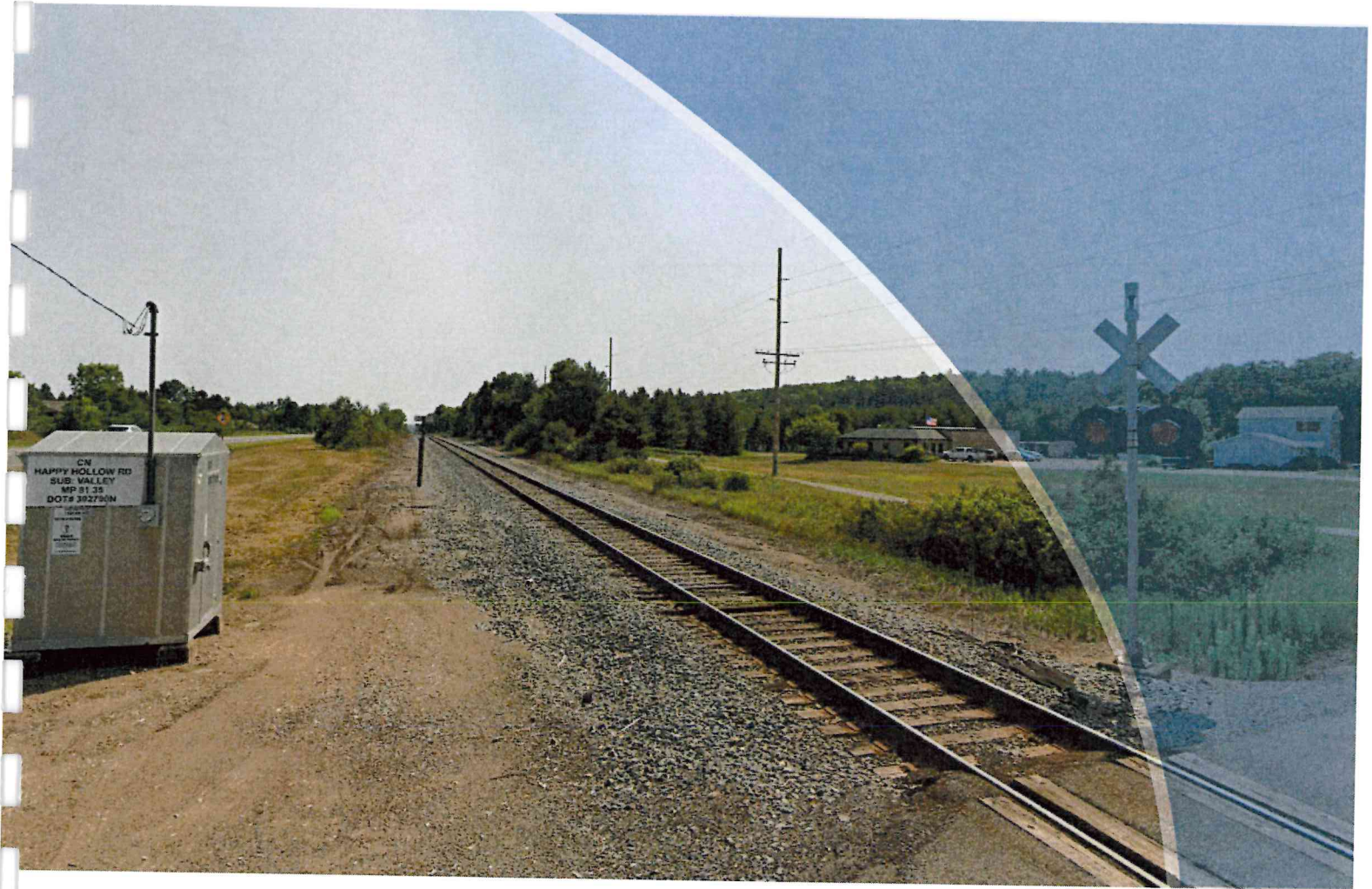


# VILLAGE OF KRONENWETTER



**Railroad Accessibility Assessment Study**

March 11, 2024

March 11, 2024

Leonard Ludi  
Village Administrator  
Village of Kronenwetter  
1582 Kronenwetter Drive  
Kronenwetter, WI 54455

Re: Railroad Accessibility Assessment Study

Mr. Ludi,

Ruekert & Mielke, Inc (R/M) is pleased to submit this proposal for the completion of the Village's Railroad Accessibility Assessment Study. We are very excited to have the opportunity to work on this project with your staff.

R/M has extensive experience in railroad design and construction, railroad permitting and coordination, and project funding. Our proposed project manager, Doug Weinkauff and his wife Dixie Weinkauff, live in Wausau and are extremely familiar with this railroad corridor. The experts that we are proposing on this project have approximately 100 combined years of project experience, and this knowledge and expertise will allow us to best assess alternatives to address the existing railroad concerns. We will utilize our understanding of the railroad permitting processes, and our contacts in the railroad industry to coordinate and negotiate with WisDOT and the Canadian National Railroad on the Village's behalf.

