

CITY OF WISCONSIN DELLS MEETING AGENDA

Meeting Description PUBLIC WORKS COMMITTEE

Date: MONDAY, AUGUST 10, 2015 Time: 5:30PM

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 JULY 13, 2015 PUBLIC WORKS MEETING
3	DISCUSSION/DECISION REGARDING 9 TH AVE/WAUBEEK ROAD INTERSECTION (HIGHWAY SAFETY IMPROVEMENT PROJECT (HSIP))
4	DISCUSSION/DECISION ON RIVERWALK <ul style="list-style-type: none"> 1. CONTRACT AMENDMENT 2. FINAL PLAN SPECIFICATIONS AND ESTIMATES 3. FUNDING FOR OVERAGES
5	DISCUSSION/DECISION ON STH 13/WOODSIDE WAY INTERSECTION
6	UPDATES ON PROJECTS
7	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
8	ANY OTHER ITEMS FOR REFERRAL TO FUTURE MEETING
9	FUTURE PUBLIC WORKS MEETING (Scheduled for Monday, September 14, 2015 @ 5:30pm)
10	ADJOURNMENT

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.

Chris Tollaksen

From: Kory Anderson [kanderson@generalengineering.net]
Sent: Thursday, August 06, 2015 11:51 AM
To: David Holzem; Chris Tollaksen
Cc: Brad Boettcher
Subject: RE: 9th ave
Attachments: 2015.0806 ExAlign Non-HSIP-Cost Estimate.pdf; 2015.0806 Option'A' Non-HSIP-Cost Estimate.pdf

Dave and Chris,

Attached are the updated options as requested with plan/profiles and cost estimates.

In both options, we match the existing vertical alignment and chose the same location for the northern limit of the project. Both options were designed as Non-HSIP or Non-FDM design standards. Also, both options figure removal of the existing asphalt, new gravel base, and new asphalt with 2ft gravel shoulders.

In comparison, Option A is shorter in length than the Existing Alignment option, but has more excavation, tree removal, etc. Neither option includes property acquisition costs. In our opinion, both options are essentially the same.

As a variation, you could look at saving money by just pulverizing the existing asphalt and overlaying with new asphalt, saving the existing base. However, there would be excavation and new gravel costs where the intersection is redone at Waubeek in either option. Another variation is to slightly cut down the vertical curve at the top of the hill.

Please review and let us know if you have any questions.

Thanks,
Kory D. Anderson, P.E.
Vice President | **General Engineering Company**
P 608-742-2169 | C 608-697-8001

From: David Holzem [mailto:dholzem@dellscitygov.com]
Sent: Thursday, July 30, 2015 1:00 PM
To: Kory Anderson <kanderson@generalengineering.net>; Chris Tollaksen <ctollaksen@dellscitygov.com>; Brad Boettcher <bboettcher@generalengineering.net>
Subject: RE: 9th ave

The earlier the better. We would like to finalize the agenda by (F) morning to send out so it would be really nice to have a little time on our end to review your numbers and put something together for the agenda. I believe Chris had talked to you about estimates to reconstruct 9th. Ave. w/ minimal realignment and some tweaking of the intersection as an option of construction that would be locally funded. It would be nice to know these cost estimates and how there compare w/ the other options that have been exploded using HSIP funding.

Thanks,

David W. Holzem
City of Wisconsin Dells
Director of Public Works
Office: 608-253-2542 x414
Cell: 608-432-1018

From: Kory Anderson [mailto:kanderson@generalengineering.net]
Sent: Thursday, July 30, 2015 12:24 PM
To: Chris Tollaksen; Brad Boettcher
Cc: David Holzem
Subject: RE: 9th ave

Chris,

We can have you updated budget information by the end of next week.

Thanks,
Kory D. Anderson, P.E.
Vice President | General Engineering Company
P 608-742-2169 | C 608-697-8001

From: Chris Tollaksen [mailto:ctollaksen@dellscitygov.com]
Sent: Thursday, July 30, 2015 9:52 AM
To: Brad Boettcher <bboettcher@generalengineering.net>; Kory Anderson <kanderson@generalengineering.net>
Cc: David Holzem <dholzem@dellscitygov.com>
Subject: 9th ave

We have a PW meeting on Monday Aug 10th, but David is out next week so we are putting together a preliminary Agenda.

Do you expect to have any updated budget information for the 9th Ave project by late next week?

