practitioner community in support of optional use of RRFB. This Interim Approval does not create a new mandate compelling installation of RRFB but will allow agencies to install this type of flashing beacon, pending official MUTCD rulemaking, to provide a degree of enhanced pedestrian safety at uncontrolled crosswalks that has been previously unattainable without costly and delay-producing full traffic signalization.

Conditions of Interim Approval: The FHWA will grant Interim Approval for the optional use of the RRFB as a warning beacon to supplement standard pedestrian crossing or school crossing signs at crosswalks across uncontrolled approaches to any jurisdiction that submits a written request to the Office of Transportation Operations. A State may request Interim Approval for all jurisdictions in that State. Jurisdictions using RRFB under this Interim Approval must agree to comply with the technical conditions detailed below, to maintain an inventory list of all locations where the devices are placed, and to comply with Item F at the bottom of Page 1A-6 of the 2003 MUTCD, Section 1A.10 which requires:

"An agreement to restore the site(s) of the Interim Approval to a condition that complies with the provisions in this Manual within 3 months following the issuance of a Final Rule on this traffic control device. This agreement must also provide that the agency sponsoring the Interim Approval will terminate use of the device or application installed under the Interim Approval at any time that it determines significant safety concerns are directly or indirectly attributable to the device or application. The FHWA's Office of Transportation Operations has the right to terminate the interim approval at any time if there is an indication of safety concerns."

1. General Conditions:

- a. An RRFB shall consist of two rapidly and alternately flashed rectangular yellow indications having LED-array based pulsing light sources, and shall be designed, located, and operated in accordance with the detailed requirements specified below.
- b. The use of RRFBs is optional. However, if an agency opts to use an RRFB under this Interim Approval, the following design and operational requirements shall apply, and shall take precedence over any conflicting provisions of the MUTCD for the approach on which RRFBs are used:

2. Allowable Uses:

- a. An RRFB shall only be installed to function as a Warning Beacon (see 2003 MUTCD Section 4K.03).
- b. An RRFB shall only be used to supplement a W11-2 (Pedestrian) or S1-1 (School) crossing warning sign with a diagonal downward arrow (W16-7p) plaque, located at or immediately adjacent to a marked crosswalk.
- c. An RRFB shall not be used for crosswalks across approaches controlled by YIELD signs, STOP signs, or traffic control signals. This prohibition is not applicable to a crosswalk across the approach to and/or egress from a roundabout.
- d. In the event sight distance approaching the crosswalk at which RRFBs are used is less than deemed necessary by the engineer, an additional RRFB may be installed on that approach in advance of the crosswalk, as a Warning Beacon to supplement a W11-2 (Pedestrian) or S1-1 (School) crossing warning sign with an AHEAD: (W16-9p) plaque. This additional RRFB shall be supplemental to and not a replacement for RRFBs at the crosswalk itself.

3. Sign/Beacon Assembly Locations:

- a. For any approach on which RRFBs are used, two W11-2 or S1-1 crossing warning signs (each with RRFB and W16-7p plaque) shall be installed at the crosswalk, one on the right-hand side of the roadway and one on the left-hand side of the roadway. On a divided highway, the left-hand side assembly should be installed on the median, if practical, rather than on the far left side of the highway.
- b. An RRFB shall not be installed independent of the crossing signs for the approach the RRFB faces. The RRFB shall be installed on the same support as the associated W11-2 (Pedestrian) or S1-1 (School) crossing warning sign and plaque.

4. Beacon Dimensions and Placement in Sign Assembly:

- a. Each RRFB shall consist of two rectangular-shaped yellow indications, each with an LED-array based light source. Each RRFB indication shall be a minimum of approximately 5 inches wide by approximately 2 inches high.
- b. The two RRFB indications shall be aligned horizontally, with the longer dimension horizontal and with a minimum space between the two indications of approximately seven inches (7 in), measured from inside edge of one indication to inside edge of the other indication.
- c. The outside edges of the RRFB indications, including any housings, shall not project beyond the outside edges of the W11-2 or S1-1 sign.

- d. As a specific exception to 2003 MUTCD Section 4K.01 guidance, the RRFB shall be located between the bottom of the crossing warning sign and the top of the supplemental downward diagonal arrow plaque (or, in the case of a supplemental advance sign, the AHEAD plaque), rather than 12 inches above or below the sign assembly. (See attached example photo.)