R/M has reviewed the terms and conditions attached to the RFP document as Exhibit A, and they are acceptable for inclusion in the general contract form.

We thank you for the opportunity to propose on the this project, and we look forward to providing the Village with our professional services.

Sincerely,  
RUEKERT & MIELKE, INC.



Douglas Weinkauff  
Project Manager  
doweinkauff@ruekert-mielke.com

# TABLE OF CONTENTS:

<b>4</b>	FIRM INFORMATION	<b>10</b>	PROJECT TEAM
<b>5</b>	MUNICIPAL EXPERIENCE	<b>13</b>	PROJECT EXPERIENCE
<b>7</b>	ORGANIZATIONAL CHART	<b>15</b>	PROJECT APPROACH
<b>8</b>	PROJECT MANAGER	<b>17</b>	ESTIMATED FEE

## COORDINATION EXPERIENCE

We have extensive experience coordinating and permitting railroad projects. Our experts understand the challenges of working with Wisconsin Railroads, and have experience working with WisDOT's Railroad Section. Our experience will be instrumental in the coordination work with the railroad and WisDOT.

## OPERATIONS AND DESIGN

Our team includes key staff that have worked in railroad design, construction, and operations for a combined 100 years.

## RAILROAD FUNDING

All of our project team members have helped municipalities secure funding for project work, and this has been from a variety of funding sources.

# KEY DIFFERENTIATORS



# Ruekert • Mielke

YOUR INFRASTRUCTURE ALLY

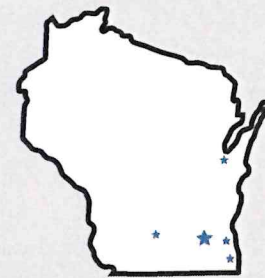
Ruekert & Mielke, Inc. (R/M) is a 100% employee-owned civil engineering firm with **more than 75 years** of service to local communities and organizations. Our engineers, environmental scientists, agricultural experts, and technology consultants empower our clients to thrive by solving infrastructure challenges.

## ABOUT

- Established in 1946
- 120+ Employees Located in Wisconsin
- 6x Top Workplace

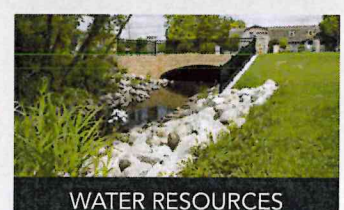
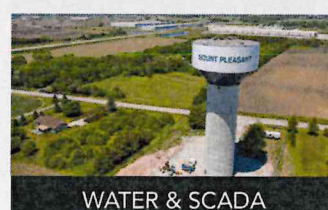
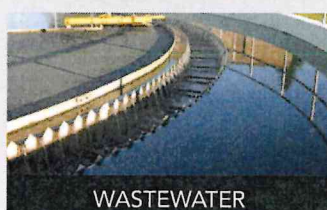
**100%**  
**EMPLOYEE OWNED**

## LOCATIONS



- WAUKESHA, WI
- MADISON, WI
- GREEN BAY, WI
- KENOSHA, WI
- MILWAUKEE, WI

## SERVICES



# MUNICIPAL ENGINEERING



Village of Sussex, WI

In a time when economic development, orderly growth, sound infrastructure, sustainable rates, and balanced budgets are hurdles every municipality faces, expertise and unparalleled dedication to progress are integral parts to keeping a municipality moving forward. Today's challenging times have led to limited resources, making already tough decisions an even larger struggle.

Ruekert & Mielke, Inc. (R/M), a local Midwestern civil engineering firm backed by seven decades of experience, partners with municipalities to aid them in building better communities. Our team of experts are steeped in the knowledge of your area. Our employee owners aren't just engineers, financial analysts, or support staff. We live, work, and play in local communities. Our understanding of your daily challenges and citizen expectations give us an authentic perspective to create the best strategies for tackling a wide range of problems.

Our team embraces technology to provide your community with technology-driven engineering solutions. This approach, rooted in digital construction reporting, a cloud GIS portal, a file sharing intranet, SCADA, long-range capital improvement planning and asset management tools demonstrates our firm's evolution towards providing efficient and cost-effective municipal engineering solutions.