Chris Tollaksen
City Planner/Zoning Administrator
City of Wis. Dells
(608) 253-2542
Fax (608) 254-8904

ENGINEER'S PRELIMINARY COST ESTIMATE

PROJECT: HSIP (9th Ave/Waubeeek Ave) - Existing Alignment, Non-HSIP

9th Avenue will follow the existing horizontal and vertical alignments with the exception of the last 100', which is modified to provide a perpendicular intersection with Waubeeek.

Street Improvements - Existing Alignment, Non-HSIP

Item	No. of Units	Units	Unit Cost	Total Estimated Amount
1. Performance and Payment Bonds	1	Lump Sum	\$ 2,500.00	\$ 2,500
2. Mobilization/Demobilization	1	Lump Sum	\$ 2,500.00	\$ 2,500
3. Traffic Control	1	Lump Sum	\$ 3,000.00	\$ 3,000
4. Saw Cut Asphalt	100	Lin. Ft.	\$ 2.00	\$ 200
5. Remove Asphalt Pavement	2,700	Sq. Yd.	\$ 2.00	\$ 5,400
6. Clearing and Grubbing / Tree Removal	1	Lump Sum	\$ -	\$ -
7. Unclassified Excavation	900	Cu. Yd.	\$ 7.00	\$ 6,300
8. Crushed Aggregate Base Course, 10"	1,900	Ton	\$ 10.00	\$ 19,000
9. Finish Grade Base Course	2,670	Sq. Yd.	\$ 2.00	\$ 5,340
10. AC Pavement, 3.5", E3.0	560	Ton	\$ 60.00	\$ 33,600
11. Gravel Driveway Restoration	0	Ton	\$ 10.00	\$ -
12. Storm Sewer, 12-Inch RCP	70	Lin. Ft.	\$ 30.00	\$ 2,100
13. Storm Sewer Endwall, Incl. Rip Rap	2	Each	\$ 1,500.00	\$ 3,000
14. Restoration (T,F,S,M)	750	Sq. Yd.	\$ 2.50	\$ 1,875
15. Erosion Control (incl. Erosion Mat)	1	Lump Sum	\$ 2,000.00	\$ 2,000
Subtotal				\$ 86,800
Engineering (15%)				\$ 13,000
Contingencies (15%)				\$ 13,000
Estimated Total				\$ 112,800

Notes: Costs do not include utility relocations, new signage, rumble strips, beam guard, property acquisition, or stormwater controls.

Design Parameters: Design Speed = 25mph
 Posted Speed = 25mph
 Max. Slope = 11%
 Street Width = 24ft paved with 2ft Shoulders



General Engineering Company
 Portage, WI 53901
 608-742-2169 (Office)
 www.generalengineering.net

Engineers • Consultants • Inspectors

Subject: Existing Alignment, Non-HSIP	
Non-HSIP - 9th Ave/Waubeeek Ave	
Date: 8/6/2015	Engineer: BRU
Sheet: 1 of 1	GEC No.: 2-0214-70A

ENGINEER'S PRELIMINARY COST ESTIMATE

PROJECT: HSIP (9th Ave/Waubeeek Ave) - OPTION A, Non-HSIP

Option A utilizes the existing alignment for 9th Avenue except for the last southern 200ft, but connects to Waubeeek Road at its high point across from the driveway to Camp Waubeeek. This option will improve sight distances at the Waubeeek Road intersection by being able to see further east and west along Waubeeek when maneuvering out of the intersection.

Street Improvements - OPTION A, Non-HSIP

Item	No. of Units	Units	Unit Cost	Total Estimated Amount
1. Performance and Payment Bonds	1	Lump Sum	\$ 3,000.00	\$ 3,000
2. Mobilization/Demobilization	1	Lump Sum	\$ 3,000.00	\$ 3,000
3. Traffic Control	1	Lump Sum	\$ 3,000.00	\$ 3,000
4. Saw Cut Asphalt	100	Lin. Ft.	\$ 2.00	\$ 200
5. Remove Asphalt Pavement	2,700	Sq. Yd.	\$ 2.00	\$ 5,400
6. Clearing and Grubbing / Tree Removal	1	Lump Sum	\$ 5,000.00	\$ 5,000
7. Unclassified Excavation	1,525	Cu. Yd.	\$ 7.00	\$ 10,675
8. Crushed Aggregate Base Course, 10"	1,700	Ton	\$ 10.00	\$ 17,000
10. Finish Grade Base Course	2,360	Sq. Yd.	\$ 2.00	\$ 4,720
11. AC Pavement, 3.5", E3.0	500	Ton	\$ 60.00	\$ 30,000
12. Gravel Driveway Restoration	60	Ton	\$ 10.00	\$ 600
13. Storm Sewer, 12-Inch RCP	70	Lin. Ft.	\$ 30.00	\$ 2,100
15. Storm Sewer Endwall, Incl. Rip Rap	2	Each	\$ 1,500.00	\$ 3,000
16. Restoration (T,F,S,M)	870	Sq. Yd.	\$ 2.50	\$ 2,175
17. Erosion Control (incl. Erosion Mat)	1	Lump Sum	\$ 5,000.00	\$ 5,000
Subtotal				\$ 94,900
Engineering (15%)				\$ 14,200
Contingencies (15%)				\$ 14,200
Estimated Total				\$ 123,300

