

PUB WKS

09/24/13

OFFICIAL NOTICE OF MEETING
PUBLIC WORKS COMMITTEE OF THE MAUSTON COMMON COUNCIL
6:00PM
TUESDAY, SEPTEMBER 24, 2013
MAUSTON CITY HALL COUNCIL CHAMBERS
303 MANSION STREET

1. Call to Order/Roll Call
2. Discussion and Action Regarding Minutes of September 10, 2013, Meeting
3. Discussion and Recommendation Regarding Alliant Energy Request for Easement
4. Discussion and Recommendation Regarding Lift Station #7 Engineering Estimates
5. Discussion and Recommendation Regarding CP Rail Request to Close Crossing on Hanover Street
6. Director of Public Works Report
7. Adjourn

**OFFICIAL MINUTES OF MEETING
PUBLIC WORKS COMMITTEE OF THE MAUSTON COMMON COUNCIL
SEPTEMBER 10, 2013**

Call to Order/Roll Call The Public Works Committee of the Mauston Common Council met on Tuesday, September 10, 2013, in the Council Chambers of Mauston City Hall. Chair Rick Noe called the meeting to order at 6:00pm. Members present were Francis McCoy, Floyd Babcock, and Noe. Also present were Director of Public Works Rob Nelson, and MAPA-Channel 6 Station Manager Galen Lingl.

Minutes Babcock/McCoy to approve the minutes of the July 23, 2013, meeting. Motion carried by voice vote.

Pay Requests

Mansion Street 2013 – Project A Babcock/McCoy to recommend to the Council to approve A-1 Excavating Pay Request #3 in the amount of \$786,663.38. Motion carried by voice vote.

Riverside Park 2013 – Project B Babcock/McCoy to recommend to the Council to approve Pember Companies Pay Request #2 in the amount of \$358,638.07. Motion carried by voice vote.

State Street Project Right of Way Acquisition Services Contract Award McCoy/Babcock to recommend to the Council to contract with Timbers-Selissen Land Specialists, Inc. for the land acquisition services for the State Street Project in the amount of \$44,350.00. Motion carried by voice vote.

South Elm Street Lift Station Project McCoy/Noe to recommend to the Council to proceed with the engineering for the South Elm Street Lift Station. Motion carried by voice vote.

Alliant Energy Request for Boring Easement – Riverside Park Babcock/McCoy to table this request pending additional information on the value of the easement. Motion carried by voice vote.

Director of Public Works Report

Request for Additional Street Lighting Babcock/McCoy to proceed with installation of an additional street light near 941 Steiner Avenue. Motion carried by voice vote.

2011 Water Quality Fluoridation Award Nelson explained the award was received because our water samples fell within the recommended guidelines consistently over a twelve-month period. He recognized Water Operator David Bosgraaf for his excellent work in the water department.

Highway 12/16 and 58 Redesignation Project. Nelson reported the project is on schedule, the intersection of Grayside and Division is expected to open the week of October 21.

Fall Cleanup Fall Cleanup is scheduled for October 7, 8, and 9, on regular residential garbage pickup days.

Adjourn McCoy/Babcock to adjourn. Motion carried by voice vote. Meeting adjourned at 6:30pm.

Rick Noe, Chair

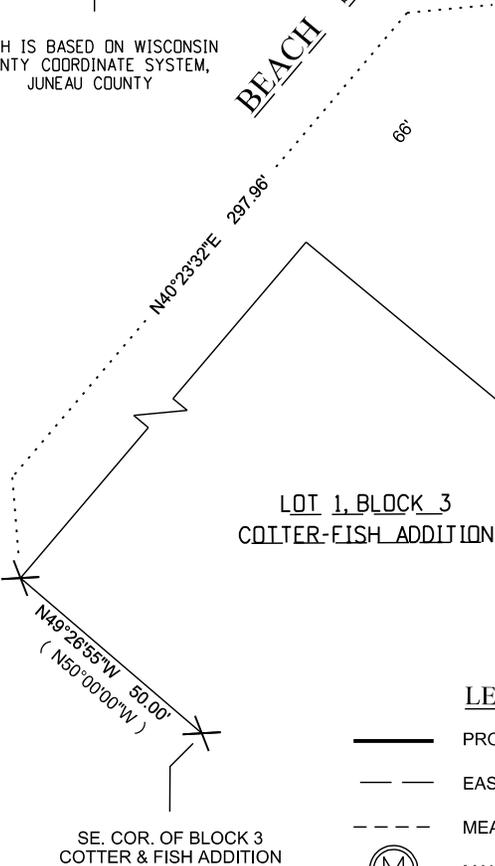
Date

EXHIBIT C

LOCATED IN PART OF BLOCK 1 AND PART OF BLOCK 2 OF COTTER AND FISH ADDITION,
BEING IN PART OF THE SE 1/4 - NE 1/4 AND PART THE SW 1/4 - NE 1/4, SECTION 12, T 15 N, R 3 E,
CITY OF MAUSTON, JUNEAU COUNTY, WISCONSIN

N
NORTH IS BASED ON WISCONSIN
COUNTY COORDINATE SYSTEM,
JUNEAU COUNTY

BEACH STREET

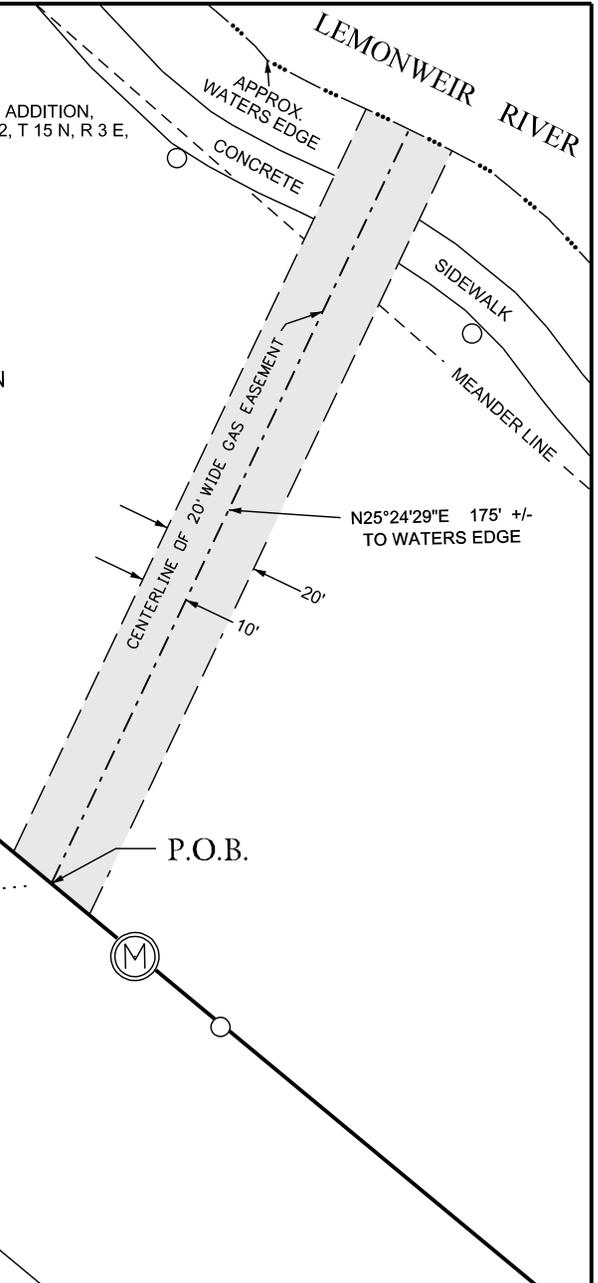


**LOT 1, BLOCK 3
COTTER-FISH ADDITION**

**PLAT OF
COTTER - FISH ADDITION**

RIVERSIDE PARK

MANSION STREET



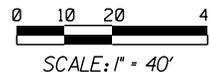
LEGEND

- PROPERTY LINE
- EASEMENT EDGE
- MEANDER LINE AS SHOWN ON PLAT OF SURVEY
- MANHOLE
- CONCRETE LIGHT POST 4' TALL
- RECORDED AS - PLAT OF SURVEY MAP BY JAMES J. CARROLL
- FOUND CHISELED CROSS IN CONCRETE WALK
- EASEMENT AREA
= 3500 SQ. FT. OR 0.08 ACRES +/-



This drawing shall be used solely for easement description purposes and thus may only be relied upon for such purpose.

If this bar does not measure 1" then drawing is not to scale.