5. Beacon Flashing Requirements:

- a. When activated, the two yellow indications in each RRFB shall flash in a rapidly alternating "wig-wag" flashing sequence (left light on, then right light on).
- b. As a specific exception to 2003 MUTCD Section 4K.01 requirements for the flash rate of beacons, RRFBs shall use a much faster flash rate. Each of the two yellow indications of an RRFB shall have 70 to 80 periods of flashing per minute and shall have alternating but approximately equal periods of rapid pulsing light emissions and dark operation. During each of its 70 to 80 flashing periods per minute, one of the yellow indications shall emit two rapid pulses of light and the other yellow indication shall emit three rapid pulses of light.
- c. The flash rate of each individual yellow indication, as applied over the full on-off sequence of a flashing period of the indication, shall not be between 5 and 30 flashes per second, to avoid frequencies that might cause seizures.
- d. The light intensity of the yellow indications shall meet the minimum specifications of Society of Automotive Engineers (SAE) standard J595 (Directional Flashing Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles) dated January 2005.

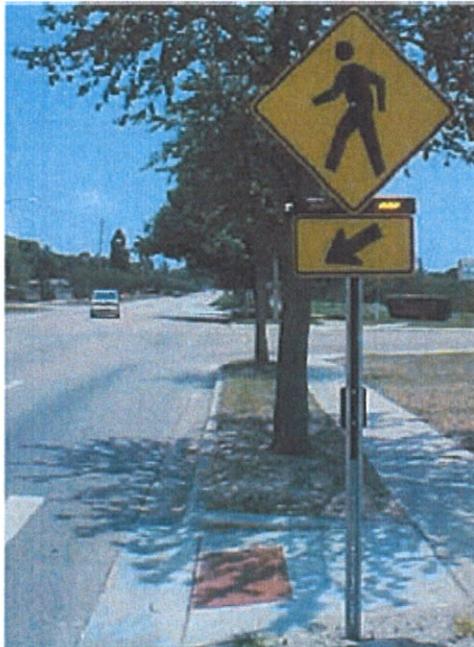
6. Beacon Operation:

- a. The RRFB shall be normally dark, shall initiate operation only upon pedestrian actuation, and shall cease operation at a predetermined time after the pedestrian actuation or, with passive detection, after the pedestrian clears the crosswalk.
- b. All RRFBs associated with a given crosswalk (including those with an advance crossing sign, if used) shall, when activated, simultaneously commence operation of their alternating rapid flashing indications and shall cease operation simultaneously.
- c. If pedestrian pushbuttons (rather than passive detection) are used to actuate the RRFBs, a pedestrian instruction sign with the legend PUSH BUTTON TO TURN ON WARNING LIGHTS should be mounted adjacent to or integral with each pedestrian pushbutton.
- d. The duration of a predetermined period of operation of the RRFBs following each actuation should be based on the MUTCD procedures for timing of pedestrian clearance times for pedestrian signals.
- e. A small light directed at and visible to pedestrians in the crosswalk may be installed integral to the RRFB or push button to give confirmation that the RRFB is in operation.

7. Other:

- a. Except as otherwise provided above, all other provisions of the MUTCD applicable to Warning Beacons shall apply to RRFBs.

Any questions concerning this Interim Approval should be directed to Mr. Scott Wainwright at scott.wainwright@dot.gov or by telephone at 202-366-0857.



Example of RRFB with W1-2 sign and W16-7p plaque at crosswalk across uncontrolled approach. [Photo courtesy of City of St. Petersburg, Florida]