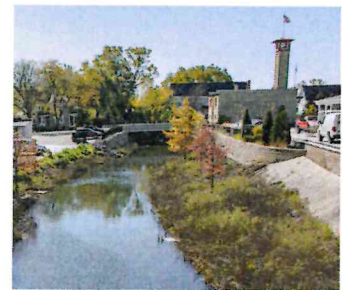
## SERVICES

- Development Review
- Infrastructure Planning
- Pavement Management
- Capital Improvement Planning
- Geographic Information System (GIS)
- Surveying
- Road/Utility Design
- Construction Administration
- Water/Wastewater/SCADA
- Storm Water

*"The most valuable service I get from R/M is personal attention. Our City Engineer lives here. He is a taxpayer with ties to the community. He is one of us, above and beyond the professional qualifications."*

— City of Columbus, WI

### Village of Thiensville, WI



Village Engineer since 1986

### City of Oconomowoc, WI



City Engineer since 1995

### City of Columbus, WI



City Engineer since 2010

# ALLIES FOR THESE COMMUNITIES

## KEY

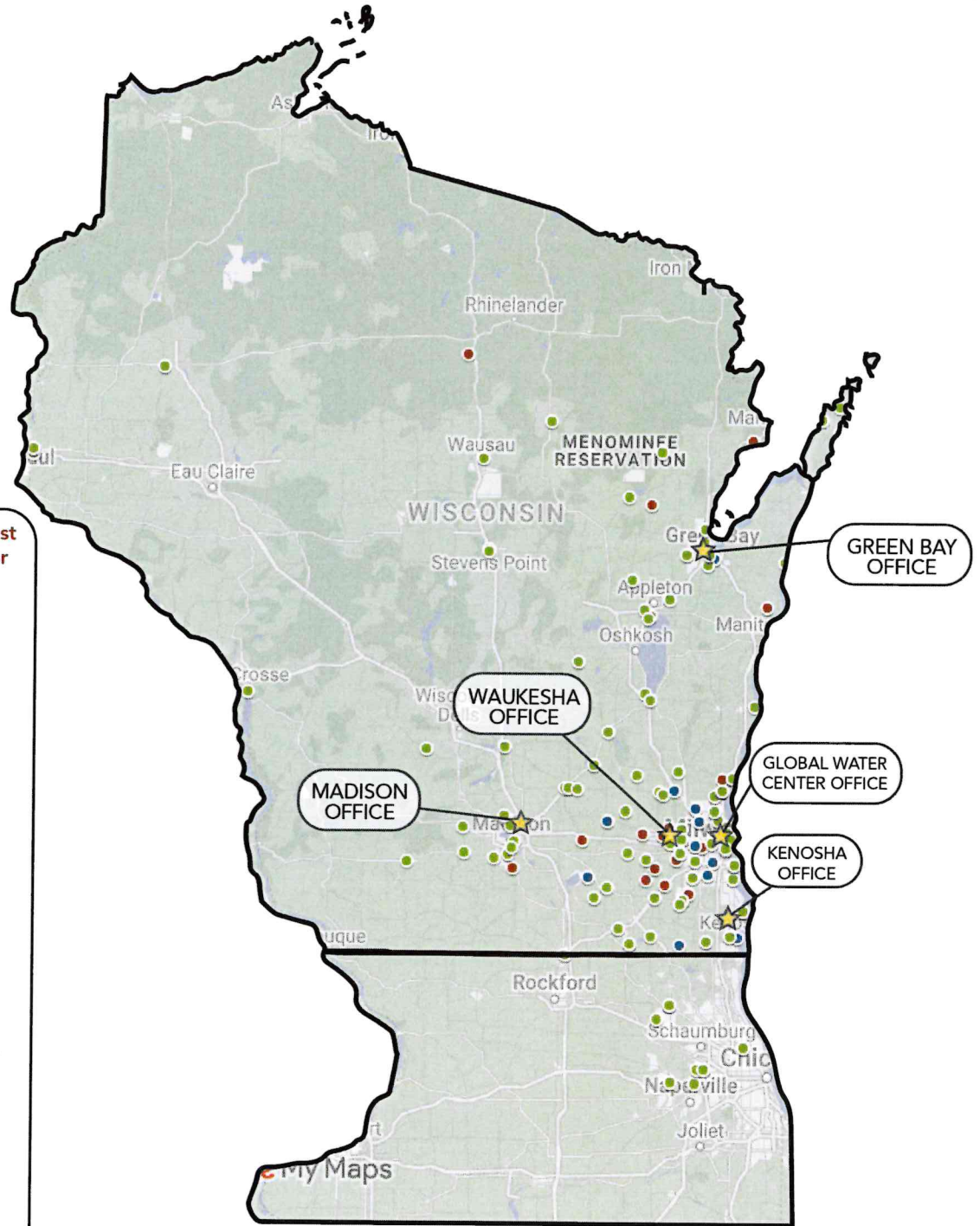
- Engineer of Record
- Engineering Support
- Additional Municipal Clients

