



BOARD OF COMMISSIONERS AGENDA
October 3, 2022
5:30PM – COMMISSION ROOM – 116 W CENTER ST

CALL TO ORDER

Please join the Zoom meeting from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/84998808131>

PLEDGE OF ALLEGIANCE

You can also dial in using your phone.

+1 312 626 6799

ROLL CALL

Meeting ID: 849 9880 8131

ADOPT AGENDA

APPEARANCES/ACKNOWLEDGEMENTS

- 1) Street closure for Chamber Halloween event, Egan Avenue downtown
- 2) City Hall/Police Station public forum; October 11th, 5:30 pm
- 3) Reinstatement of parking restrictions near DSU campus

CONSENT CALENDAR

- 1) Minutes – September 19, 2022
- 2) Bills for Approval – October 5, 2022
- 3) Bills for Ratification – September 28, 2022
- 4) Personnel
- 5) Payroll Bills for Ratification – September 30, 2022
- 6) Acknowledge Application for Temporary Alcohol License and Set Date of Hearing – 10/17/22 – Knights of Columbus at St. Thomas School

OLD BUSINESS

NEW BUSINESS

- 1) Authorize Mayor to sign Railroad crossing agreement
- 2) Discussion and possible action on donation of Runnings property to LAIC
- 3) Discussion and possible action on Recycling Services contract
- 4) Authorize Mayor to sign gpac, LLC Contingency Search Agreement
- 5) Update on Madison System Improvements Projects

PUBLIC COMMENT

ANNOUNCEMENTS

- 1) Next Commission Meeting – Regular Meeting Monday, October 17, 2022 at 5:30pm

EXECUTIVE SESSION

- 1) SDCL 1-25-2 (4)

ADJOURN

Anyone wishing to speak to an item on the agenda must be acknowledged by the chair and come to the podium to address the Mayor and City Commission. Addressing other audience members will not be permitted.

Supplementary agenda information may be accessed at www.cityofmadisonsd.com

If special accommodations are necessary to attend any Board of Commissioners meeting, please contact the Finance Office at (605) 256-7500 at least 24 hours before meeting time. All attempts shall be made to accommodate a request.

CITY OF MADISON

BOARD OF COMMISSIONERS PROCEEDINGS MADISON, SD 57042

September 19, 2022
Regular

The Board of Commissioners of the City of Madison met in regular session at 5:30pm on the 19th day of September with the following members present on roll call: Mayor Roy Lindsay and Commissioners Adam Shaw, Jeremiah Corbin, Kelly Dybdahl and. Jerae Wire.

The Pledge of Allegiance was recited.

Motion by Commissioner Dybdahl, seconded by Commissioner Shaw to adopt the September 19th agenda. Motion carried.

Motion by Commissioner Wire, seconded by Commissioner Shaw, to approve the following items on the consent calendar: Minutes –September 6, 2022, Bills for Approval – September 21, 2022, Personnel, Payroll Bills for Ratification – September 16, 2022, Resolution No 2022-27 Approve Plat - Lots 6 thru 12 Inclusive, Block 1; Lots 1 thru 5 Inclusive, Block 2 of Cyber Estates Addition

Bills for Approval – September 21, 2022

Altec Industries Inc, Repairs 1,303.48; Appeara, Mat Rentals 53.34; Asphalt Zipper Inc, Block/Carbide Bit 2,867.85; Banner Associates Inc, Madison Water System Improvements 98,471.10; Bartels Cleaning Service, MMU Cleaning Services 500.00; Bickett & Sons, Tree Removal – Airport 75.00; Big Sioux Community Water Sys, August 2022 Fees 11,558.12; Bluepeak, Internet Fire Dept 44.95; Border States Electric Supply, E-G1240 - Pull Boxes 26,209.75; Borns Group Inc, Printing & Postage 3,052.98; Boyer Ford Trucks Inc, Solvent 36.24; Brock White Co LLC, Digital Readout 107.23; Builders FirstSource, Propanel/J-Channel/Wood 505.06; Butler Machinery Co, Generator #2 Repairs 3,068.40; CenturyLink QC, August Phone Bill 90.84; Chavarria/Dilcia, Armory Deposit Refund 500.00; Christiansen Complete Water Salt/Water Delivery 448.00; City of Brookings Landfill, Gate Fees 4,446.00; Civic Plus LLC, Annual DNS & Domain Hosting 7,046.55; Civil Air Patrol Magazine, Advertisement 95.00; Classic Convenience Inc, Fuel 89.48; Coles Petroleum Products Inc #2 Dyed Diesel Fuel/Jet Fuel/Antifreeze 38,283.92; Core & Main GP LLC, Hyd Extension/Couplers/Parts 2,280.20; Dakota State University, Banners/Brochures/Copies/Office Supplies 850.00; Daxko LLC, Spectrum Software Fees 1,746.26; East River Electric Power Coop, August Transmission 22,481.20; F & M Coop Oil Co, Fuel/Tire Repairs 879.95; First Bank & Trust, Heartland August 481,226.12; First Premier Bank, Interest Payment 3,374.24; G & R Controls Inc, Heater Fan & Motor 328.31; Greater Madison Area Chamber, Mad Money Gift Cards 1,700.00; Hawkins Inc, Chemicals - Madison Community Center 662.65; Home Service Water Condition, Salt Delivery - Fire Dept 41.80; Hunter Publishing Inc, Job Advertisements/Publishing 1,020.20; Infotech Solutions LLC, Computer & Software Subscription Fees 23,022.47; ISG, Capital Improvement Plan 742.50; Ixom Watercare Inc, Water Tower Mixer 17,810.00; Dairy Queen of Madison, Miracle Treat Day 2022 Blizzard Coupons 900.00; Josh's Tools LLC, Battery Clips/Modular Test Lead Set 120.25; KLJ Engineering LLC, MDS Taxilane/Parking/Access Rd-Design & Bidding 5,000.00; Krug Products Inc, Hose Assembly 39.90; Lake Area Improvement Corp, 3rd Qtr Allotment 65,000.00; Lake County International Inc, Seal Kits 129.78; Lake Veterinary Clinic, Flea/Tick Medicine + Previous Balance 304.00; Lewis Drugs Inc, Planters/Batteries/Cat Food/Misc 405.91; Lewis&Clark Regional Water Sys, August Fees 270.00; Madison Ace Hardware, Rake/Paint/Drain Spade; Misc 278.75; Madison Central School District, School Bus Usage - Summer Program 4,877.28; Madison Grocery Store Inc, Cookies/Deli/Chips/Candy/ASP Groceries 992.86; Madison Hospitality Group LLC TIF #2 MHG - Dec 2021 Taxes 57,463.06; Madison Lawn Care Inc, Custom Lawn Mowing 220.50; Madison Tires Inc, Tires 856.00; Midwest Turf & Irrigation, Toro Groundsmaster Mower 77,103.61; Molisee/Ashley, Reissue PR19 Check 82.89; Mustang Seeds Inc, Grass Seed 570.00; Northwestern Energy, Utilities 26.99; O Reilly Automotive Inc, Trans Fluid/Gaskets 60.96; Office Peeps Inc, Desks/Installation/Office Supplies 2,139.69; Open Access Technology Int'l, AMI Project 7,255.00; Pitney Bowes Global Financial Services LLC, Equipment Lease 237.09; Pitney Bowes Inc Reserve Account, Postage 2,000.00; Porta Pros Inc Dba A-1 Portable Toilets, Toilet Rentals 284.00; Pro Garage Door, Recycling Center SW Door Opener 1,152.04; Railroad Mgmt Co III LLC, 21 Inch Sewer Pipeline 313.34; Remote Systems Integration, AWOS VHF Radio Kit/Scheduled Maint 2,800.00; RSA, Professional Services - City Admin Bldg 10,000.00; Runnings Supply Inc, Wood Post/Gloves/T-Shirts/Tools 657.61; Schmidt/Amber, Refund Overpayment - ASP September 11.50; SD Dept of Agriculture, WWC Level I - Curt Ottoson 60.00; SD Housing Authority, Grant Circle TIF 42,810.29; SD One Call, One Call Services 198.45; SD Public Health Laboratory, Testing 60.00; SD Solid