Chula Vista Parkway

Proposed Cart Path

ITEM 6



2016 REQUESTED BUDGET		09/09/2015		DWH															
PUBLIC WORKS DEPARTMENT																			
REVENUES	2012	2013	2014	2015	2015 YTD	2016	2015/2016												
PUBLIC WORKS REVENUE	ACTUAL	ACTUAL	ACTUAL	APPROVED BUDGET	THRU 8/31/2015	DEPARTMENT REQUESTED	INCREASE DECREASE												
4353-300 MISC. REVENUE	616	26	1,100	500	534	500	0%												
4354-300 RECYCLE/GRANT REVENUE	7,624	6,925	6,918	6,918	6,917	5,500	-20%												
4355-300 RECYCLE/OTHER REVENUE	1,080	1,964	2,290	1,500	1,231	1,775	18%												
4632-300 ST MACHINERY RENTAL	78	516	25	500	25	500	0%												
4635-300 SNOW REMOVAL	825	14,451	10,553	13,500	4,998	8,500	-37%												
4636-300 ST DEPT JOBBING	2,246	7,369	1,830	5,000	1,130	3,800	-24%												
4642-300 GARBAGE REVENUE	27,757	33,207	31,799	29,000	21,031	29,000	0%												
4675-300 WHARF	8,800	8,800	8,800	8,800	8,800	8,800	0%												
Sub-Total	49,026	73,258	63,315	65,718	44,666	58,375	-11%												
BUILDING INSPECTION REVENUE																			
4431-114 BUILDING PERMITS	32,280	36,047	45,282	37,000	27,905	33,000	-11%												
4432-114 PLUMBING PERMITS	5,493	8,426	9,849	6,000	1,321	6,000	0%												
4433-114 SIGN PERMITS FEES/INSP	4,300	2,555	4,685	15,000	8,540	9,000	-40%												
4434-114 ELECTRICAL PERMITS FEES/INSP	2,387	10,067	15,764	9,500	5,418	9,500	0%												
Sub-Total	44,460	57,095	75,580	67,500	43,184	57,500	-15%												
TOTAL REVENUES	93,486	130,353	138,895	133,218	87,850	115,875	-13%												
EXPENDITURES																			
PUBLIC WORKS - ADMIN. EXPENSE																			
5310-300-1000 SALARIES	105,373	103,182	109,574	113,950	73,353	116,229	2%												
5310-300-1500 HEALTH INSURANCE	21,952	26,542	18,224	19,440	11,202	19,975	3%												
5310-300-1600 RETIREMENT EXPENSE	10,442	8,040	8,011	7,750	4,988	7,905	2%												
5310-300-1700 FICA	9,625	7,449	8,393	8,717	5,421	8,891	2%												
5310-300-2000 EXPENSES	13,082	12,468	11,556	15,000	6,575	15,000	0%												
5310-300-4000 SAFETY & TRAINING	1,008	1,483	1,906	1,500	318	1,500	0%												
5310-300-5000 MAPPING/ZONING	2,202	3,715	1,837	3,000	2,491	3,000	0%												
5310-300-5100 WORK COMP INS	14,331	13,302	7,127	15,400	8,782	11,500	-25%												
Sub-Total	178,015	176,181	166,628	184,757	113,130	184,000	0%												
CITY STREETS & GARAGE																			
5323-300-1000 SALARIES	175,020	169,519	181,168	180,000	122,163	200,000	11%												
5323-300-1500 HEALTH INSURANCE	56,659	56,735	60,852	50,000	28,373	51,375	3%												
5323-300-1600 RETIREMENT EXPENSE	19,413	21,015	13,230	12,240	8,387	13,200	8%												
5323-300-1700 FICA	12,512	12,060	13,913	13,770	8,999	15,300	11%												
5323-300-2000 MISC EXPENSE	17,063	18,972	18,364	19,500	7,344	19,500	0%												
5323-300-2100 MACHINERY EXPENSE	48,890	45,348	48,524	51,000	28,508	51,000	0%												