UNDERGROUND GAS EASEMENT

GRANTOR OF EASEMENT:
CITY OF MAUSTON

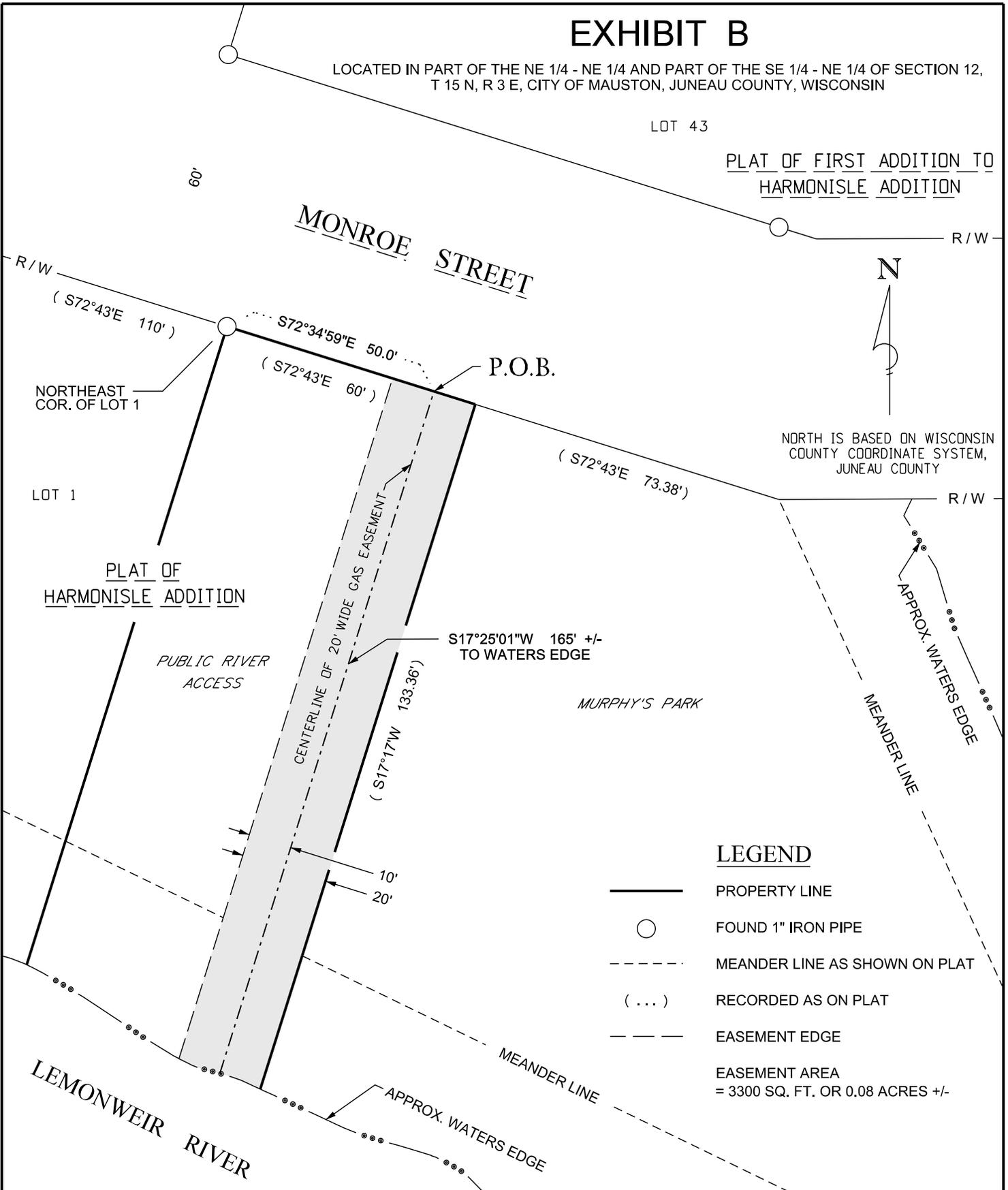
Drawn: TJT	Date: 09/18/2013
Scale: 1" = 40'	SHEET 1 OF 1

EXHIBIT B

LOCATED IN PART OF THE NE 1/4 - NE 1/4 AND PART OF THE SE 1/4 - NE 1/4 OF SECTION 12,
T 15 N, R 3 E, CITY OF MAUSTON, JUNEAU COUNTY, WISCONSIN

LOT 43

PLAT OF FIRST ADDITION TO
HARMONISLE ADDITION



File: X:\Office\Annex\Surveyor\Cos Projects\LEMONWEIR RIVER BORE\NORTH LEMONWEIR RIVER BORE.DGN



This drawing shall be used solely for easement description purposes and thus may only be relied upon for such purpose.

If this bar does not measure 1" then drawing is not to scale.

SCALE: 1" = 30'

UNDERGROUND GAS EASEMENT	
GRANTOR OF EASEMENT: CITY OF MAUSTON	
Drawn: TJT	Date: 09/18/2013
Scale: 1" = 30'	SHEET 1 OF 1

Document No.

**EASEMENT
NATURAL GAS**

The undersigned **Grantor(s) City of Mauston, a municipal corporation, (hereinafter called the "Grantor")**, in consideration of the sum of one dollar (\$1.00) and other good and valuable consideration, receipt of which is hereby acknowledged, does hereby grant, convey and warrant unto **Wisconsin Power and Light Company, a Wisconsin corporation (hereinafter called the "Grantee")**, the Grantee's successors and assigns, the perpetual right and easement to construct, install, maintain, operate, repair, inspect, replace, add, relocate and remove the Designated Facilities, as indicated below, upon, in, over, through and across lands owned by the Grantor **in the City of Mauston, County of Juneau, State of Wisconsin**, said Easement Area to be described as follows:

See attached Exhibits A, B, and C.

Record this document with the Register of Deeds

This Easement is subject to the following conditions:

1. **Designated Facilities:** This easement is for underground natural gas line facilities, including but not limited to pipelines with valves, main and service laterals, and other appurtenant equipment above and underground associated with the transmission and distribution of natural gas products.
2. **Access:** The Grantee and its agents shall have the right of reasonable ingress and egress to, over and across the Grantor's land adjacent to the Easement Area.
3. **Buildings and Structures:** The Grantor agrees within the Easement Area not to construct or place buildings, structures, or other improvements, or place water, sewer or drainage facilities; all without the express written consent of the Grantee.
4. **Landscaping and Vegetation:** No plantings and landscaping are allowed within the Easement Area that will interfere with the easement rights herein granted. The Grantee has the right to trim or remove trees, bushes and brush within the Easement Area without replacement or compensation hereinafter. The Grantee may treat the stumps of any trees, bushes or brush to prevent re-growth and apply herbicides in accordance with applicable laws, rules and regulations, for tree and brush control.
5. **Elevation:** After the installation of the facilities and final grading of the Easement Area, the Grantor agrees not to alter the elevation of the existing ground surface by more than six (6) inches or place rocks or boulders more than eight (8) inches in diameter, within the Easement Area, without the express written consent of the Grantee.
6. **Restoration and Damages:** The Grantee shall at its option, restore, cause to have restored or pay a reasonable sum for all damages to property, crops, fences, livestock, lawns, roads, fields and field tile (other than trees trimmed or cut down and removed), caused by the construction, maintenance or removal of said facilities.
7. **Rights not granted to the Grantee:** The Grantee shall not have the right to construct or place fences, buildings or any other facilities other than the above Designated Facilities.
8. **Reservation of use by the Grantor:** The right is hereby expressly reserved to the Grantor, the heirs, successors and assigns, of every use and enjoyment of said land within the Easement Area consistent with rights herein granted.
9. **Binding Effect:** This agreement is binding upon the heirs, successors and assigns of the parties hereto, and shall run with the lands described herein.

Name and Return Address:

Alliant Energy
Attn: Real Estate Department
4902 North Biltmore Lane, Suite 1000
Madison, WI 53718-2148

Parcel Identification Number(s):

29251475.1, Public Access

WITNESS the signature(s) of the Grantor this _____ day of _____, 2013.

City of Mauston, a municipal corporation

Signature (SEAL)

Signature (SEAL)

Printed Name and Title

Printed Name and Title

Signature (SEAL)

Signature (SEAL)

Printed Name and Title

Printed Name and Title

ACKNOWLEDGEMENT

STATE OF WISCONSIN)
COUNTY OF JUNEAU) SS

Personally came before me this _____ day of _____, 2013, the above named

_____ to me known

to be the person(s) who executed the foregoing instrument and acknowledged the same.