### Communities that consistently trust R/M as their City, Village, Town, or Utility Engineer:

- Village of Bonduel, WI
- City of Columbus, WI
- Village of Eagle, WI
- Village of Elm Grove, WI
- Erie Sewer Authority, PA
- Village of Fontana-on-Geneva Lake, WI
- Village of Hartland, WI
- Town of Lake Mills, WI
- Village of Merton, WI
- Village of Mishicot, WI
- Village of Mukwonago, WI
- Village of North Prairie, WI
- Town of Norway, WI
- City of Oconomowoc, WI
- Village of Oregon, WI
- City of Peshtigo, WI
- Racine Water & Wastewater Utility, WI
- Village of Saukville, WI
- Village of Thiensville, WI
- City of Tomahawk, WI
- Village of Waukesha, WI

### Communities where R/M provides multiple engineering services by augmenting their existing staff:

- Village of Allouez, WI
- City of Brookfield, WI
- City of Fort Atkinson, WI
- City of Franklin, WI
- Village of Germantown, WI
- City of Greenfield, WI
- City of Kenosha, WI
- Village of Menomonee Falls, WI
- City of Pewaukee, WI
- Village of Pewaukee, WI
- Town of Randall, WI
- Village of Slinger, WI
- City of Watertown, WI



# ORGANIZATIONAL CHART



Project Manager



Doug Weinkauf

Project Engineer



Cory Horton, P.E.,  
CFM, CPESC,  
ENVSP

Railroad Specialist



Dixie Weinkauf,  
P.E.

Project Engineer



Kevin Wagner, P.E.



## DOUG WEINKAUF PROJECT MANAGER

Doug has worked at Ruekert & Mielke, Inc. since 2022 and has been employed by various engineering consulting firms since 1980. Prior to that he worked for the Federal Government at the United States Geological Survey. He brings approximately 50 years of civil engineering experience to the team. Doug has experience with the design, construction, and operation of railroad tracks, turnouts (switches), railroad yards, and spurs. He has particular experience with handling hazardous materials via rail. Doug has worked with various railroads including the US Army, Union Pacific, Canadian National, Canadian Pacific, Wisconsin Southern, Milwaukee Road, Chicago Northwestern, and Wisconsin Central.

### RAILROAD EXPERTISE

Doug has been working in the railroad industry throughout his career. His experience includes extensive work on:

- Railroad Design
- Construction Management
- Permitting
- Coordination

Doug has served as a railroad inspector for the U.S. Army, inspecting railroad tracks that the Army utilizes for their operations. He has been involved in various aspects of railroad coordination, including addressing a number of derailments in the Wisconsin region.

### AGENCY FUNDING AND COORDINATION

In his work with design and construction of railroads, Doug has been involved extensively with coordination efforts with the WisDOT Railroad Section, to secure railroad permitting for projects, coordinate grant funding for railroad projects, and negotiate with railroad companies. Doug has successfully secured more than \$7 million in funding for railroad construction projects. His experience with railroad funding and his understanding of the application and administration processes give him unique perspective on what funding is appropriate for projects, and how best to pursue this funding.

### CONTACT

920.876.6382

doweinkauf@ruekert-mielke.com

### EDUCATION

- Master of Science, Civil Engineering  
- University of Maryland, College Park
- Bachelor of Science, Civil Engineering  
- University of Wisconsin, Madison

### REGISTRATIONS

- Former Professional Engineer - WI, MN, MI, IL, VA
- Former US Army Certified Railroad Track Inspector (one of approximately 120 inspectors)





**DOUG WEINKAUF**  
PROJECT MANAGER



## EXPERIENCE

### **Milwaukee Road Railroad**

Doug was involved with the cleanup and repair of the railroad tracks in Rothschild, Wisconsin caused by a 50+ railroad car derailment. The track was shut down for approximately 24 hours, and this incident occurred on the railroad tracks that extend from Wausau south to Junction City.

### **Chicago Northwestern Railroad**

Doug was involved with the cleanup and repair of railroad tracks in Edgar, Wisconsin caused by the derailment of six railroad cars carrying agricultural lime. The derailment was caused by poor railroad spur operations by a contractor and cars were run through a derailer at yard speed. The cars were unloaded and moved back onto the track for removal.

### **Wausau Paper Mill - Brokaw Plant**

Doug was the chief designer and construction inspection engineer for the design, construction, and operation of a chlorine railroad tank car unloading facility for the Wausau Paper Mills' Brokaw Plant. The project included the design of the track and turnouts (switches) for this facility. Safety was a large concern for this project, with any car derailment leak requiring the evacuation of the paper mill and the entire Village of Brokaw. No spills occurred during the life of this facility (approximately 26 years).

### **Wisconsin Rapids Business Park Railroad Spur**

Doug was one of the designers that located, designed, and inspected construction of a railroad spur that serves the Wisconsin Rapids Business Park. This spur has over 2,500 feet of track and has four turnouts which was designed to serve a large grain elevator, a large ag-chemical facility, and a windmill production facility.