5323-300-2200 STREET REPAIR EXPENSE	18,965	17,993	17,740	20,000	4,977	20,000	0%												
5323-300-2300 STREET CLEANING EXP	9,287	11,805	10,386	15,000	5,190	14,000	-7%												
5323-300-2400 SNOW/ICE REMOVAL EXP	26,467	27,358	30,620	28,000	7,073	28,000	0%												
5323-300-2500 STREET SIGNS & MARKING	7,554	9,087	7,450	8,500	6,360	8,500	0%												
5323-300-2600 CURB & GUTTER EXPENSE	4,279	1,976	350	4,000	-	2,500	-38%												
5323-300-2700 TREE TRIMMING EXPENSE	8,556	(2,433)	4,693	10,000	4,137	8,000	-20%												
5323-300-2710 BUILDING MAINTENANCE	7,160	1,184	1,999	5,500	1,754	5,500	0%												
5323-300-2800 STREET LIGHTING EXP	102,582	105,693	110,534	108,000	71,333	130,000	20%												
5323-300-2900 WREED/GRASS CUTTING	395	754	2,081	1,000	666	1,000	0%												
5323-300-3000 DOG/CAT POUND	6,155	6,226	3,220	4,000	2,660	4,000	0%												
Sub-Total	520,957	503,292	525,224	530,510	307,924	571,875	8%												
SIDEWALK & CROSS WALK																			
5343-300-1000 SALARIES	5,900	5,746	6,276	6,528	4,804	6,559	2%												
5343-300-1600 RETIREMENT EXPENSE	693	763	480	444	327	439	-1%												
5343-300-1700 FICA	437	425	485	499	355	509	2%												
5343-300-2000 EXPENSES	4,236	7,727	4,035	5,500	1,470	5,610	2%												
Sub-Total	11,266	14,661	11,276	12,971	6,956	13,217	2%												
STORM SEWER																			
5344-300-1000 SALARIES	14,994	10,825	8,566	10,710	5,786	10,924	2%												
5344-300-1600 RETIREMENT EXPENSE	1,754	1,363	656	728	393	721	-1%												
5344-300-1700 FICA	1,078	818	658	819	426	836	2%												
5344-300-2000 EXPENSES	4,478	8,729	1,353	6,500	13,878	7,800	20%												
Sub-Total	22,304	21,735	11,233	18,757	20,483	20,281	8%												
GARBAGE & REFUSE COLLECTION																			
5362-300-1000 SALARIES	122,268	133,339	108,349	140,000	65,746	120,000	-14%												
5362-300-1500 HEALTH INSURANCE	20,311	18,237	29,899	41,000	23,804	42,128	3%												
5362-300-1600 RETIREMENT EXPENSE	10,495	14,644	5,204	9,520	3,463	7,920	-17%												
5362-300-1700 FICA	9,181	9,853	7,014	10,710	4,371	9,180	-14%												
5362-300-2000 EXPENSES	51,613	65,865	56,976	55,000	21,589	59,000	7%												
Sub-Total	213,868	241,938	207,442	256,230	118,973	238,228	-7%												
SANITARY FILL																			
5363-300-2000 EXPENSES	65,000	64,614	65,000	65,000	(18,003)	65,000	0%												
Sub-Total	65,000	64,614	65,000	65,000	(18,003)	65,000	0%												
RECYCLING																			
5364-300-1000 SALARIES	8,085	8,084	8,056	9,027	5,350	9,208	2%												
5364-300-1500 HEALTH INSURANCE	3,476	1,740	1,332	1,620	832	1,665	3%												
5364-300-1600 RETIREMENT EXPENSE	937	1,099	613	614	364	608	-1%												
5364-300-1700 FICA	553	575	607	691	389	704	2%												
5364-300-2000 EXPENSES	295	215	26	1,000	-	1,000	0%												
5364-300-3100 OFFICE SUPPLIES	-	-	-	-	-														