Waste Management Assoc, Annual Membership 400.00; Sioux Equipment Co, Sentinel Tank Sensor 2,268.65; Sturdevants Madison Inc, Battery/Filters 505.79; Talk The Tee, Hoodies/T-Shirts 77.00; The Office Bar & Grill, Gift Card 25.00; The Road Guy Const. Co., Inc., 2022 Chip Sealing 111,105.45; Timmer Supply Co, 4" Fernco/Misc 191.31; Titan Machinery-Sioux Falls, Roller Rental 1,690.00, Tyler Technologies Inc, Software Conversion 2,375.00; US Dept of Energy, August 2022 Services 115,885.99; Valiant Living Inc, January Services 5,096.00; Wesco Distribution Inc, 500 KVA Transformer 32,400.00; Western Books, Books 735.80; Wheelco Brake & Supply Inc, Filters/Shop Towels 320.18.

Personnel

Miller/Reagen 11.02/hr; Thompson/Luigi 11.38/hr; Luna/Damien 10.25/hr; Schneider/Chloe 11.02/hr; Schoeberl/Ben 11.33/hr; Black/Alyson 48,630.40/salary; Simpson/Abigail 10.25/hr; Woldt/Michael 20.96/hr; Woldt/Michael 22.02/hr; Rook/Ryan 29.05.

Payroll Bills for Ratification – September 16, 2022

Health Pool of South Dakota 38,248.24; IRS-EFTPS 44,538.11; Office-Child Support Enforce 900.00; SD Retirement System 21,112.94; SD Retirement System 2,995.00.

Mayor Opened Assessment Roll Hearings for 2021 Sidewalk Improvements & Repairs at 5:34 p.m. No one was present to speak. Mayor closed hearings at 5:35 p.m.

Motion by Commissioner Shaw, seconded by Commissioner Dybdahl to adopt Ordinance No. 1652 - Discretionary Formula. Motion carried.

Motion by Commissioner Shaw, seconded by Commissioner Wire to adopt Resolution No 2022-45 Adopt & Levy Sidewalk Improvement 2021. Motion carried unanimously.

Motion by Commissioner Shaw, seconded by Commissioner Wire to adopt Resolution No 2022-46 Adopt & Levy Sidewalk Repair Improvement 2021. Motion carried unanimously.

Motion by Commissioner Dybdahl, seconded by Commissioner Shaw to adopt Resolution No 2022-48 – Amend Employee Compensation – Exempt to Non-Exempt. Motion carried unanimously.

Motion by Commissioner Shaw, seconded by Commissioner Dybdahl to authorize Mayor to sign Revocable Occupancy Permit for Public Right of Way with the State of South Dakota. Motion carried unanimously.

Ryan Hegg gave an update on the Madison System Improvement Projects and the 9th & Union Project, advising of anticipated street closures and best routes.

Sonya Wilt gave an update on the 2021 Audit that was recently completed by Schoenfish & Company.

The next Board of Commissioners regularly scheduled meeting is Monday, October 3rd, 2022 at 5:30pm.

Motion by Commissioner Shaw, seconded by Commissioner Wire to move to executive session at 5:57pm. Motion carried unanimously.

Mayor Lindsay declare commission out of executive session at 7:11pm.

Motion by Commissioner Corbin, seconded by Commissioner Wire, to Adjourn at 7:12pm. Motion carried unanimously.

/s/Sonya Wilt
Finance Officer

Published once at the approximate cost of \$__.

CITY OF MADISON
PERSONNEL
October 2022

NAME	EFFECTIVE DATE	PRESENT STATUS	RECOMMENDED STATUS	PRESENT RATE/SALARY	RECOMMENDED RATE/SALARY	POSITION
Berger, Blake	8/22/2022		PT<20		Work Study	Front Desk/Supervisor on Duty
Biniek, Kristine	8/22/2022		PT<20		Work Study	Fitness Attendant
Gortmaker, Caden	9/3/2022		PT<20		Work Study	Front Desk/Supervisor on Duty
Feistner, Matt	9/5/2022	FT	FT	\$29.48	\$29.48	CID Sergeant
Ryan, Tessa	9/6/2022		PT<20		10.25	Recreation Assistant
Ryan, Tessa	9/6/2022		PT<20		\$11.38	Group Instructor
Dawit, Adbib	9/7/2022		PT<20		International Student	Recreation Assistant
Tadesse, Loza	9/8/2022		PT<20		International Student	Front Desk/Supervisor on Duty
Olson, Wyatt	9/10/2022		PT<20		\$12.00	Lifeguard
Severs, Gabriel	9/16/2022		PT<20		\$12.00	Lifeguard
Hutson, Amari	9/19/2022		PT<20		\$10.35	Fitness Attendant
Farrell, Jerry	9/20/2022		PT<20		\$14.42	Crossing Guard
Julson, Angie	9/26/2022		FT		\$63,835.20	Deputy Finance/Grant Administrator
Yager, Rick	10/4/2022					Volunteer Fireman
Sutten, Skyler	10/4/2022					Volunteer Fireman



CROSSING SURFACE INSTALLATION AGREEMENT

BNSF File No.: BF-20222939
Mile Post 332.93
Line Segment 224
U.S. DOT Number 381199S
Madison Subdivision

This Crossing Surface Installation Agreement (hereinafter called, this "Agreement") is entered into effective as of _____, _____, by and between **CITY OF MADISON** (hereinafter called, "**AGENCY**") and BNSF Railway Company (hereinafter called, "**BNSF**").