Signature of Notary

Printed Name of Notary

Notary Public, State of Wisconsin

My Commission Expires (is) _____

This instrument drafted by:

Steve M. Betz

Jason A. Hogan

Checked by:

City of Mauston.docx
September 18, 2013

Project Title:	Lemonweir River Bore
ERP Activity ID:	WR# 3813825
Tract No.:	1 & 2 of 2
PPN:	none

Exhibit A

The easement being across lands owned by the City of Mauston on both the Northeasterly and Southwesterly side of the river, described as:

Northeasterly side of the river:

A 20 foot wide easement, lying 10 feet on each side of the following described reference line:

Commencing at the Northeast Corner of Lot 1 of the Plat of the First Addition to Harmonisle Addition, being recorded August 4, 1965 in Volume 8 of Plats, on Page 10, as Document Number 211555, in the office of the Register of Deeds for Juneau County, Wisconsin; thence S72°34'59"E, 50 feet (S72°43'E, 60 feet) to the Point of Beginning for this description; thence S17°25'01"W, 165 feet, more or less (S17°17'W, 133.38 feet), to the water edge of the Lemonweir River, and there ending.

Grantor's property being the Public Access parcel lying adjacent to and southwesterly of the right of way margin for Monroe Street, and adjacent to and easterly of Lot 1 of the Plat of the First Addition to Harmonisle Addition.

Grantor's property being located in part of the Northeast Quarter (NE1/4) of the Northeast Quarter (NE1/4) and the Southeast Quarter (SE1/4) of the Northeast Quarter (NE1/4) of Section 12, Township 15 North, Range 3 East, City of Mauston, Juneau County Wisconsin.

The side margins of the easement strip are lengthened or shortened to end at the property lines that are intersected by the above described reference line

Southwesterly side of the river:

A 20 foot wide easement, lying 10 feet on each side of the following described reference line:

Commencing at the Southeast Corner of Block 3 of the Plat of Cotter and Fish Addition, being recorded September 24, 1859 in Volume 3 of Plats, on page 16 and 17, as Document Number P316, in the office of the Register of Deeds for Juneau County, Wisconsin; thence N49°26'55"W (N50°00'00"W), 50.00 feet; thence N40°23'32"E (N39°58'30"E), 297.96 feet; thence S50°22'51"E (S51°04'40"W), 399.2 feet to the Point of Beginning for this description; thence N25°24'29"E, 175 feet, more or less, to the water edge of the Lemonweir River, and there ending.

Grantor's property being a part of Lot 1, Block 2 of the Plat of Cotter and Fish Addition, and being located in part of the Southeast Quarter (SE1/4) of the Northeast Quarter (NE1/4) of Section 12, Township 15 North, Range 3 East, City of Mauston, Juneau County Wisconsin.

Grantor's warranty deed being recorded February 6, 1922 in Volume 111 of Deeds, on Page 206, as Document Number 125613, in the office of the Register of Deeds for Juneau County, Wisconsin. Grantor's Quit Claim Deed being recorded July 2, 1932 in Volume 124 of Deeds, on Page 126, as Document Number 144249, in the office of the Register of Deeds for Juneau County, Wisconsin.

The side margins of the easement strip are lengthened or shortened to end at the property lines that are intersected by the above described reference line.

From: Davy, Mark [<mailto:MSDavy@Davyinc.com>]
Sent: Friday, September 13, 2013 1:46 PM
To: Rob Nelson
Cc: Davy, Michael; Wittenberg, Gary; Welte, Shawn
Subject: Lift Station #7 Proposal

Rob,

We are looking forward to providing engineering services for the replacement of Lift Station #7.

Lift Station #7 is located on South Elm Street. This lift station is one of the older stations in the City and is located next to a drainage ditch that experiences flooding in the Spring. The lift station is located on a small City owned parcel which, due to the proximity to the ditch, is not suitable for a replacement station.

As we discussed several years ago, we recommend constructing a new Lift Station #7 south of the existing location at the end of Elm Street. We understand this location is platted as a street but vacation is planned. It's important to research the genesis of this street and 7th St. to assure that ownership reverts to the City with vacation.

While sewer mains are commonly located in street rights of way, capital improvements like lift stations are normally located on parcels that are owned by the City in fee simple. This is usually required by the funding source. In this case you may not plan a special bond for this project so the site ownership would only become an issue at some point in the future when all sewer assets are reviewed. Generally, only Rural Development does that but it can complicate things for some other sources of financing as well. Bottom line is that the City is better off owning lift station sites. We will work with you to find the most practical way to site the LS.

At this point, we will plan on vacation of the street providing a 33' x 60' parcel strip of land for the new lift station. The lift station will be the above grade valve vault design and the estimated project cost is \$300,000 to \$350,000. That includes new sewer extending from the old lift station along South Elm Street to the new location and patching of the street. There may be extra costs associated with excavation if temporary construction easements are not provided by the neighbors.

We will start with the field work as soon as Gary is available, perhaps next week. The field work and data entry into the CAD file is estimated to cost \$5,000.00. That will complete the site plan with all the existing conditions. Preparation of the plans and specifications (Design) for the lift station, sewer extension and street repair is estimated to cost \$15,000.00. Once we have an idea of your funding source and schedule we can provide estimates for the Bid & Award and Construction Phase engineering.

We do not need any special engineering agreement for this work; we'll just consider it an extension of our 2009 contract.

Sincerely,

Mark S. Davy, P.E.
Davy Engineering Co.
115 6th Street S.
La Crosse, WI 54601
608-782-3130
msdavy@davyinc.com



Dan Sabatka
Canadian Pacific
11306 Franklin Avenue
Franklin Park, IL 60131

Ryan Raske
AECOM
800 Lasalle Ave
Minneapolis, MN 55402

Hanover Street Closure Study

U.S. DOT-AAR Crossing #390813L

Prepared for: Canadian Pacific



Grade Crossing Closure Study
Mauston, WI
MP 214.56 Tomah Subdivision
July 2013
July 2013

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1 Introduction

In the month of July 2013, AECOM reviewed the Hanover Street crossing over the Canadian Pacific Railway (CPR) mainline in Mauston, Wisconsin. The study was performed to evaluate general grade crossing safety and level of usage at the crossing. This report includes findings from field inspections, site survey data, site photos, traffic counter data, research and phone conversations with local officials and public safety departments. The report summarizes AECOM's findings with a conclusion and recommendation based upon the findings.

2 General Findings

The Hanover Street grade crossing is located within the Town of Mauston in Juneau County, Wisconsin. The following are main roadways in Juneau County that serve the study area.

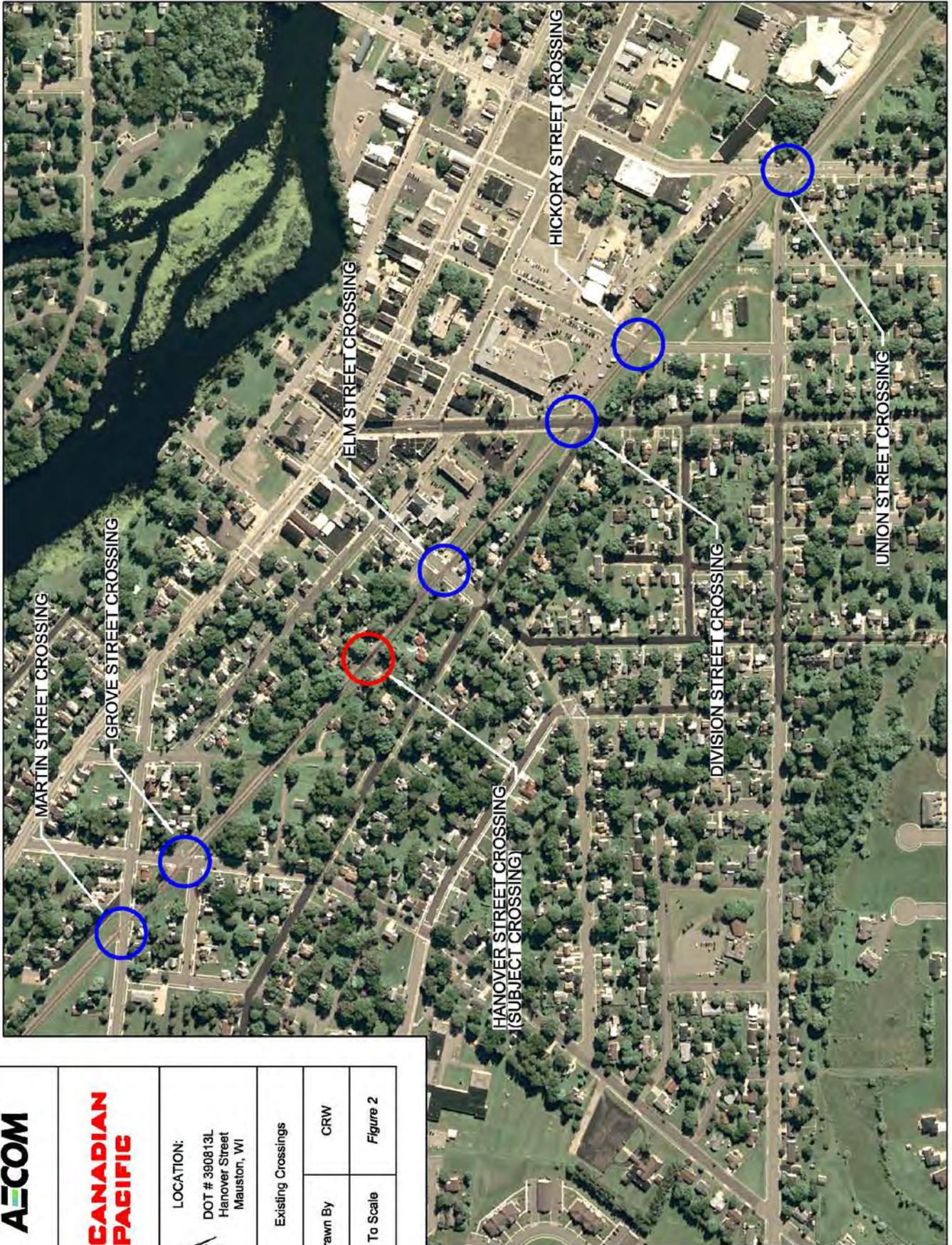
- I-90/I-94 is a 4 lane Interstate Highway
- U.S. 12 (Wisconsin 16) is a northwest-southwest route that connects the Mauston area to Western and Southern Wisconsin.
- Wisconsin 58 is a north-south route that connects the Mauston area to Northern and Southern Wisconsin.
- Wisconsin 82 is an east-west route that connects the Mauston area to I-39 to the east and to Western Wisconsin.