### **Manitowoc Proposed Propane Terminal**

Doug was the chief designer for the proposed Manitowoc Proposed Propane Terminal. This terminal is proposed to have over five miles of railroad track and numerous turnouts. Doug was also involved with the operations of this facility. He was the lead person representing the client with the Wisconsin Department of Transportation Railroad section to obtain financial assistance with this project. Doug also enlisted the assistance of the DOT Railroad Section with the negotiations between the client and the Canadian National Railroad.





## DIXIE L. WEINKAUFF, P.E.

RAILROAD SPECIALIST

*Dixie has worked at Ruekert & Mielke, Inc. since 2022 and has had various engineering consulting experience since 1986. Prior to her employment with R/M, she worked for the Milwaukee Metropolitan Sewerage District and the Washington, D.C Suburban Sanitary Commission as a Civil Engineer. Dixie has approximately 45 years of civil engineering experience. She has experience with the design, construction, inspection, and operations of railroad tracks. She has worked with various railroads including the US Army, Union Pacific, Canadian National, Canadian Pacific, Wisconsin Southern, and Wisconsin Central.*

### CONTACT

-  920.876.6382
-  diweinkauff@ruekert-mielke.com
-  Green Bay

### EDUCATION

- Bachelor of Science, Civil Engineering  
- University of Maryland, College Park
- Bachelor of Arts, Business Administration  
- University of Maryland, College Park

### REGISTRATIONS & AFFILIATIONS

- Professional Engineer- WI
- Certified Railroad Track Inspector - US Army (one of approximately 120 certified inspectors)

**45+**

» years «  
experience

### EXPERIENCE

#### **Baudette, Minnesota**

Dixie headed a team who sited, designed, and inspected construction of a railroad spur for a large propane terminal in Baudette, Minnesota. The Canadian Railroad required an extra six inches of ballast thickness under the track because of the potential hazard of a propane railroad car overturning, leaking, and catching fire.

#### **Portage, Wisconsin**

Dixie headed a team who sited and designed a railroad spur for a large propane terminal in Portage, Wisconsin. This site is on the Canadian Pacific Railroad. Dixie was able to obtain a \$1.2 million low interest Department of Transportation Railroad Section loan for this facility.

#### **Blair, Wisconsin**

Dixie headed a team who sited and designed a railroad spur to serve a grain elevator and frac sand loading facility. She was able to obtain more than \$2 million low interest Department of Transportation Railroad Section loan for this facility.

#### **Fort McCoy, Wisconsin**

Dixie performed the inspections for the U.S. Army railroad tracks, turnouts, and railroad crossings serving Fort McCoy between 2015 and 2022. The Army required special training to become certified as an inspector of their tracks. Dixie attended and passed the Army course in 2015 and again in 2020. There are three tracks that cross Highway 21 (a heavily trafficked highway) that has crossing guard gates and lights. Also, there are many urban type railroad crossings on the base that need to be inspected. The railroad needed to be inspected at least once every 90 days and before any large deployments.



## CORY L. HORTON, P.E., CFM, CPESC, ENVSP PROJECT ENGINEER

*Cory is the municipal team leader and office manager for the Madison office. With more than 25 years in the industry, Cory has extensive experience with municipal engineering, infrastructure design, parks, water and natural resources, and development projects. His diverse background includes working as a regulatory engineer, serving as a Director of Public Works, and even holding an elected office. One of Cory's primary skill sets is to identify and secure funding for clients. Throughout his career, Cory has secured nearly \$100 million in grant funding.*

### CONTACT

- 608.819.2600
- chorton@ruekert-mielke.com
- Madison

### EDUCATION

- Master of Science, Civil and Environmental Engineering - University of Wisconsin, Madison
- Bachelor of Science, Civil Engineering - University of Wisconsin, Madison
- Associate of Science, Engineering Science - College of DuPage

### REGISTRATIONS & AFFILIATIONS

- Professional Engineer- WI, IL
- Certified Floodplain Manager
- Certified Professional in Erosion and Sediment Control
- Envision Sustainability Professional
- American Society of Civil Engineers
- American Public Works Association
- Southwestern Wisconsin Association of Public Works Supervisors

### EXPERIENCE

#### Director of Public Works\*

##### City of Fitchburg

Cory was previously the Director of Public Works and City Engineer for the City of Fitchburg. Responsible for oversight of the engineering, building inspection, parks, utility, streets, and building maintenance divisions. Cory reviewed numerous developments from the land division process through construction. Cory was responsible for implementation of capital projects and budgets for the City's Public Works Department. He worked with Wisconsin Southern Railroad on: establishment of a quiet zone, abandonment of an existing road crossing, establishing a new road crossing of the rail, and several major utility projects under and within the rail corridor.