WATER

2016 REQUESTED BUDGET		09/10/2015	DWH	Rate Increase(29%)-4/2015		2015	2015 YTD	2016	2015/2016
WATER UTILITY						APPROVED BUDGET	THRU 8/31/2015	DEPARTMENT REQUESTED	INCREASE %
WATER REVENUE		2012 ACTUAL	2013 ACTUAL	2014 ACTUAL	2015 ACTUAL	2015 BUDGET	2015 YTD	2016 DEPARTMENT REQUESTED	2015/2016 INCREASE %
52-4100-000 NON OPERATING INCOME		0	49,317	0	0	-	0	0	0.00%
52-4150-000 GROSS SALES		577	1,715	2,322	2,322	1,250	1,105	1,250	0.00%
52-4151-000 MISC JOBBING		0	285	5,119	5,119	1,000	0	1,000	0.00%
52-4190-000 INTEREST INCOME		976	599	589	589	750	357	750	0.00%
52-4250-000 MISC AMORTIZATION		0	14,053	14,053	14,053	14,053	0	14,053	0.00%
52-4610-000 METERED SALES-RESDNL		153,283	144,042	151,233	151,233	150,000	102,476	190,313	26.88%
52-4611-000 METERED SALES-COMM		273,429	265,017	263,359	263,359	260,000	186,249	325,078	25.03%
52-4630-000 FIRE PROTECTION		187,683	187,058	187,794	187,794	200,000	122,374	220,487	10.24%
52-4640-000 OTHER SALES (PA)		8,583	8,983	9,058	9,058	8,100	5,008	8,100	0.00%
52-4740-000 OTHER INCOME		17450	28,117	10,840	10,840	22,000	0	6,000	-72.73%
52-4820-000 CELL TOWER RENT				11,800	11,800	-	19,605	23,165.00	
TOTAL REVENUES		641,981	699,186	656,167	657,153	657,153	437,176	790,196	20.25%
WATER EXPENSES									
5052-052-4030 DEPRECIATION		100,000	126,416	126,867	126,867	130,000	84,578	130,000	0.00%
5052-052-4080 TAXES		78,903	169,169	181,988	181,988	180,000	100,058	180,000	0.00%
5052-052-4270 DEBT SERVICE INTEREST		2,848	2	0	0	-	-	-	#DIV/0!
5052-052-6050 MAINTENANCE WELLS		3,532	3,192	5,253	5,253	8,080	2,165	6,000	-25.74%
5052-052-6200 OPERATION LABOR		9509	3,168	3,210	3,210	4,080	2,165	4,162	2.00%
5052-052-6220 POWER PURCHASE		3,118	3,237	4,508	4,508	45,000	20,118	46,800	4.00%
5052-052-6230 PUMPING SUPPLIES		39,811	40,519	45,271	45,271	5,000	8,941	5,000	0.00%
5052-052-6250 MAINT PUMPING PLANT		11,537	12,033	10,624	10,624	12,120	4,349	12,120	0.00%
5052-052-6300 OPERATION LABOR TRMT		0	0	0	0	-	-	-	#DIV/0!
5052-052-6310 CHEMICALS		36,130	30,472	26,495	26,495	36,120	19,206	36,120	0.00%
5052-052-6400 OPERATION LABOR/SUPV		24,941	25,345	25,512	25,512	26,510	17,318	27,040	2.00%
5052-052-6410 OPERATION SUPPLIES		5,516	6,579	3,597	3,597	10,000	2,599	11,000	10.00%
5052-052-6500 MAINT. STANDPIPES		583	2,471	6,754	6,754	17,000	3,200	23,250	36.76%
5052-052-6510 MAINTENANCE OF MAINS		30,129	23,315	9,358	9,405	30,120	6,299	27,000	-10.36%
5052-052-6520 MAINTENANCE SERVICES		7,243	9,358	9,405	9,405	10,120	7,356	10,322	2.00%
5052-052-6530 MAINTENANCE METERS		13,344	4,006	6,890	6,890	18,180	6,490	12,000	-33.99%
5052-052-6540 MAINTENANCE HYDRANTS		9,952	9,021	12,480	12,480	11,120	5,986	11,000	-1.08%
5052-052-9010 METER READ LABOR		15,417	15,734	15,872	15,872	16,950	10,207	17,289	2.00%
5052-052-9020 ACCOUNTING & COLLECT.		37,989	26,614	28,808	28,808	30,600	17,625	31,212	2.00%
5052-052-9030 SUPPLIES & EXPENSE		5,480	0	0	0	1,000	-	1,000	0.00%
5052-052-9200 ADMIN SALARIES		13093	15,022	13,849	13,849	18,360	9,293	17,000	-7.41%
5052-052-9210 OFFICE SUPPLIES		18912	19,377	17,651	17,651	18,500	8,113	19,500	5.41%
5052-052-9215 SAFETY EXPENSE		1,294	1,484	1,127	1,127	2,500	235	2,000	-20.00%
5052-052-9230 OUTSIDE SERVICES		6316	5795	9568	9568	14,500	4,797	12,000	-17.24%
5052-052-9240 PROP/LIAB INSURANCE		8238	8186	12224	12224	11,000	8,754	11,000	0.00%
5052-052-9261 FICA		11,170	9,824	10,496	10,496	11,220	6,424	11,220	0.00%
5052-052-9262 WRS (RETIREMENT)		13,947	15,425	9,879	9,879	10,200	5,885	10,200	0.00%
5052-052-9263 HEALTH INSURANCE		40,986	38,816	36,132	36,132	38,000	28,958	38,000	0.00%
5052-052-9264 TRAINING EXPENSE		0	635	548	548	1,500	200	1,000	-33.33%
5052-052-9280 REGULATORY COMMISSION		482	633	2,964	2,964	4,000	612	2,500	-37.50%
5052-052-9300 MISC EXPENSES		1,540	1,437	754	754	2,000	922	2,000	0.00%
5052-052-9330 TRANSPORTATION EXP		16,147	8,620	7,441	7,441	13,500	6,838	13,500	0.00%
5052-052-9350 GENERAL PLANT MAINT.		3,403	2,716	4,884	4,884	11,000	834	7,000	-36.36%
TOTAL EXPENSES		571,510	638,621	683,666	748,280	748,280	400,524	738,235	-1.34%
Summary									
- Revenues Increasing by \$ 133,043									
- Expenses decreasing by \$ 10,045									