Hanover Street is a local residential road that connects Tremont Street to State Street. *Figure 1* shows Hanover Street crossing the CPR mainline to the southwest of the Maine Street/Hanover Street intersection. The area around the crossing is lightly wooded with some residential housing in all directions. As seen in *Figure 2*, it was also observed that several other crossings exist in the area surrounding Hanover Street that could serve as alternative routes in the event of a closing. Through site observations it was determined that all existing crossings featured in *Figure 2* are equipped with active warning systems including gates and flashers with motion sensor circuitry and crossbucks.

The CPR tracks consist of a single mainline track that is part of the Tomah Subdivision at mile post 214.56. This is a key rail corridor for CPR and Amtrak in the State of Wisconsin. The line provides a link between Chicago and destinations to the east, and St. Paul and destinations to the west. Railroad operations through the crossing consist of approximately 2 passenger trains and 20 freight trains per day traveling at a maximum timetable speed of 79 miles per hour.



		<p>LOCATION: DOT # 390813L Hanover Street Mauston, WI</p> 	Crossing Location	
			Drawn By	CRW
Not To Scale		Figure 1		



LOCATION: DOT # 390813L Hanover Street Mauston, WI	
Existing Crossings	
Drawn By	CRW
Not To Scale	Figure 2

3 Hanover Street Crossing

Through field observations and Federal Railroad Administration (FRA) sources outlined in Appendix A, specific characteristics of the Hanover Street Crossing were identified to evaluate the overall condition and safety of the roadway leading up to the tracks. It was observed through online mapping software that the typical roadway cross section consists of 22 feet of asphalt pavement with little to no shoulder. Hanover Street has no visible striping and no posted speed limit on the roadway; however, cross reference with FRA sources revealed a speed limit of 25 miles per hour along Hanover. The road also showed evident signs of wear and cracking as seen in *Figure 2*. The crossing warning system at Hanover Street includes crossbucks and flashers and gates with motion sensor circuitry which were installed in 1991. The crossing surface is a 36 foot wide rubber paneled crossing and includes a sidewalk on the west side of the street.



Figure 3 – Road Characteristics

Other important aspects involved in determining the safety of the crossing included the railroad approach grade and intersection angle of the roadway to the rail. Through the FRA Crossing Inventory Information sheet found in Appendix A and track charts provided by CP, it was determined that the grade of the track is approximately 0.14% in the area, and that the crossing angle is approximately 80 degrees. A detailed plan view of the crossing can be seen in *Figure 4*.

Approaching Sight Distance

Approaching sight distance (ASD) is the distance required for a traveling vehicle to see an approaching train in sufficient time to stop safely 15' before the nearest rail. To meet ASD requirements, a driver needs an unobstructed field of vision along the approach in either direction. Per the AASHTO standards in Appendix E, the ASD for the crossing was measured at a point 187' along Hanover Street from the nearest rail. Online mapping software was used to calculate the following approaching sight distances for the Hanover Street crossing:

- For Hanover Street traffic headed southbound looking west, the ASD is approximately 75' due to vegetation lining a house located to the northwest of the crossing.
- For Hanover Street traffic headed southbound looking east, the ASD is approximately 75' due to a house located to the northeast of the crossing.
- For Hanover Street traffic headed northbound looking east, the ASD is approximately 45' due to a house located to the southeast of the crossing.
- For Hanover Street northbound traffic looking west, the ASD is approximately 100' due to vegetation lining the sidewalk between two properties located to the southwest of the crossing.

Based upon the speed of trains traveling through the crossing and the assumed speed of the roadway, AASHTO requires drivers to be able to see approximately 830' down the track in either direction. Under these requirements, in the event of a gate failure the ASD at all approaches does not meet AASHTO guidelines.

Clearing Sight Distance

Clearing sight distance (CSD) is a safety measure used to evaluate whether or not a driver stopped 15' from the nearest rail has the line of sight along the rail necessary to safely judge whether or not the tracks can be crossed before the arrival of a train. Based on the FRA's "Guidance on Traffic Control Devices at Highway-Rail Grade Crossings" publication, the following are minimum clearing sight distances, given in units of feet that should be provided for specific train speeds.

Table 1

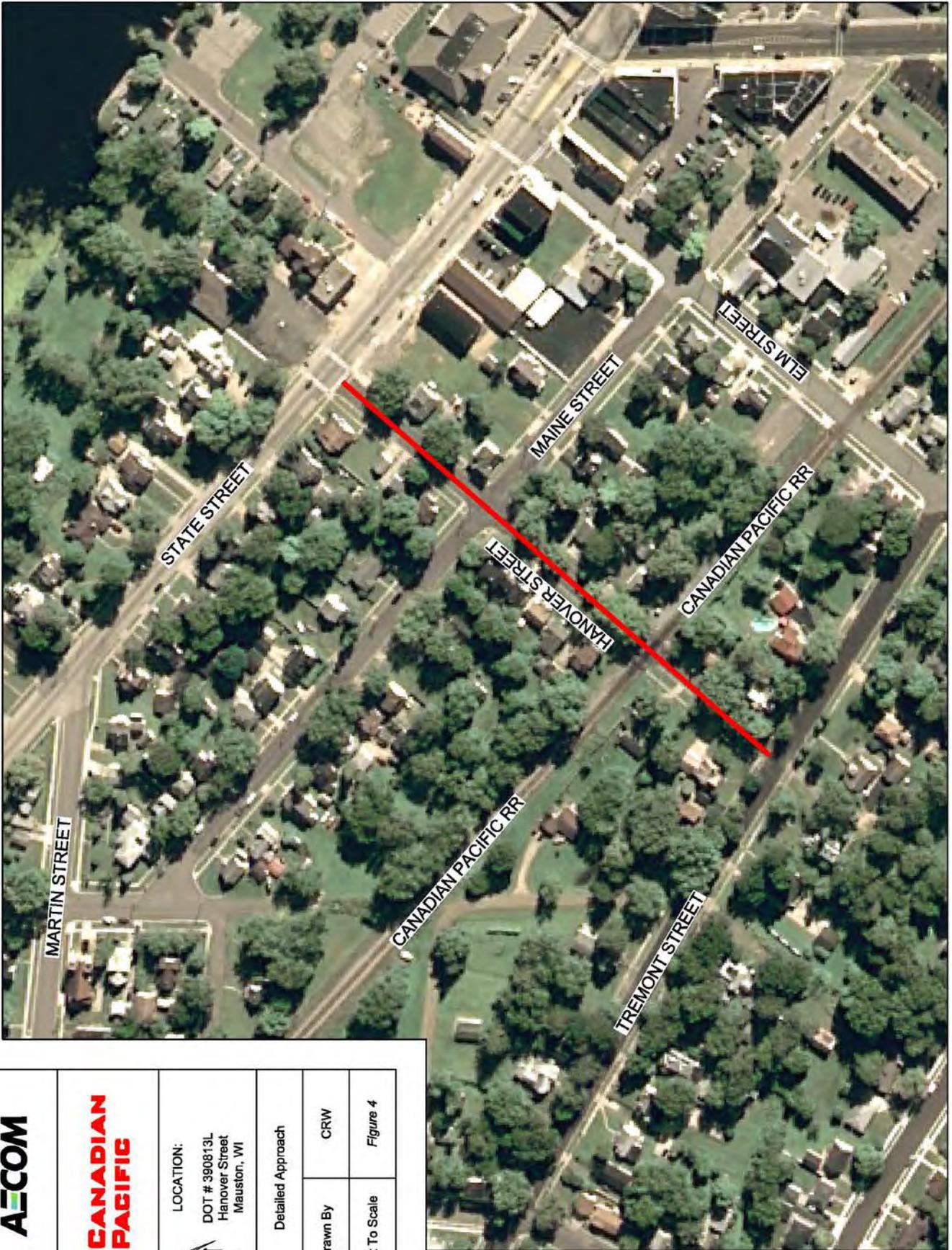
Train speed	Car	Single-unit truck	Bus	WB-50 semitruck	65-foot double truck	Pedestrian**
10	105	185	200	225	240	180
20	205	365	400	450	485	355
25	255	455	500	560	605	440
30	310	550	600	675	725	530
40	410	730	795	895	965	705
50	515	910	995	1,120	1,205	880
60	615	1,095	1,195	1,345	1,445	1,060
70	715	1,275	1,395	1,570	1,680	1,235
80	820	1,460	1,590	1,790	1,925	1,410
90	920	1,640	1,790	2,015	2,165	1,585