#### Crossman Road Reconstruction\*

##### Town of Lake Mills

As a consultant, Cory serves as the Town of Lake Mills Engineer. Cory prepared a successful Multimodal Local Supplement (MLS) grant application for the 1.8-mile-long roadway reconstruction project, which provided \$435,000 in grant funding for the work. Cory was then the Engineer of Record for the design, permitting, and construction of the road, intersection improvements, stormwater improvements, and roadway and shoulder widening. Cory also assisted with the bidding process, construction administration and grant documentation for reimbursement.

#### Lacy Road\*

##### City of Fitchburg

Cory was responsible for this Transportation Alternatives Program (TAP) grant funded roadway reconstruction project in the City of Fitchburg. The reconstruction added a 1.5-mile-long 10-foot-wide multi-use path, buffered on street bike lanes, water and sanitary sewer extensions, the construction of a new roundabout, retaining walls, and the reconstruction of the roadway from a rural to urban cross section. Cory was involved with the TAP grant application, public involvement, design, property acquisition, permitting, public bidding through the WisDOT process, and construction observation for the project.

#### Wisconsin Department of Transportation\*

##### Transportation Economic Assistance

Cory assisted the City of Fitchburg with grant writing, construction administration, and grant administration for the construction of a new road, Sub-Zero Parkway. The grant award was \$1,000,000.

\*Experience prior to working at R/M



## KEVIN J. WAGNER, P.E.

PROJECT ENGINEER

*Kevin has worked as a design engineer on civil and municipal projects with a focus on road and storm water design, infrastructure management, and planning. Kevin also integrates municipal technology with his work, including asset management software, needs assessments, and GIS master planning.*

### EXPERIENCE

#### Village Engineer

##### Village of Bondeul

Kevin is the Village Engineer for Bondeul, and works with the Village to address their infrastructure needs while maintaining their focus on fiscal responsibility. Kevin is in the process of finalizing an update to the Village's 20-year Capital Improvement Plan.

#### City Engineer

##### City of Tomahawk

R/M serves as City Engineer for the City of Tomahawk. Kevin conducted a city-wide storm water analysis study and works with the City on the design and construction of their annual road projects. Kevin's expertise in road design, pedestrian access, and storm water improvements have aided the City in addressing their infrastructure needs.

#### East Park Commerce Center

##### City of Stevens Point

Kevin has been one of the project managers for the design of the East Park Commerce Center projects. This includes roadway and utility extensions, water system planning, agency coordination, and conceptual railroad planning coordination.

#### Municipal Engineering Experience

- Village of Bondeul - Road, Water, and Storm Water Systems, Development Review, Erosion Control, Capital Planning
- City of Tomahawk - Road, Water, Sewer, and Storm Water Systems, Capital Planning, TID Development, Railroad Coordination
- Village of Mishicot - Road Reconstruction, Flood Plain Modeling
- City of Peshtigo - Road, Water, Sewer, and Storm Water, Railroad Permitting and Coordination
- City of Shawano - GIS Assessment, Water, and Sewer Rates
- Village of Ashwaubenon - Water Rates, Capital Planning, Construction Review
- Village of Mukwonago - Railroad Quiet Zones
- City of Menasha - Road, Water, Sewer, and Storm Water Systems and Review
- City of Stevens Point - Road, Water, Sewer, and Storm Water Systems; Railroad Conceptual Planning Coordination
- City of Green Bay - Storm Water Management
- City of Oconomowoc - Railroad Permitting and Coordination
- Town of Gibraltar – Transportation Utility Implementation

### CONTACT

- 920.876.6382
- kwagner@ruekert-mielke.com
- Green Bay

### EDUCATION

- B.S. - Civil Engineering
- University of Wisconsin, Milwaukee

### REGISTRATIONS & AFFILIATIONS

- Professional Engineer - WI
- American Society of Professional Engineers
- Wisconsin Society of Professional Engineers
- American Council of Engineering Companies of Wisconsin
- Institute of Asset Management



» professional «  
engineer

# PROJECT EXPERIENCE

## RAILROAD PROJECT DESIGN

### Fort McCoy

**Key Project Staff:** Doug Weinkauff, Dixie Weinkauff, P.E.

This project required the inspection of the U.S. Army railroad tracks, turnouts, and road crossings serving Fort McCoy. The Army required special training to become certified as an inspector of their railroad. Dixie Weinkauff attended and passed the Army course in 2015 and again in 2020. Doug Weinkauff attended and passed the Army course in 2015. The inspections were carried out between 2015 and 2022.