WHEREAS, BNSF operates a freight transportation system by rail with operations throughout the United States and Canada; and

WHEREAS, AGENCY desires to replace the existing concrete crossing surface at Grant Street DOT# 381199S with a new concrete crossing surface;

NOW, THEREFORE, in consideration of the mutual covenants and agreements of the parties contained herein, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

- 1) **BNSF Work.** The Company will install a new concrete crossing surface for a width of 32 feet from the edge of the pavement on the east side of the tracks to the edge of the pavement on the west side of the tracks. The new crossing surface will adequately cover all vehicular driving lanes at Grant Street DOT# 381199S. The Company will perform all necessary track upgrades to accommodate the new crossing surface.
- 2) **AGENCY Work.** AGENCY must construct the Project as shown on the attached Exhibit A and do all work ("AGENCY's Work") provided for in the plans and specifications for the Project, except railroad work that will be performed by BNSF hereunder. AGENCY must furnish all labor, materials, tools and equipment for the performance of AGENCY's Work. The principal elements of AGENCY's Work are as follows:
 - A. Design and Construction of Grant Street DOT# 381199S;
 - B. Installation of a pavement marking stop bar in accordance with the Manual on Uniform Traffic Control Devices (hereinafter called, "MUTCD");
 - C. Installation of advance warning signs in accordance with the MUTCD;



- D. Perform all necessary grading and paving, including backfill of excavations and restoration of disturbed vegetation on BNSF's right-of-way;
- E. Provide suitable drainage, both temporary and permanent;
- F. Provide all barricades, lights, flagmen or traffic control devices as necessary, during the installation of the concrete pedestrian crossing surfaces;
- G. Job site cleanup including removal of all construction materials, concrete debris, surplus soil, refuse, contaminated soils, asphalt debris, litter and other waste materials to the satisfaction of BNSF.

- 3) **Payment; Invoicing.** Upon execution of this Agreement by both parties hereto, Company will send Agency an invoice detailing the total amount owed by Agency for the new crossing surface. Company shall send to Agency a final invoice upon completion and Agency shall pay the final invoice within 30 days of receipt.

Agency agrees to pay Company Nine Hundred Seventy Five and No/100 Dollars (\$975) per foot for the new crossing surface. Agency's **ESTIMATED** total cost for the new crossing surface is Thirty One Thousand Two Hundred Eighteen and No/100 Dollars (\$31,218).

- 4) **Maintenance of the Crossing Surface.** After installation of the new crossing surface is completed, BNSF will maintain, at its own cost and expense, the crossing surface, against normal wear and tear, in a satisfactory manner for the expected life of the crossing surface. Notwithstanding the preceding sentence, BNSF shall be entitled to receive any contribution toward the cost of such maintenance made available by reason of any existing or future laws, ordinances, regulations, orders, grants, or other means or sources.
- 5) **Vehicular Traffic during Installation.** The AGENCY shall provide, at its own cost and expense, all necessary barricades, lights or traffic control devices for detouring vehicular/pedestrian traffic at the Grant Street DOT# 381199S crossing during installation of the new crossing surface.
- 6) **Drainage.** The AGENCY agrees to allow BNSF to drain water from the Grant Street DOT# 381199S crossing area into existing AGENCY storm sewers, if such storm sewers are available. Drain pipes and filter fabric necessary for such drainage will be furnished and installed by BNSF.
- 7) **Roadway Surfacing Work.** The AGENCY agrees to provide, at its sole cost and expense, enough asphalt to cover the distance between the existing roadway surface at Grant Street DOT# 381199S and the new crossing surface on both sides of the track.



- 8) **Contractor Requirements:** AGENCY must require its contractor to comply with the obligations set forth in this Agreement, including Exhibit C and Exhibit C-1, and incorporate in each prime contract for construction of the Project, or the specifications therefor, the provisions set forth in Exhibit C and Exhibit C-1, attached hereto and by reference made a part hereof.

No work shall be commenced within BNSF's right of way until the AGENCY's contractor shall have (i) executed and delivered to BNSF an agreement in the form of said Exhibit C-1 and (ii) delivered to and secured BNSF's approval of the required insurance.

- 9) **Term.** This Agreement begins on the effective date set forth above and remains in effect until completion of all work contemplated in this Agreement and AGENCY's payment of the amounts set forth in Section 3 above.



IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by its duly qualified and authorized officials as of the day and year first written above.

BNSF Railway Company:

By: _____

Printed Name: _____

Title: _____

AGENCY:

CITY OF MADISON

By: _____

Printed Name: _____

Title: _____



EXHIBIT "C"

CONTRACTOR REQUIREMENTS

1.01 General:

- **1.01.01** The Contractor must cooperate with **BNSF RAILWAY COMPANY**, hereinafter referred to as "**Railway**" where work is over or under on or adjacent to Railway property and/or right-of-way, hereafter referred to as "Railway Property", during the construction of the roadway approaches to Grant Street Rail Road crossing designated by DOT#381199S.
- **1.01.02** The Contractor must execute and deliver to the Railway duplicate copies of the Exhibit "C-1" Agreement, in the form attached hereto, obligating the Contractor to provide and maintain in full force and effect the insurance called for under Section 3 of said Exhibit "C-1". Questions regarding procurement of the Railroad Protective Liability Insurance should be directed to **Rosa Martinez** at Marsh, USA, 214-303-8519.
- **1.01.03** The Contractor must plan, schedule and conduct all work activities so as not to interfere with the movement of any trains on Railway Property.
- **1.01.04** The Contractor's right to enter Railway's Property is subject to the absolute right of Railway to cause the Contractor's work on Railway's Property to cease if, in the opinion of Railway, Contractor's activities create a hazard to Railway's Property, employees, and/or operations. Railway will have the right to stop construction work on the Project if any of the following events take place: (i) Contractor (or any of its subcontractors) performs the Project work in a manner contrary to the plans and specifications approved by Railway; (ii) Contractor (or any of its subcontractors), in Railway's opinion, prosecutes the Project work in a manner which is hazardous to Railway property, facilities or the safe and expeditious movement of railroad traffic; (iii) the insurance described in the attached Exhibit C-1 is canceled during the course of the Project; or (iv) Contractor fails to pay Railway for the Temporary Construction License or the Easement. The work stoppage will continue until all necessary actions are taken by Contractor or its subcontractor to rectify the situation to the satisfaction of Railway's Division Engineer or until additional insurance has been delivered to and accepted by Railway. In the event of a breach of (i) this Agreement, (ii) the Temporary Construction License, or (iii) the Easement, Railway may immediately terminate the Temporary Construction License or the Easement. Any such work stoppage under this provision will not give rise to any liability on the part of Railway. Railway's right to stop the work is in addition to any other rights Railway may have including, but not limited to, actions or suits for damages or lost profits. In the event that Railway desires to stop construction work on the Project, Railway agrees to immediately notify the following individual in writing:



- **1.01.05** The Contractor is responsible for determining and complying with all Federal, State and Local Governmental laws and regulations, including, but not limited to environmental laws and regulations (including but not limited to the Resource Conservation and Recovery Act, as amended; the Clean Water Act, the Oil Pollution Act, the Hazardous Materials Transportation Act, CERCLA), and health and safety laws and regulations. The Contractor hereby indemnifies, defends and holds harmless Railway for, from and against all fines or penalties imposed or assessed by Federal, State and Local Governmental Agencies against the Railway which arise out of Contractor's work under this Agreement.
- **1.01.06** The Contractor must notify **(Agency)** and Railway's Manager Public Projects, telephone number 763-782-3476 at least thirty (30) calendar days before commencing any work on Railway Property. Contractor's notification to Railway must refer to Railway's file BF-20222939.
- **1.01.07** For any bridge demolition and/or falsework above any tracks or any excavations located with any part of the excavations located within, whichever is greater, twenty-five (25) feet of the nearest track or intersecting a slope from the plane of the top of rail on a 2 horizontal to 1 vertical slope beginning at eleven (11) feet from centerline of the nearest track, both measured perpendicular to center line of track, the Contractor must furnish the Railway five sets of working drawings showing details of construction affecting Railway Property and tracks. The working drawing must include the proposed method of installation and removal of falsework, shoring or cribbing, not included in the contract plans and two sets of structural calculations of any falsework, shoring or cribbing. For all excavation and shoring submittal plans, the current "BNSF-UPRR Guidelines for Temporary Shoring" must be used for determining the design loading conditions to be used in shoring design, and all calculations and submittals must be in accordance with the current "BNSF-UPRR Guidelines for Temporary Shoring". All submittal drawings and calculations must be stamped by a registered professional engineer licensed to practice in the state the project is located. All calculations must take into consideration railway surcharge loading and must be designed to meet American Railway Engineering and Maintenance-of-Way Association (previously known as American Railway Engineering Association) Coopers E-80 live loading standard. All drawings and calculations must be stamped by a registered professional engineer licensed to practice in the state the project is located. The Contractor must not begin work until notified by the Railway that plans have been approved. The Contractor will be required to use lifting devices such as, cranes and/or winches to place or to remove any falsework over Railway's tracks. In no case will the Contractor be relieved of responsibility for results obtained by the implementation of said approved plans.
- **1.01.08** Subject to the movement of Railway's trains, Railway will cooperate with the Contractor such that the work may be handled and performed in an efficient manner. The Contractor will have no claim whatsoever for any type of damages or for extra or additional compensation in the event his work is delayed by the Railway.

1.02 Contractor Safety Orientation

- **1.02.01** No employee of the Contractor, its subcontractors, agents or invitees may enter Railway Property without first having completed Railway's Engineering Contractor Safety Orientation, found on the web site www.BNSFContractor.com. The Contractor must ensure that each of its employees, subcontractors, agents or invitees completes



Railway's Engineering Contractor Safety Orientation through internet sessions before any work is performed on the Project. Additionally, the Contractor must ensure that each and every one of its employees, subcontractors, agents or invitees possesses a card certifying completion of the Railway Contractor Safety Orientation before entering Railway Property. The Contractor is responsible for the cost of the Railway Contractor Safety Orientation. The Contractor must renew the Railway Contractor Safety Orientation annually. Further clarification can be found on the web site or from the Railway's Representative.

1.03 Railway Requirements

- **1.03.01** The Contractor must take protective measures as are necessary to keep railway facilities, including track ballast, free of sand, debris, and other foreign objects and materials resulting from his operations. Any damage to railway facilities resulting from Contractor's operations will be repaired or replaced by Railway and the cost of such repairs or replacement must be paid for by the Agency.
- **1.03.02** The Contractor must notify the Railway's Division Engineer Sam Minton at 605-373-4342 and provide blasting plans to the Railway for review seven (7) calendar days prior to conducting any blasting operations adjacent to or on Railway's Property.
- **1.03.03** The Contractor must abide by the following temporary clearances during construction:
 - 15'-0" Horizontally from centerline of nearest track
 - 21'-6" Vertically above top of rail
 - 27'-0" Vertically above top of rail for electric wires carrying less than 750 volts
 - 28'-0" Vertically above top of rail for electric wires carrying 750 volts to 15,000 volts
 - 30'-0" Vertically above top of rail for electric wires carrying 15,000 volts to 20,000 volts
 - 34'-0" Vertically above top of rail for electric wires carrying more than 20,000 volts
- **1.03.04** Upon completion of construction, the following clearances shall be maintained:
 - 25' Horizontally from centerline of nearest track
 - 23' 6" Vertically above top of rail
- **1.03.05** Any infringement within State statutory clearances due to the Contractor's operations must be submitted to the Railway and to the (Agency) and must not be undertaken until approved in writing by the Railway, and until the (Agency) has obtained any necessary authorization from the State Regulatory Authority for the infringement. No extra compensation will be allowed in the event the Contractor's work is delayed pending Railway approval, and/or the State Regulatory Authority's approval.
- **1.03.06** In the case of impaired vertical clearance above top of rail, Railway will have the option of installing tell-tales or other protective devices Railway deems necessary for protection of Railway operations. The cost of tell-tales or protective devices will be borne by the Agency.

- **1.03.07** The details of construction affecting the Railway's Property and tracks not included in the contract plans must be submitted to the Railway by **(Agency)** for approval before work is undertaken and this work must not be undertaken until approved by the Railway.
- **1.03.08** At other than public road crossings, the Contractor must not move any equipment or materials across Railway's tracks until permission has been obtained from the Railway. The Contractor must obtain a "Temporary Construction Crossing Agreement" from the Railway prior to moving his equipment or materials across the Railways tracks. The temporary crossing must be gated and locked at all times when not required for use by the Contractor. The temporary crossing for use of the Contractor will be constructed and, at the completion of the project, removed at the expense of the Contractor.
- **1.03.09** Discharge, release or spill on the Railway Property of any hazardous substances, oil, petroleum, constituents, pollutants, contaminants, or any hazardous waste is prohibited and Contractor must immediately notify the **Railway's Resource Operations Center at 1(800) 832-5452**, of any discharge, release or spills in excess of a reportable quantity. Contractor must not allow Railway Property to become a treatment, storage or transfer facility as those terms are defined in the Resource Conservation and Recovery Act or any state analogue.
- **1.03.10** The Contractor upon completion of the work covered by this contract, must promptly remove from the Railway's Property all of Contractor's tools, equipment, implements and other materials, whether brought upon said property by said Contractor or any Subcontractor, employee or agent of Contractor or of any Subcontractor, and must cause Railway's Property to be left in a condition acceptable to the Railway's representative.