Based upon the data in *Table 1*, and the known maximum train speed of 79 MPH, the minimum required clearing sight distance for a driver using the Hanover Street crossing is 820'. With the aid of online mapping software and site photos, clearing sight distances were estimated for all approaches. The observations can be seen in the following:

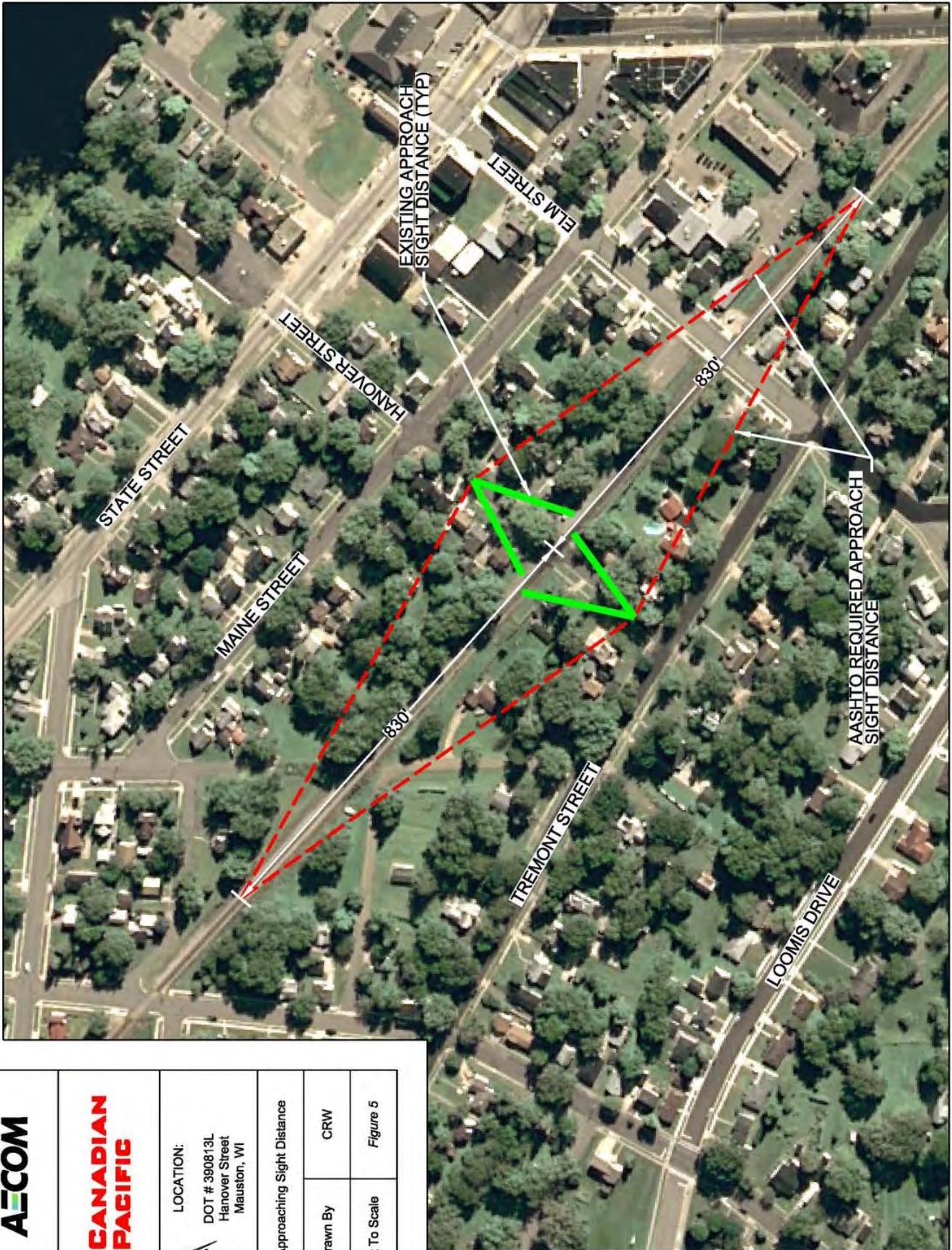
- For Hanover Street northbound traffic looking east the CSD is approximately 450'
- For Hanover Street northbound traffic looking west the CSD is greater than 1000'
- For Hanover Street southbound traffic looking west the CSD is greater than 1000'
- For Hanover Street southbound traffic looking east the CSD is greater than 1000'

Traffic and Crash Data

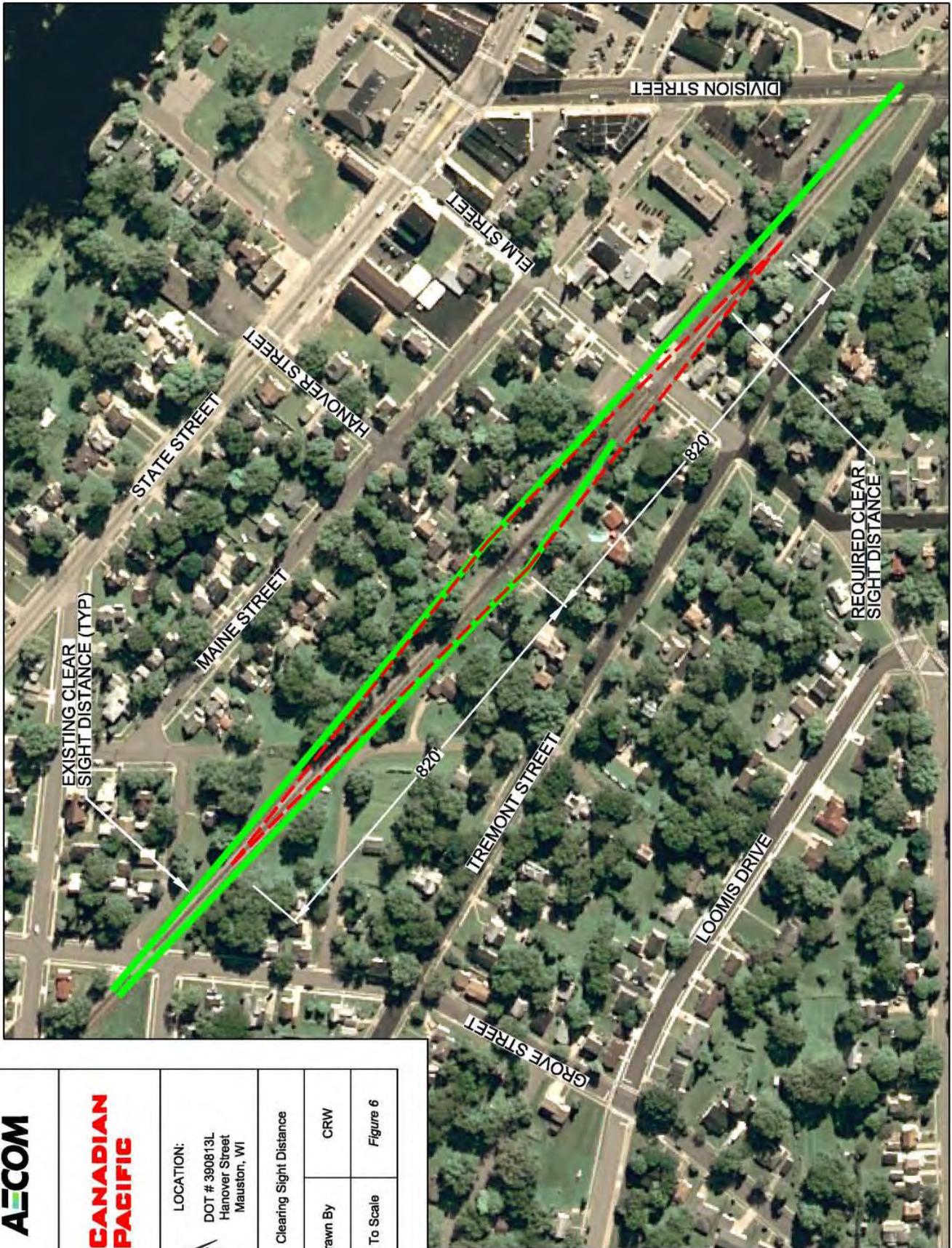
AECOM collected traffic data using a tube counter located 20 feet south of the Hanover Road crossing. Data was collected for 48-hours from 1:00 PM on Wednesday, July 10th to 1:00 PM on Friday, July 12th. The traffic count for Hanover Avenue resulted in an ADT of 128 vehicles. The data also revealed that peak volumes generally occurred in the early afternoon and evening hours between 12:00 PM and 6:00PM. Further detailed data regarding the traffic counts can be found in Appendix B. From these results and railroad operations information, it was determined that the exposure factor (the product of AADT at the crossing and number of train movements per day) at the crossing was 2816. No accident reports were available through FRA records.