Notes: Costs do not include utility relocations, new signage, rumble strips, beam guard, property acquisition, or stormwater controls.

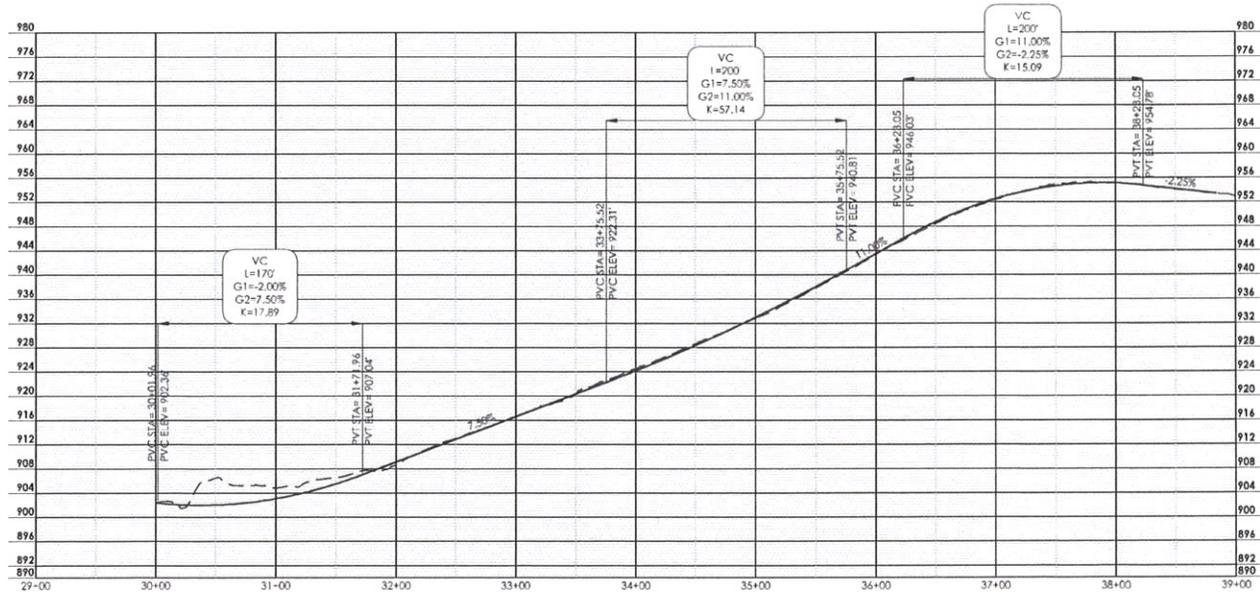
Design Parameters: Design Speed = 25mph
 Posted Speed = 25mph
 Max. Slope = 11%
 Street Width = 24ft Paved with 2ft Shoulders



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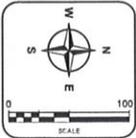
Subject: Option A, Non-HSIP	
Non-HSIP - 9th Ave/Waubeeek Ave	
Date: 8/6/2015	Engineer: BRU
Sheet: 1 of 1	GEC No.: 2-0214-70A



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PLAN & PROFILE
9th & Waubeek Intersection Improvements
 Option 'A' Non-HSIP
 City of Wisconsin Dells
 Adams/Columbia County, WI

DATE	
BY	
CHECKED	
REVISIONS	



DRAWN BY: BRU
 DATE: August 6, 2015
 SEC FILE NO: 2-0214-700
 SHEET NO:

C1.1

Chris Tollaksen

From: Lysne, Nichole - DOT [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
Attachments: PCMS Form.docx; 04-05-01.pdf

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.