1.04 Contractor Roadway Worker on Track Safety Program and Safety Action Plan:

- **1.04.01** Each Contractor that will perform work within 25 feet of the centerline of a track must develop and implement a Roadway Worker Protection/On Track Safety Program and work with Railway Project Representative to develop an on track safety strategy as described in the guidelines listed in the on track safety portion of the Safety Orientation. This Program must provide Roadway Worker protection/on track training for all employees of the Contractor, its subcontractors, agents or invitees. This training is reinforced at the job site through job safety briefings. Additionally, each Contractor must develop and implement the Safety Action Plan, as provided for on the web site www.BNSFContractor.com, which will be made available to Railway prior to commencement of any work on Railway Property. During the performance of work, the Contractor must audit its work activities. The Contractor must designate an on-site Project Supervisor who will serve as the contact person for the Railway and who will maintain a copy of the Safety Action Plan, safety audits, and Material Safety Datasheets (MSDS), at the job site.
- **1.04.02** Contractor shall have a background investigation performed on all of its employees, subcontractors and agents who will be performing any services for Railroad under this Agreement which are determined by Railroad in its sole discretion **a)** to be on Railroad's property, or **b)** that require access to Railroad Critical Infrastructure, Railroad Critical Information Systems, Railroad's Employees, Hazardous Materials on Railroad's property or is being transported by or otherwise in the custody of Railroad, or Freight in Transit involving Railroad.



The required background screening shall at a minimum meet the rail industry background screening criteria defined by the e-RAILSAFE Program as outlined at www.eVerifile.com, in addition to any other applicable regulatory requirements.

Contractor shall obtain written consent from all its employees, subcontractors or agents screened in compliance with the e-RAILSAFE Program to participate in the Program on their behalf and to release completed background information to Railroad's designee. Contractor shall be subject to periodic audit to ensure compliance.

Contractor subject to the e-RAILSAFE Program hereunder shall not permit any of its employees, subcontractors or agents to perform services hereunder who are not first approved under e-RAILSAFE Program standards. Railroad shall have the right to deny entry onto its premises or access as described in this section above to any of Contractor's employees, subcontractors or agents who do not display the authorized identification badge issued by a background screening service meeting the standards set forth in the e-RAILSAFE Program, or who in Railroad's opinion, which may not be unreasonable, may pose a threat to the safety or security of Railroad's operations, assets or personnel.

Contractors shall be responsible for ensuring that its employees, subcontractors and agents are United States citizens or legally working in the United States under a lawful and appropriate work VISA or other work authorization.

1.05 Railway Flagger Services:

- **1.05.01** The Contractor must give Railway's **Roadmaster Riley Richardson (telephone 605-650-2124)** a minimum of thirty (30) calendar days advance notice when flagging services will be required so that the Roadmaster can make appropriate arrangements (i.e., bulletin the flagger's position). If flagging services are scheduled in advance by the Contractor and it is subsequently determined by the parties hereto that such services are no longer necessary, the Contractor must give the Roadmaster five (5) working days advance notice so that appropriate arrangements can be made to abolish the position pursuant to union requirements.
- **1.05.02** Unless determined otherwise by Railway's Project Representative, Railway flagger will be required and furnished when Contractor's work activities are located over, under and/or within twenty-five (25) feet measured horizontally from centerline of the nearest track and when cranes or similar equipment positioned beyond 25-feet from the track centerline could foul the track in the event of tip over or other catastrophic occurrence, but not limited thereto for the following conditions:
 - **1.05.02a** When, upon inspection by Railway's Representative, other conditions warrant.
 - **1.05.02b** When any excavation is performed below the bottom of tie elevation, if, in the opinion of Railway's representative, track or other Railway facilities may be subject to movement or settlement.

- **1.05.02c** When work in any way interferes with the safe operation of trains at timetable speeds.
- **1.05.02d** When any hazard is presented to Railway track, communications, signal, electrical, or other facilities either due to persons, material, equipment or blasting in the vicinity.
- **1.05.02e** Special permission must be obtained from the Railway before moving heavy or cumbersome objects or equipment which might result in making the track impassable.
- **1.05.03** Flagging services will be performed by qualified Railway flaggers.
 - **1.05.03a** Flagging crew generally consists of one employee. However, additional personnel may be required to protect Railway Property and operations, if deemed necessary by the Railways Representative.
 - **1.05.03b** Each time a flagger is called, the minimum period for billing will be the eight (8) hour basic day.
 - **1.05.03c** The cost of flagger services provided by the Railway will be borne by (Agency). The estimated cost for one (1) flagger is approximately between \$800.00-\$1,600.00 for an eight (8) hour basic day with time and one-half or double time for overtime, rest days and holidays. The estimated cost for each flagger includes vacation allowance, paid holidays, Railway and unemployment insurance, public liability and property damage insurance, health and welfare benefits, vehicle, transportation, meals, lodging, radio, equipment, supervision and other costs incidental to performing flagging services. Negotiations for Railway labor or collective bargaining agreements and rate changes authorized by appropriate Federal authorities may increase actual or estimated flagging rates. **THE FLAGGING RATE IN EFFECT AT THE TIME OF PERFORMANCE BY THE CONTRACTOR HEREUNDER WILL BE USED TO CALCULATE THE ACTUAL COSTS OF FLAGGING PURSUANT TO THIS PARAGRAPH.**
 - **1.05.03d** The average train traffic on this route is 2 freight trains per 24-hour period at a timetable speed 10 MPH and N/A passenger trains at a timetable speed of N/A MPH.

1.06 Contractor General Safety Requirements

- **1.06.01** Work in the proximity of railway track(s) is potentially hazardous where movement of trains and equipment can occur at any time and in any direction. All work performed by contractors within 25 feet of any track must be in compliance with FRA Roadway Worker Protection Regulations.
- **1.06.02** Before beginning any task on Railway Property, a thorough job safety briefing must be conducted with all personnel involved with the task and repeated when the personnel or task changes. If the task is within 25 feet of any track, the job briefing must include the

Railway's flagger, as applicable, and include the procedures the Contractor will use to protect its employees, subcontractors, agents or invitees from moving any equipment adjacent to or across any Railway track(s).