		LOCATION: DOT # 390813L Hanover Street Mauston, WI		Detailed Approach	
				Drawn By CRW	Figure 4
			Not To Scale		



AECOM	CANADIAN PACIFIC	LOCATION: DOT # 390813L Hanover Street Mauston, WI	Approaching Sight Distance	
			Drawn By	CRW
Not To Scale		Figure 5		



AECOM	CANADIAN PACIFIC	LOCATION: DOT # 390813L Hanover Street Mauston, WI		Clearing Sight Distance	
				Drawn By CRW	Figure 6
Not To Scale					

4 Area Characteristics

AECOM contacted local planning and public service agencies in order to collect data regarding the impact of closing the Hanover Street crossing. The following sections summarize the prevailing views and comments of local officials collected during conversations conducted to obtain additional details about the crossing. The notes from each official can be found in Appendix D.

Area Growth and Future Projects

In order to determine the extent of future plans to grow the City of Mauston, Public Works Director Rob Nelson was contacted. In a conversation with Mr. Nelson, no concerns were raised over the potential closure in regard to city growth. Mr. Nelson also stated that Hanover Street does not serve as a major access point for local traffic crossing the railway.

Emergency Services

In order to determine the effect of the Hanover Street crossing closure on emergency services in the area, the proper city police and fire departments were contacted. During a conversation with a police officer in charge at the Mauston Police Department, the officer expressed that Grove Street serves as the major north-south thoroughfare for Mauston residents and police; whereas Hanover is less prominently used.

In another conversation with the Sparta Fire Department, Fire Chief Kim Hale did not express any conflict with the potential closing and went on to say that it would create no major inconveniences for the Fire Department.

Environmental

After completing a preliminary scan of the area, it was determined that Decorah Lake the closest body of water to the roadway. After reviewing a FEMA Insurance Flood Rate map of the area, it was determined that the Decorah Lake floodplain did not intersect with any portion of Hanover Street. The full detailed map containing the floodplain information can be found in Appendix C.

School Bus Service

Through conversation with the Office Manager of Jevco Transit Lisa Bauer, it was determined that the closing of the Hanover Street crossing would not pose a problem from the standpoint of district transportation to local area schools.

Transit Service

A message left at Jevco Transit for Lisa Bauer regarding her knowledge of any public transit services in Masuton made on 7/19/13 went unreturned.

Existing Utilities

Per conversation with Public Works Foreman, Chad Peterson, several utilities exist in the vicinity of the Hanover Street Crossing, including:

- A 6 inch water main north of the tracks along Hanover Street, terminating at an existing fire hydrant north of the tracks. This water main does not cross under the tracks.
- A 2 inch copper water line south of tracks along Hanover Street, terminating with a stub end south of the tracks. This water line does not cross under the tracks.
- A 48 inch storm sewer along the west side of Hanover Street that crosses under the tracks.

5 Travel Time Analysis

In order to determine the impact of closing the Hanover Crossing as it pertains to travel time, existing and alternative routes were analyzed and compared. In this analysis travel time and distance associated with an existing route were compared with the two alternative routes. Through conversations with local officials and a preliminary analysis, it was determined that emergency response involving fire, police and hospitals would not be affected by the crossing closure. A route was considered which would involve a driver utilizing Hanover Street in order to reach State Street. Descriptions of the routes and a table summarizing the analysis can be found in the following sections along with *Figure 7* which shows all of the considered routes.

Existing Route

This route considers a vehicle traveling from the intersection of Hanover Street and Tremont Street to the intersection of Hanover Street and State Street while utilizing Hanover Street.

Alternative Route 1

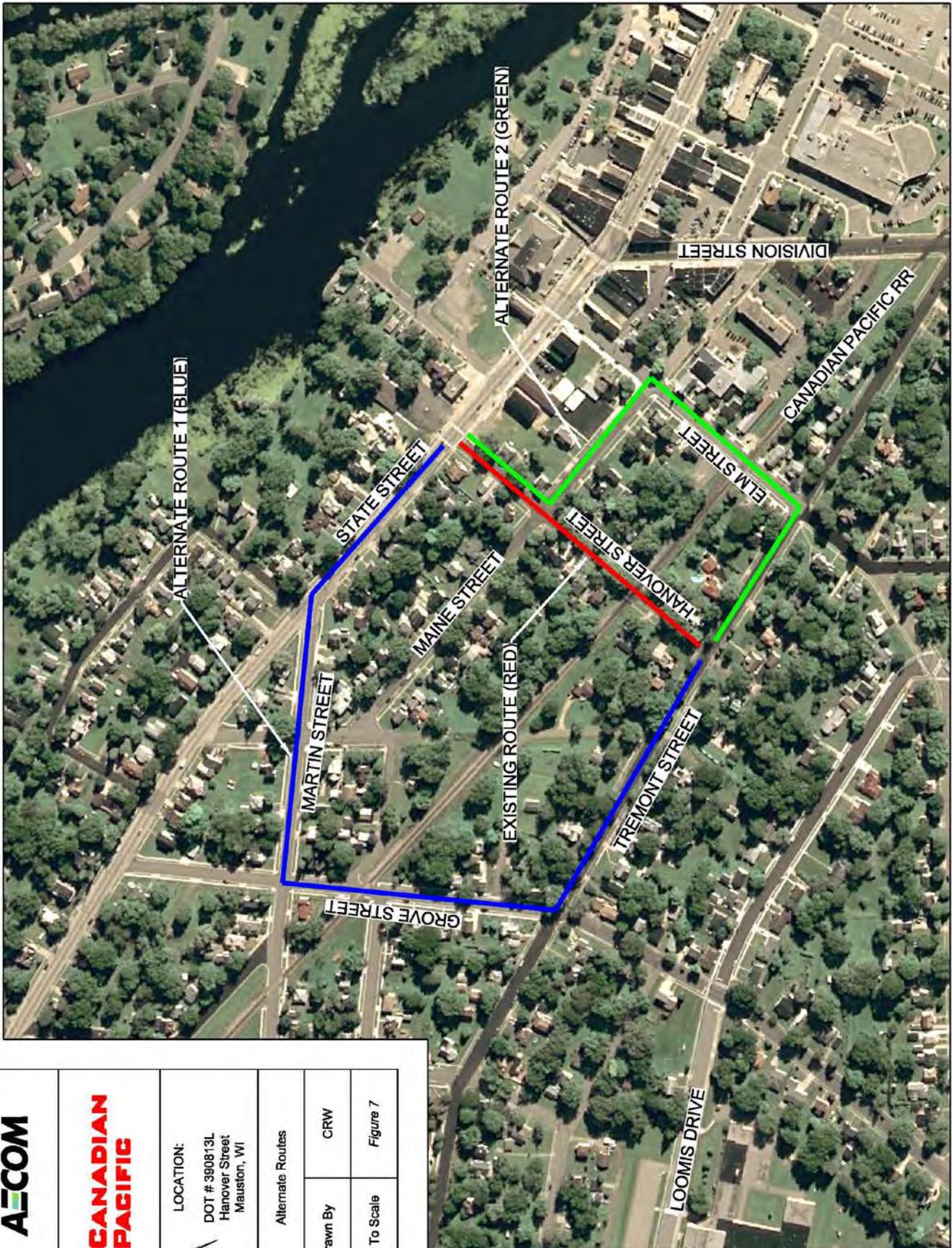
This route considers a driver utilizing Tremont Street, Elm Street, Maine Street and Hanover Street in order to reach the Hanover Street and State Street intersection.