There are approximately nine miles of railroad tracks on the base that needed to be inspected. The base has 20 turnouts (switches) that were also inspected. Three railroad tracks cross Highway 21 (a busy highway). The crossings are concrete and have crossing guard gates and lights. This busy crossing was given special attention during each inspection. Also, there are 10 urban-type road crossings on the base that needed to be inspected.

The Army railroad needed to be inspected at least once every 90 days and before any large deployment.

### Wausau Papers Chlorine Unloading Facility

**Key Project Staff:** Doug Weinkauff, Dixie Weinkauff, P.E.

This project required the filling of an area approximately 500 feet long by 50 feet wide using sheet piling to separate the unloading fill area from an employee parking lot. The facility had approximately 700 feet of railroad tracks, one turnout (switch), and two chlorine gas unloading towers. Safety was a great concern because if a railroad car containing chlorine overturned and leaked, the entire Willage of Brokaw and the mill (with 1,200 employees) would have to be evacuated. This project was completed in 1986 and the facility served the mill until the mill shut down in 2012. No spills, leaks, or problems were encountered during the life of this facility.

### Manitowoc Propane and Railroad Car Storage Project

**Key Project Staff:** Doug Weinkauff, Dixie Weinkauff, P.E.

This project is still in the design phase. It will serve a propane unloading terminal that is projected to have four turnouts, 1,500 feet of track, a propane unloading tower, and over one million gallons of propane storage. The project is also projected to have five miles of railroad car storage tracks, four road crossings, three railroad bridges over streams, and two railroad car cleaning buildings each approximately 250 feet long.

### Baudette Propane Terminal

**Key Project Staff:** Doug Weinkauff, Dixie Weinkauff, P.E.

This project consisted of approximately 1,700 feet of 115-pound rail, three turnouts, one propane unloading tower, two road crossings, 700 feet of propane transport pipeline, 1,000 feet of new access road, and 500,000 gallons of propane storage. The Canadian National Railroad required that the new track have an additional six inches of ballast beneath the railroad ties because of the potential hazard of an overturned propane car leaking and catching fire.

## ADDITIONAL RAILROAD COORDINATION AND PERMITTING

### Railroad Crossings with Utilities and Roadways

**Key Project Staff:** Kevin Wagner, P.E., Cory Horton, P.E., CFM, CPESC, ENVSP

### Railroad Quiet Zone Updates and Adjustments

**Key Project Staff:** Kevin Wagner, P.E., Cory Horton, P.E., CFM, CPESC, ENVSP

## FUNDING

### WisDOT - Transportation Economic Assistance

**Key Project Staff:** Cory Horton, P.E., CFM, CPESC, ENVSP

This project involved assisting the City of Fitchburg with grant writing, construction administration, and grant administration for the construction of a new road, Sub-Zero Parkway. The grant award was \$1,000,000.

### USDA Climate Smart Commodities Grant

**Key Project Staff:** Cory Horton, P.E., CFM, CPESC, ENVSP

This project involved working with a private agricultural company to identify and secure a \$40 million grant to implement conservation farming practices aimed at climate resilience.

## ASSESSMENT AND STUDIES

Our project team has experience with a variety of studies, including utility service area studies, conceptual analysis studies, and conceptual planning for regional development.

**Key Project Staff:** Kevin Wagner, P.E., Cory Horton, P.E., CFM, CPESC, ENVSP

As part of our capital planning and asset management work, our staff considers comprehensive and strategic plans, future growth and development forecasts, and potential impacts on emergency management services.

**Key Project Staff:** Kevin Wagner, P.E.





# PROJECT APPROACH

## PROJECT OBJECTIVE

The goal of this study is to determine what the best approach is to mitigate the risk for residents and business owners west of the railroad. The Village will need to be provided with appropriate and effective alternatives for evaluation and will need thorough evaluation of the applicability and feasibility of these options. Identification of grant funding will be essential to make some of the most effective solutions possible for consideration. Coordination with Canadian National Railroad (CN) will be critical to determining the best solution(s), and the involvement of the WisDOT Railroad Section will be instrumental in that coordination. Our project team has the experience and expertise needed to help the Village determine the best mitigation strategy for this railroad corridor.

## Existing Conditions

The existing railroad tracks running through the Village in the study area are owned by CN, with the railroad track to the north being owned by Fox Valley and Lake Superior Railroad (FVLS). The existing road crossings are at Gardner Park Road, Cedar Road, Wianecki Road, Happy Hollow Road, Nelson Road, and Flanner Road. Approximately 400 properties within the Village have the potential to be impacted by an incident in the study area.

The railroad tracks in the study area are continuously welded rail with an approximate weight of 136 pounds per three feet. The road crossings at Nelson Road, Happy Hollow Road, and Cedar Road consist of transverse wood blocks over wooden ties with asphalt between the transverse wood blocks, and none of the crossings have guard gates. For the section of railroad extending from the north end of

the project study area to the Wisconsin Public Service (WPS) Weston Power Plant, all crossings are concrete, as opposed to transverse wood blocks over wooden ties, and guard gates are in place for each of these crossings as well.