- **1.06.03** Workers must not work within 25 feet of the centerline of any track without an on track safety strategy approved by the Railway's Project Representative. When authority is provided, every contractor employee must know: (1) who the Railway flagger is, and how to contact the flagger, (2) limits of the authority, (3) the method of communication to stop and resume work, and (4) location of the designated places of safety. Persons or equipment entering flag/work limits that were not previously job briefed, must notify the flagger immediately, and be given a job briefing when working within 25 feet of the center line of track.
- **1.06.04** When Contractor employees are required to work on the Railway Property after normal working hours or on weekends, the Railway's representative in charge of the project must be notified. A minimum of two employees must be present at all times.
- **1.06.05** Any employees, agents or invitees of Contractor or its subcontractors under suspicion of being under the influence of drugs or alcohol, or in the possession of same, will be removed from the Railway's Property and subsequently released to the custody of a representative of Contractor management. Future access to the Railway's Property by that employee will be denied.
- **1.06.06** Any damage to Railway Property, or any hazard noticed on passing trains must be reported immediately to the Railway's representative in charge of the project. Any vehicle or machine which may come in contact with track, signal equipment, or structure (bridge) and could result in a train derailment must be reported immediately to the Railway representative in charge of the project and to the Railway's Resource Operations Center at 1(800) 832-5452. Local emergency numbers are to be obtained from the Railway representative in charge of the project prior to the start of any work and must be posted at the job site.
- **1.06.07** For safety reasons, all persons are prohibited from having pocket knives, firearms or other deadly weapons in their possession while working on Railway's Property.
- **1.06.08** All personnel protective equipment (PPE) used on Railway Property must meet applicable OSHA and ANSI specifications. Current Railway personnel protective equipment requirements are listed on the web site, www.BNSFContractor.com, however, a partial list of the requirements include: a) safety glasses with permanently affixed side shields (no yellow lenses); b) hard hats; c) safety shoe with: hardened toes, above-the-ankle lace-up and a defined heel; and d) high visibility retro-reflective work wear. The Railway's representative in charge of the project is to be contacted regarding local specifications for meeting requirements relating to hi-visibility work wear. Hearing protection, fall protection, gloves, and respirators must be worn as required by State and Federal regulations. **(NOTE – Should there be a discrepancy between the information contained on the web site and the information in this paragraph, the web site will govern.)**
- **1.06.09 THE CONTRACTOR MUST NOT PILE OR STORE ANY MATERIALS, MACHINERY OR EQUIPMENT CLOSER THAN 25'-0" TO THE CENTER LINE OF THE NEAREST RAILWAY TRACK. MATERIALS, MACHINERY OR EQUIPMENT MUST NOT BE STORED OR LEFT WITHIN 250 FEET OF ANY HIGHWAY/RAIL AT-GRADE CROSSINGS OR TEMPORARY CONSTRUCTION CROSSING, WHERE STORAGE OF**

THE SAME WILL OBSTRUCT THE VIEW OF A TRAIN APPROACHING THE CROSSING. PRIOR TO BEGINNING WORK, THE CONTRACTOR MUST ESTABLISH A STORAGE AREA WITH CONCURRENCE OF THE RAILWAY'S REPRESENTATIVE.

- **1.06.10** Machines or vehicles must not be left unattended with the engine running. Parked machines or equipment must be in gear with brakes set and if equipped with blade, pan or bucket, they must be lowered to the ground. All machinery and equipment left unattended on Railway's Property must be left inoperable and secured against movement. (See internet Engineering Contractor Safety Orientation program for more detailed specifications)
- **1.06.11** Workers must not create and leave any conditions at the work site that would interfere with water drainage. Any work performed over water must meet all Federal, State and Local regulations.
- **1.06.12** All power line wires must be considered dangerous and of high voltage unless informed to the contrary by proper authority. For all power lines the minimum clearance between the lines and any part of the equipment or load must be; 200 KV or below - 15 feet; 200 to 350 KV - 20 feet; 350 to 500 KV - 25 feet; 500 to 750 KV - 35 feet; and 750 to 1000 KV - 45 feet. If capacity of the line is not known, a minimum clearance of 45 feet must be maintained. A person must be designated to observe clearance of the equipment and give a timely warning for all operations where it is difficult for an operator to maintain the desired clearance by visual means.

1.07 Excavation:

- **1.07.01** Before excavating, the Contractor must determine whether any underground pipe lines, electric wires, or cables, including fiber optic cable systems are present and located within the Project work area. The Contractor must determine whether excavation on Railway's Property could cause damage to buried cables resulting in delay to Railway traffic and disruption of service to users. Delays and disruptions to service may cause business interruptions involving loss of revenue and profits. Before commencing excavation, the Contractor must contact **BNSF's Field Engineering Representative Dan Peltier**. All underground and overhead wires will be considered HIGH VOLTAGE and dangerous until verified with the company having ownership of the line. **It is the Contractor's responsibility to notify any other companies that have underground utilities in the area and arrange for the location of all underground utilities before excavating.**
- **1.07.02** The Contractor must cease all work and notify the Railway immediately before continuing excavation in the area if obstructions are encountered which do not appear on drawings. If the obstruction is a utility and the owner of the utility can be identified, then the Contractor must also notify the owner immediately. If there is any doubt about the location of underground cables or lines of any kind, no work must be performed until the exact location has been determined. There will be no exceptions to these instructions.
- **1.07.03** All excavations must be conducted in compliance with applicable OSHA regulations and, regardless of depth, must be shored where there is any danger to tracks, structures or personnel.
- **1.07.04** Any excavations, holes or trenches on the Railway's Property must be covered,



guarded and/or protected when not being worked on. When leaving work site areas at night and over weekends, the areas must be secured and left in a condition that will ensure that Railway employees and other personnel who may be working or passing through the area are protected from all hazards. All excavations must be back filled as soon as possible.

1.08 Hazardous Waste, Substances and Material Reporting:

- **1.08.01** If Contractor discovers any hazardous waste, hazardous substance, petroleum or other deleterious material, including but not limited to any non-containerized commodity or material, on or adjacent to Railway's Property, in or near any surface water, swamp, wetlands or waterways, while performing any work under this Agreement, Contractor must immediately: (a) notify the Railway's Resource Operations Center at 1(800) 832-5452, of such discovery: (b) take safeguards necessary to protect its employees, subcontractors, agents and/or third parties: and (c) exercise due care with respect to the release, including the taking of any appropriate measure to minimize the impact of such release.

1.09 Personal Injury Reporting

- **1.09.01** The Railway is required to report certain injuries as a part of compliance with Federal Railroad Administration (FRA) reporting requirements. Any personal injury sustained by an employee of the Contractor, subcontractor or Contractor's invitees while on the Railway's Property must be reported immediately (by phone mail if unable to contact in person) to the Railway's representative in charge of the project. The Non-Employee Personal Injury Data Collection Form contained herein is to be completed and sent by Fax to the Railway at 1(817) 352-7595 and to the Railway's Project Representative no later than the close of shift on the date of the injury.



NON-EMPLOYEE PERSONAL INJURY DATA COLLECTION

(If injuries are in connection with rail equipment accident/incident, highway rail grade crossing accident or automobile accident, ensure that appropriate information is obtained, forms completed and that data entry personnel are aware that injuries relate to that specific event.)

Injured Person Type:

☐ Passenger on train (C)

☐ Non-employee (N)
(i.e., emp of another railroad, or, non-BNSF emp involved in vehicle accident, including company vehicles)

☐ Contractor/safety sensitive (F)

☐ Contractor/non-safety sensitive (G)

☐ Volunteer/safety sensitive (H)

☐ Volunteer/other non-safety sensitive (I)

☐ Non-trespasser (D) - to include highway users involved in highway rail grade crossing accidents who did not go around or through gates

☐ Trespasser (E) - to include highway users involved in highway rail grade crossing accidents who went around or through gates

☐ Non-trespasser (J) - Off railroad property

If train involved, Train ID:

Transmit attached information to Accident/Incident Reporting Center by:

Fax 1-817-352-7595

or by Phone 1-800-697-6736

or email to: Accident-Reporting.Center@BNSF.com

Officer Providing Information:

(Name)

(Employee No.)