Alternative Route 2

This route considers a driver using Tremont Street, Grove Street, Martin Street and State Street in order to reach the Hanover Street and State Street intersection.

Table 1

Route	Distance (Miles)	Travel Time (Minutes)
Existing	0.2	0.6
Alternative 1	0.3	1
Alternative 2	0.6	2



		<p>LOCATION: DOT # 390813L Hanover Street Mauston, WI</p>	Alternate Routes	
			Drawn By	CRW
Not To Scale		Figure 7		

6 Conclusion and Recommendation

The Hanover Street crossing was evaluated based on data collected and analyzed to determine the safety and operational impacts of the crossing closure. After completing the evaluation, the Hanover Street crossing is recommended for closure based on the following:

- Hanover Street supports low traffic volumes consisting of an estimated AADT of 128 vehicles.
- There are a multitude of alternative crossings, all equipped with advanced warning systems and gates, located within a 0.5 mile radius of Hanover Street to the east and west.
- The alternative route analysis revealed that multiple feasible alternate routes could be utilized in the event of a closing without drastically affecting travel time or distance.
- Major officials contacted throughout the review process including Public Works Director Rob Nelson, The Mauston Police Department, Fire Chief Kim Hale and Office Manager of Jevco Transit Lisa Bauer, expressed little concern regarding the possibility of the Hanover Street Crossing Closure. The above officials further stated that alternate routes exist which should accommodate their needs.
- Several obstructions lining the roadway limit the approaching sight distance to a maximum of 100', which does not satisfy the minimum criteria in the event of a gate failure.
- Obstructions lining the right-of-way limit the clearing sight distance for northbound traffic looking east to 450', which does not satisfy the minimum criteria.

Appendix A. Federal Railroad Administration Data



**FEDERAL RAILROAD ADMINISTRATION
GRADE CROSSING CONTACT LIST**

FRA HEADQUARTERS

FEDERAL RAILROAD ADMINISTRATION
OFFICE OF PUBLIC AFFAIRS, ROA-30
1200 NEW JERSEY AVENUE, S.E.
THIRD FLOOR WEST
WASHINGTON DC 20590
(202) 493-6024

FRA REGIONAL ADMINISTRATOR

LAURENCE HASVOLD
REGIONAL ADMINISTRATOR - IV
FEDERAL RAILROAD ADMINISTRATION
200 WEST ADAMS STREET
CHICAGO IL 60606
(312) 353-6203

STATE INVENTORY CONTACT

DAVID FRIEDRICHS
BUREAU OF STATE HIGHWAY
PROGRAMS
WISCONSIN DEPT. OF
TRANSPORTATION
4802 SHEBOYGAN AVE., ROOM 901
MADISON WI 53707-7913
(608) 266-1168

STATE HIGHWAY CONTACT

RON ADAMS
RAILS AND HARBORS SECTION
WI DEPT. OF TRANSPORTATION
4802 SHEYBOYGAN AVE. P. O. BOX
7965
MADISON WI 53707-7965
(608) 267-9264

FRA HEADQUARTERS

FEDERAL RAILROAD ADMINISTRATION
OFFICE OF SAFETY, RRS-23
1200 NEW JERSEY AVENUE, S.E.
THIRD FLOOR WEST
WASHINGTON DC 20590
(202) 493-6299

FRA REGIONAL CROSSING MANAGER

TAMMY WAGNER
REGIONAL CROSSING MANAGER
FEDERAL RAILROAD ADMINISTRATION
200 WEST ADAMS, SUITE 310
CHICAGO IL 60606
(312) 353-6203
(800) 724-5040

OPERATION LIFESAVER CONTACT

JIM TRACEY
STATE COORDINATOR
WISCONSIN OPERATION LIFESAVER
4802 SHEBOYGAN AVE. ROOM 701 P.O.
BOX 7914
MADISON WI 53709
(608) 267-7946

RAILROAD CONTACT

JIM KRIEGER
MANAGER PUBLIC WORKS
CANADIAN PACIFIC RAILWAY
501 MARQUETTE AVE
MINNEAPOLIS MN 55402
(612) 904-5994

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 6/27/2013

Crossing No.: **390813L** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **03/21/07**
 Railroad: **SOO SOO Line RR Co. [SOO]** End-Date of Record:
 Initiating Agency **State** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division: SOO LINE	State: WI
Subdivision: TOMAH	County: JUNEAU
Branch or Line Name: CHICAGO-ST PAUL	City: In MAUSTON
Railroad Milepost: 0214.56	Street or Road Name: HANOVER ST
RailRoad I.D. No.: M214.56C	Highway Type & No.:
Nearest RR Timetable Stn: MAUSTON	HSR Corridor ID:
Parent Railroad: Canadian Pacific Rwy Co. [CP]	County Map Ref. No.: PRL
Crossing Owner: Canadian Pacific Rwy Co. [CP]	Latitude: 43.7980960
ENS Sign Installed:	Longitude: -90.0817500
Passenger Service: AMTRAK	Lat/Long Source: Estimate
Avg Passenger Train Count: 2	Quiet Zone: No
Adjacent Crossing with Separate Number: No	

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A ST/RR B ST/RR C ST/RR D	
Railroad Use:	
State Use:	
Narrative:	

Emergency Contact: **(800)716-9132** Railroad Contact: State Contact: **(608)266-1168**

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day: No
Total Trains: 29	Total Switching: 4	Day Thru: 15
Typical Speed Range Over Crossing: From 10 to 70 mph		Maximum Time Table Speed: 70
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: ATK	

U.S. DOT - CROSSING INVENTORY INFORMATION
Continued

Crossing **390813L**

Effective Begin-Date of Record: **03/21/07**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	No
Pavement Markings:	No Markings	Other Signs:	0
			0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	No
Mast Mounted FL:	2	Total Number FL Pairs:	1
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0
Other Train Activated Warning Devices:		Bells:	1
Channelization:	None	Special Warning Devices Not Train Activated:	
Track Equipped with Train Signals?	Yes	Type of Train Detection:	DC/AFO
		Traffic Light Interconnection/Preemption:	Not Interconnected

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Asphalt	Is it Signalized?	No
Nearby Intersecting Highway?	76 to 200 feet	Is Crossing Illuminated?	Yes
Does Track Run Down a Street?	No		
Is Commercial Power Available? Yes			

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Local
Is Crossing on State Highway System:	No	AADT Year:	1991
Annual Average Daily Traffic (AADT):	000250	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	04		
Posted Highway Speed:	25		

Appendix B. Traffic Counter Data



800 LaSalle Avenue, Suite 110
Minneapolis, MN 55402

Hanover Street

Date Start: 10-Jul-13
Date End: 12-Jul-13
Date Printed: 16-Jul-13

Start Time	08-Jul-13		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo	Northbou	Southbo
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	1	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	1	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
06:00	*	*	*	*	*	*	1	0	0	0	0	0	0	0	0	0
07:00	*	*	*	*	*	*	2	0	2	2	0	0	0	0	2	0
08:00	*	*	*	*	*	*	2	4	2	2	7	0	0	0	2	6
09:00	*	*	*	*	*	*	4	4	2	1	3	0	0	0	3	2
10:00	*	*	*	*	*	*	4	0	2	4	0	0	0	0	3	2
11:00	*	*	*	*	*	*	4	4	2	2	4	0	0	0	3	3
12:00 PM	*	*	*	*	*	*	10	4	4	4	2	0	0	0	7	3
01:00	*	*	*	*	*	*	6	4	6	4	0	0	0	0	5	6
02:00	*	*	*	*	*	*	2	0	4	0	0	0	0	0	0	3
03:00	*	*	*	*	*	*	4	8	7	0	0	0	0	0	6	6
04:00	*	*	*	*	*	*	2	4	3	0	0	0	0	0	8	2
05:00	*	*	*	*	*	*	2	4	6	0	0	0	0	0	4	4
06:00	*	*	*	*	*	*	4	4	2	0	0	0	0	0	8	3
07:00	*	*	*	*	*	*	13	4	2	0	0	0	0	0	4	4
08:00	*	*	*	*	*	*	7	6	2	0	0	0	0	0	6	3
09:00	*	*	*	*	*	*	4	4	4	0	0	0	0	0	4	3
10:00	*	*	*	*	*	*	6	1	1	0	0	0	0	0	4	1
11:00	*	*	*	*	*	*	2	1	0	0	0	0	0	0	2	0
Lane	0	0	0	0	59	29	79	54	14	20	0	0	0	0	71	51
Day	0	0	0	0	88	88	133	133	34	20	0	0	0	0	122	122
AM Peak Vol.	-	-	-	-	-	-	09:00	08:00	07:00	08:00	-	-	-	-	09:00	08:00
PM Peak Vol.	-	-	-	-	18:00	13:00	12:00	15:00	12:00	12:00	-	-	-	-	16:00	13:00
Comb. Total	0	0	0	0	88	88	133	133	34	34	0	0	0	0	122	122
ADT	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128	ADT 128

Appendix C. Flood Maps



NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0362D

FIRM
FLOOD INSURANCE RATE MAP
JUNEAU COUNTY,
WISCONSIN
AND INCORPORATED AREAS

PANEL 362 OF 545
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS	NUMBER	PANEL	SUFFIX
COMMUNITY	550930	0362	D
HOLDING JURISDICTION OF	550980	0362	D
JUNEAU COUNTY	550904	0362	D
MANISTON, CITY OF			

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
 55057C0362D
 MAP REVISED
 OCTOBER 16, 2012

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Appendix D. Record of Conversations

RECORD OF TELEPHONE CONVERSATION

Project: Hanover Street Crossing Closure
Made By: Ryan Raske
Contact: Kim Hale
Title: Fire Chief – Town of Mauston
Phone: 608-847-5475

SUMMARY OF CONVERSATION

7/8/2013: Left a message explaining our business, and requested Mr. Hale to call back

7/8/2013: Mr. Hale did not express any conflict with closing the Hanover Street Crossing and mentioned that the potential closing would not create a major inconvenience for the Fire Department.