There is a paved bike path on the west side of the railroad tracks that runs through the study area. This bike path could potentially be used in an emergency if a small derailment occurred, for emergency vehicle access, but some potential incidents (such as a hazardous material spill) could make this path impassable.

## KEY CONSIDERATIONS

### Railroad Track Turnout

There is a railroad track turnout (switch) just north of the study area, that serves the WPS Weston Power Plant. Due to nature of a switch, and the mechanical equipment and movement served by a switch, a turnout naturally increases the potential of derailments. Unit trains use this turnout and if a locomotive(s) derails on this turnout the track would be blocked for approximately 1.25 miles south of that point. This derailment would close many or possibly all of the study area road crossings. Moving those cars, even if the cars were not derailed, would be a significant undertaking. Multiple locomotives would likely be required, and would likely be brought from Stevens Point, and the existing cars would need to be decoupled from the derailed locomotive(s). This turnout is a key factor in potential derailments, and we would anticipate inspections of this turnout by CN would be a part of the solutions to potential derailments on the track in the study area.

## PHASE 1

### Preliminary Research

Our preliminary research on this project would include site visits, with inspections of the railroad track, crossing and road characteristics for each road crossing, as well as an assessment of the existing road conditions and characteristics for the key roadways that provide connectivity west of the railroad (Grant Road, Cedar Road, Helke Road, etc.). We would collect and review relevant emergency access and management data, as provided by the Village, and available through other agencies. We would identify the existing concerns and issues, defining the parameters for which we would proceed with the future phases of the study, and identify opportunities to work with other agencies during this project. Our team would develop a list of potential alternatives to address the existing issues, and provide a comparison of alternatives, with potential benefits and drawbacks, and initial high level cost estimates, for scope comparison consideration.

### Agency Coordination

Agency Coordination would be a key aspect of this study. We would use our staff connections with the Railroad Section at WisDOT to obtain their support in the negotiations with CN. We would also identify grant money and low interest loan opportunities for the potential crossing improvements, and other recommended improvements that may be identified as part of this study for CN to undertake. We would also reach out to Marathon County, and the Fox Valley and Lake Superior Railroad as part of our coordination efforts, as well as any other agencies that may be identified, or recommended by Village, County or WisDOT staff.

## PHASE 2

### Qualifications of Preliminary Recommendations

The first step of qualifying recommendations would be an evaluation of the Village's 2019 Comprehensive Plan, as well as the 2019-2024 Village Strategic Plan, to determine how the potential recommendations would align with or be affected by the Village's plans. Our evaluation of the current and future railroad activity would include discussions with both CN and FVLS, to obtain current usage data, and any future usage forecasts. We would work with the WisDOT Railroad Section to assist us with our railroad coordination and help verify the future activity forecasts.

Based on our preliminary research, Village planning efforts, and anticipated railroad usage, we would determine the best alternative to focus on as a primary solution, as well as two alternate scenarios, and a do-nothing scenario. We anticipate alternatives to range from options such as grade separation at a crossing, and establishment of an alternate access route, to changes in train operations or speed, to minor upgrades at crossings and increased inspections.

### Railroad Coordination

Coordination with and acceptance of alternatives by CN will be critical component to successful implementation of recommended improvements. Our team plans to coordinate with Village staff as well as WisDOT staff prior to negotiation efforts with CN, to ensure that we are strategic and intentional in these efforts with CN.

## PHASE 3

### Funding Evaluation

Cost will be a key consideration for the comparison of the proposed alternatives, and in the current construction environment, project costs have ranged significantly depending on when projects are bid, and what current constraints and limitations are present in the construction industry and their supply chains. Our cost estimates would be provided with a potential cost range, to try and limit the possibility of project bids coming in above the funding amount available. Grant funding will be a key component in the financing of proposed improvements, and our team will work to identify opportunities from WisDOT, the WisDOT Railroad Section, the EPA, and from other state and federal sources. Lastly, we will lay out what improvements would be recommended if other alternatives are not feasible or fundable.

## PHASE 4

### Finalize Report

The last phase of the study will be the finalization of the report for the study. We would solicit public feedback through a public comment process or through a public meeting. We would then account this feedback as appropriate and submit the draft report to the Village for review. We would then incorporate the Village staff's comments and adjustments to finalize the Accessibility Study Report. We would complete the project with presentations to the CLIPP Committee, and then to the Village Board.



# ESTIMATED FEE

Railroad Accessibility Assessment Study	
Phase 1	\$8,000
Phase 2	\$8,000
Phase 3	\$4,500
Phase 4	\$4,000
<b>Total Project Cost</b>	<b>\$24,500</b>