(Phone #)

**REPORT PREPARED TO COMPLY WITH FEDERAL ACCIDENT REPORTING REQUIREMENTS AND PROTECTED FROM
DISCLOSURE PURSUANT TO 49 U.S.C. 20903 AND 83 U.S.C. 490**



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NON-EMPLOYEE PERSONAL INJURY DATA COLLECTION

INFORMATION REQUIRED TO BE COLLECTED PURSUANT TO FEDERAL REGULATION. IT SHOULD BE USED FOR COMPLIANCE WITH FEDERAL REGULATIONS ONLY AND IT IS NOT INTENDED TO PRESUME ACCEPTANCE OF RESPONSIBILITY OR LIABILITY.

I. Accident City/St:	_____	2. Date:	_____	Time:	_____
County:	_____	3. Temperature:	_____	4. Weather:	_____
(if non BNSF location)					
Mile Post / Line Segment:	_____				
5. Driver's License No (and state) or other ID:	SSN (required): _____				
6. Name (last, first, mi):	_____				
7. Address:	_____	City:	_____	St:	_____
				Zip:	_____
8. Date of Birth:	_____	and/or Age:	_____	Gender:	_____
		(if available)			
Phone Number:	_____	Employer:	_____		
9. Injury:	_____		10. Body Part:	_____	
	(i.e., Laceration, etc.)			(i.e., Hand, etc.)	
11. Description of Accident (To include location, action, result, etc.):					

12. Treatment:					
☐ First Aid Only					
☐ Required Medical Treatment					
☐ Other Medical Treatment					

13. Dr. Name: _____ Date: _____					
14. Dr. Address:					
Street: _____		City: _____	St: _____	Zip: _____	
15. Hospital Name: _____					
16. Hospital Address:					
Street: _____		City: _____	St: _____	Zip: _____	
17. Diagnosis: _____					



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EXHIBIT "C-1"

Agreement Between BNSF RAILWAY COMPANY and the CONTRACTOR

Railway File: _____

Agency Project: _____

_____ hereinafter called "Contractor"), has entered into an agreement (hereinafter called "Agreement") dated _____, 202__, with the City of Madison for the performance of certain work in connection with the following project: Construction of the roadway approaches to Grant Street Rail Road crossing designated by DOT#381199S Performance of such work will necessarily require Contractor to enter **BNSF RAILWAY COMPANY** (hereinafter called "Railway") right of way and property (hereinafter called "Railway Property"). The Agreement provides that no work will be commenced within Railway Property until the Contractor employed in connection with said work for The City of Madison (i) executes and delivers to Railway an Agreement in the form hereof, and (ii) provides insurance of the coverage and limits specified in such Agreement and Section 3 herein. If this Agreement is executed by a party who is not the Owner, General Partner, President or Vice President of Contractor, Contractor must furnish evidence to Railway certifying that the signatory is empowered to execute this Agreement on behalf of Contractor.

Accordingly, in consideration of Railway granting permission to Contractor to enter upon Railway Property and as an inducement for such entry, Contractor, effective on the date of the Agreement, has agreed and does hereby agree with Railway as follows:

1) RELEASE OF LIABILITY AND INDEMNITY

Contractor hereby waives, releases, indemnifies, defends and holds harmless Railway for all judgments, awards, claims, demands, and expenses (including attorneys' fees), for injury or death to all persons, including Railway's and Contractor's officers and employees, and for loss and damage to property belonging to any person, arising in any manner from Contractor's or any of Contractor's subcontractors' acts or omissions or any work performed on or about Railway's property or right-of-way. **THE LIABILITY ASSUMED BY CONTRACTOR WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DESTRUCTION, DAMAGE, DEATH, OR INJURY WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF RAILWAY, ITS AGENTS, SERVANTS,**



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EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE INTENSIONAL MISCONDUCT OR GROSS NEGLIGENCE OF RAILWAY.

THE INDEMNIFICATION OBLIGATION ASSUMED BY CONTRACTOR INCLUDES ANY CLAIMS, SUITS OR JUDGMENTS BROUGHT AGAINST RAILWAY UNDER THE FEDERAL EMPLOYEE'S LIABILITY ACT, INCLUDING CLAIMS FOR STRICT LIABILITY UNDER THE SAFETY APPLIANCE ACT OR THE LOCOMOTIVE INSPECTION ACT, WHENEVER SO CLAIMED.

Contractor further agrees, at its expense, in the name and on behalf of Railway, that it will adjust and settle all claims made against Railway, and will, at Railway's discretion, appear and defend any suits or actions of law or in equity brought against Railway on any claim or cause of action arising or growing out of or in any manner connected with any liability assumed by Contractor under this Agreement for which Railway is liable or is alleged to be liable. Railway will give notice to Contractor, in writing, of the receipt or dependency of such claims and thereupon Contractor must proceed to adjust and handle to a conclusion such claims, and in the event of a suit being brought against Railway, Railway may forward summons and complaint or other process in connection therewith to Contractor, and Contractor, at Railway's discretion, must defend, adjust, or settle such suits and protect, indemnify, and save harmless Railway from and against all damages, judgments, decrees, attorney's fees, costs, and expenses growing out of or resulting from or incident to any such claims or suits.

In addition to any other provision of this Agreement, in the event that all or any portion of this Article shall be deemed to be inapplicable for any reason, including without limitation as a result of a decision of an applicable court, legislative enactment or regulatory order, the parties agree that this Article shall be interpreted as requiring Contractor to indemnify Railway to the fullest extent permitted by applicable law. **THROUGH THIS AGREEMENT THE PARTIES EXPRESSLY INTEND FOR CONTRACTOR TO INDEMNIFY RAILWAY FOR RAILWAY'S ACTS OF NEGLIGENCE.**

It is mutually understood and agreed that the assumption of liabilities and indemnification provided for in this Agreement survive any termination of this Agreement.

2) TERM

This Agreement is effective from the date of the Agreement until (i) the completion of the project set forth herein, and (ii) full and complete payment to Railway of any and all sums or other amounts owing and due hereunder.

3) INSURANCE



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Contractor shall, at its sole cost and expense, procure and maintain during the life of this Agreement the following insurance coverage:

A. Commercial General Liability insurance. This insurance shall contain broad form contractual liability with a combined single limit of a minimum of \$2,000,000 each occurrence and an aggregate limit of at least \$4,000,000 but in no event less than the amount otherwise carried by the Contractor. Coverage must be purchased on a post 2004 ISO occurrence form or equivalent and include coverage for, but not limit to the following:

- ◆ Bodily Injury and Property Damage
- ◆ Personal Injury and Advertising Injury
- ◆ Fire legal liability
- ◆ Products and completed operations

This policy shall also contain the following endorsements, which shall be indicated on the certificate of insurance:

- ◆ The definition of insured contract shall be amended to remove any exclusion or other limitation for any work being done within 50 feet of railroad property.
- ◆ Waiver of subrogation in favor of and acceptable to Railway.
- ◆ Additional insured endorsement in favor of and acceptable to Railway.
- ◆ Separation of insureds.
- ◆ The policy shall be primary and non-contributing with respect to any insurance carried by Railway.