RECORD OF TELEPHONE CONVERSATION

Project: Hanover Street Crossing Closure
Made By: Ryan Raske
Contact: Rob Nelson
Title: Director of Public Works – City of Mauston
Phone: 608-847-4070

SUMMARY OF CONVERSATION

7/8/2013: Mr. Nelson mentioned that Hanover Street does not serve as a major access point for local traffic crossing the railway and didn't express any conflicts regarding the crossing closure.

RECORD OF TELEPHONE CONVERSATION

Project: Hanover Street Crossing Closure
Made By: Ryan Raske
Contact: Officer in Charge
Title: Police Officer
Phone: 608-847-4989

SUMMARY OF CONVERSATION

7/10/2013: Expressed that Grove served as the major thoroughfare for Mauston residents and police, whereas Hanover is less prominently utilized.

RECORD OF E-MAIL CONVERSATION

Project: Hanover Street Crossing Closure
Made By: Ryan Raske
Contact: Lisa Bauer
Title: Office Manager – Jevco Transit
Phone: 608-847-7493

SUMMARY OF CONVERSATION

7/17/2013: Ms. Bauer mentioned that closing Hanover Street would not pose a problem from the standpoint of district transportation. She also stated that Hanover Street is not a heavily used crossing for school bus transit.

7/19/2013: A phone call regarding public transit in the area made to Jevco Transit went unreturned.

RECORD OF TELEPHONE CONVERSATION

Project: Hanover Street Crossing Closure
Made By: Ryan Raske
Contact: Chad Peterson
Title: Public Works Foreman
Phone: 608-847-4070

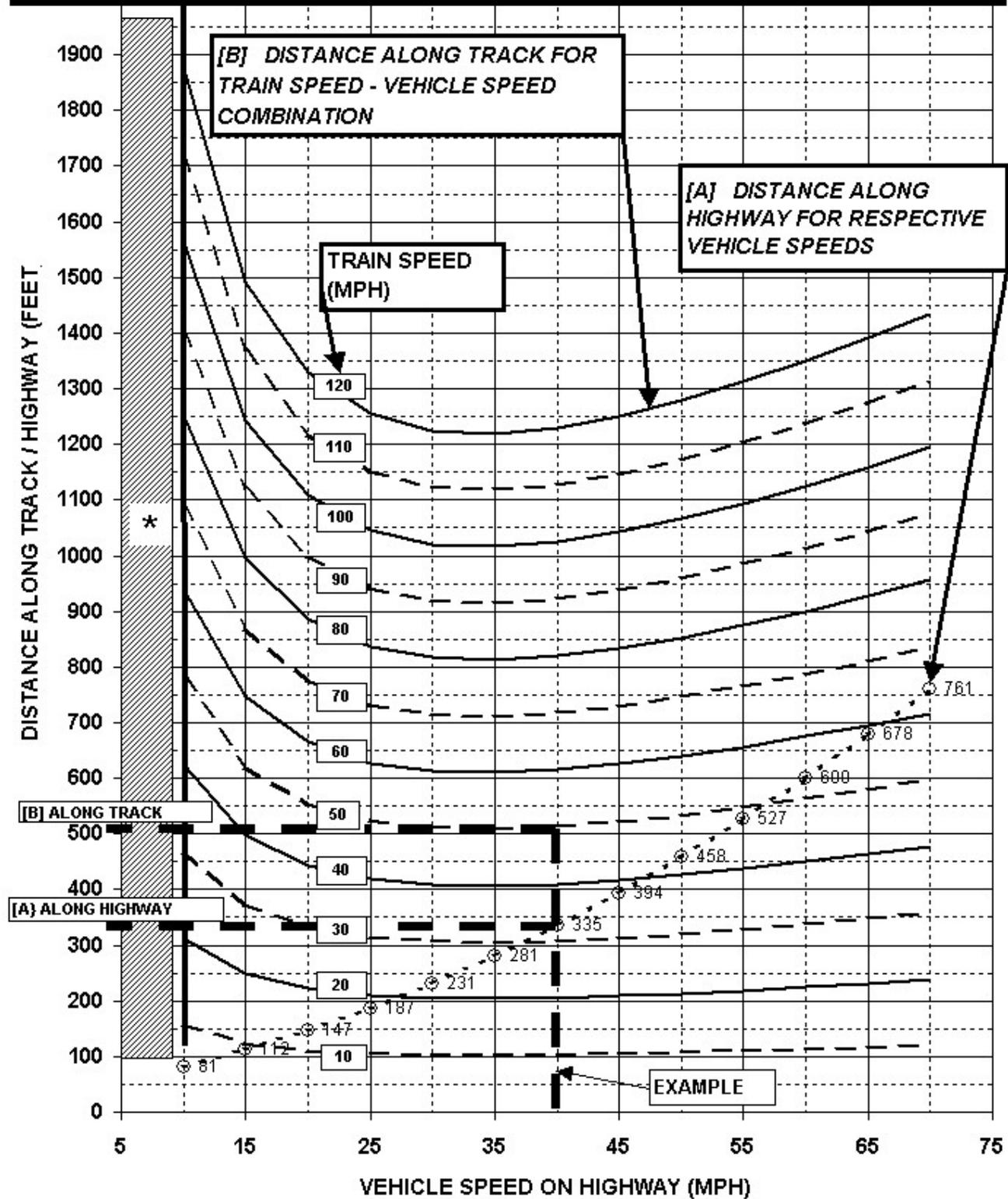
SUMMARY OF CONVERSATION

8/8/2013: An inquiry was made to Chad Peterson regarding existing utilities in the immediate vicinity of the Hanover Street Crossing. Mr. Peterson mentioned there were existing utilities in the vicinity as follows:

- A 6 inch water main north of the tracks along Hanover Street, terminating at an existing fire hydrant north of the tracks. This water main does not cross under the tracks.
- A 2 inch copper water line south of tracks along Hanover Street, terminating with a stub end south of the tracks. This water line does not cross under the tracks.
- A 48 inch storm sewer along the west side of Hanover Street that crosses under the tracks.

**Appendix E.
AASHTO
Approaching
Sight Distance**

AASHTO Case A - Moving Vehicle to safely cross or stop at RR crossing w/ distance from near rail to stopbar = 25.00 ft., downstream clearance = 15.00 ft., SKEW = 0.00 degrees, lane width = 12 ft., approach grade (G) = 0%, and vehicle length = 65 ft.



**Appendix F.
Right of Way
Map and Street
Station Maps**

**Appendix G.
Letter of
Support from
Amtrak**

AMTRAK
1000 North 4th Street, Washington, DC 20002



August 8, 2013

Mr. Daniel Sabatka, P.E.
Director Engineering Works – U.S. East
Canadian Pacific Railway
11306 Franklin Avenue
Franklin Park, IL 60131

Dear Mr. Sabatka:

This letter is written in support of the Canadian Pacific Railway's applications to close the following two at-grade crossings in the State of Wisconsin.

DOT #390813L
Mauston, WI
Hanover Street
Milepost 214.56 – Tomah Subdivision

DOT #390877X
Sparta, WI
Hazelwood Avenue
Milepost 255.85 – Tomah Subdivision

Closures of these crossings will enhance operational safety by eliminating the potential of vehicle/train collisions.

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Franke".

Michael W. Franke
Chief, State Government Contracts

MWF/yb

Cc: Richard Hum
Specialist Passenger Rail Development
Canadian Pacific Railway
401 9th Avenue, SW
Calgary, Alberta T2P4Z4
Canada



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