It is agreed that the workers' compensation and employers' liability related exclusions in the Commercial General Liability insurance policy(s) required herein are intended to apply to employees of the policy holder and shall not apply to **Railway** employees.



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No other endorsements limiting coverage as respects obligations under this Agreement may be included on the policy with regard to the work being performed under this agreement.

B. Business Automobile Insurance. This insurance shall contain a combined single limit of at least \$1,000,000 per occurrence, and include coverage for, but not limited to the following:

- ◆ Bodily injury and property damage
- ◆ Any and all vehicles owned, used or hired

The policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:

- ◆ Waiver of subrogation in favor of and acceptable to Railway.
- ◆ Additional insured endorsement in favor of and acceptable to Railway.
- ◆ Separation of insureds.
- ◆ The policy shall be primary and non-contributing with respect to any insurance carried by Railway.

C. Workers Compensation and Employers Liability insurance including coverage for, but not limited to:

- ◆ Contractor's statutory liability under the worker's compensation laws of the state(s) in which the work is to be performed. If optional under State law, the insurance must cover all employees anyway.
- ◆ Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 by disease policy limit, \$500,000 by disease each employee.

This policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:

- ◆ Waiver of subrogation in favor of and acceptable to Railway.



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A. Railroad Protective Liability insurance naming only the **Railway** as the Insured with coverage of at least \$2,000,000 per occurrence and \$6,000,000 in the aggregate. The policy Must be issued on a standard ISO form CG 00 35 12 04 and include the following:

- ◆ Endorsed to include the Pollution Exclusion Amendment
- ◆ Endorsed to include the Limited Seepage and Pollution Endorsement.
- ◆ Endorsed to remove any exclusion for punitive damages.
- ◆ No other endorsements restricting coverage may be added.
- ◆ The original policy must be provided to the **Railway** prior to performing any work or services under this Agreement
- ◆ Definition of "Physical Damage to Property" shall be endorsed to read: "means direct and accidental loss of or damage to all property owned by any named insured and all property in any named insured' care, custody, and control arising out of the acts or omissions of the contractor named on the Declarations.

In lieu of providing a Railroad Protective Liability Policy, Licensee may participate (if available) in Railway's Blanket Railroad Protective Liability Insurance Policy.

Other Requirements:

Where allowable by law, all policies (applying to coverage listed above) shall contain no exclusion for punitive damages.

Contractor agrees to waive its right of recovery against **Railway** for all claims and suits against **Railway**. In addition, its insurers, through the terms of the policy or policy endorsement, waive their right of subrogation against **Railway** for all claims and suits. Contractor further waives its right of recovery, and its insurers also waive their right of subrogation against **Railway** for loss of its owned or leased property or property under Contractor's care, custody or control.

Allocated Loss Expense shall be in addition to all policy limits for coverages referenced above.



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Contractor is not allowed to self-insure without the prior written consent of **Railway**. If granted by **Railway**, any self-insured retention or other financial responsibility for claims shall be covered directly by Contractor in lieu of insurance. Any and all **Railway** liabilities that would otherwise, in accordance with the provisions of this Agreement, be covered by Contractor's insurance will be covered as if Contractor elected not to include a deductible, self-insured retention or other financial responsibility for claims.

Prior to commencing services, Contractor shall furnish to **Railway** an acceptable certificate(s) of insurance from an authorized representative evidencing the required coverage(s), endorsements, and amendments. The certificate should be directed to the following address:

BNSF Railway Company
c/o CertFocus
P.O. Box 140528
Kansas City, MO 64114
Toll Free: 877-576-2378
Fax number: 817-840-7487
Email: BNSF@certfocus.com
www.certfocus.com

Contractor shall notify **Railway** in writing at least 30 days prior to any cancellation, non-renewal, substitution or material alteration.

Any insurance policy shall be written by a reputable insurance company acceptable to **Railway** or with a current Best's Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the service is to be provided.

If coverage is purchased on a "claims made" basis, Contractor hereby agrees to maintain coverage in force for a minimum of three years after expiration, cancellation or termination of this Agreement. Annually Contractor agrees to provide evidence of such coverage as required hereunder.

Contractor represents that this Agreement has been thoroughly reviewed by Contractor's insurance agent(s)/broker(s), who have been instructed by Contractor to procure the insurance coverage required by this Agreement.

Not more frequently than once every five years, **Railway** may reasonably modify the required insurance coverage to reflect then-current risk management practices in the railroad industry and underwriting practices in the insurance industry.



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If any portion of the operation is to be subcontracted by Contractor, Contractor shall require that the subcontractor shall provide and maintain insurance coverage(s) as set forth herein, naming **Railway** as an additional insured, and shall require that the subcontractor shall release, defend and indemnify **Railway** to the same extent and under the same terms and conditions as Contractor is required to release, defend and indemnify **Railway** herein.

Failure to provide evidence as required by this section shall entitle, but not require, **Railway** to terminate this Agreement immediately. Acceptance of a certificate that does not comply with this section shall not operate as a waiver of Contractor's obligations hereunder.

The fact that insurance (including, without limitation, self-insurance) is obtained by Contractor shall not be deemed to release or diminish the liability of Contractor including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by **Railway** shall not be limited by the amount of the required insurance coverage.

In the event of a claim or lawsuit involving **Railway** arising out of this agreement, Contractor will make available any required policy covering such claim or lawsuit.

These insurance provisions are intended to be a separate and distinct obligation on the part of the Contractor. Therefore, these provisions shall be enforceable and Contractor shall be bound thereby regardless of whether or not indemnity provisions are determined to be enforceable in the jurisdiction in which the work covered hereunder is performed.

For purposes of this section, **Railway** shall mean "Burlington Northern Santa Fe LLC", "BNSF Railway Company" and the subsidiaries, successors, assigns and affiliates of each.

4) SALES AND OTHER TAXES

In the event applicable sales taxes of a state or political subdivision of a state of the United States are levied or assessed in connection with and directly related to any amounts invoiced by Contractor to Railway ("Sales Taxes"), Railway shall be responsible for paying only the Sales Taxes that Contractor separately states on the invoice or other billing documents provided to Railway; *provided, however*, that (i) nothing herein shall preclude Railway from claiming whatever Sales Tax exemptions are applicable to amounts Contractor bills Railway, (ii) Contractor shall be responsible for all sales, use, excise, consumption, services and other taxes which may accrue on all services, materials, equipment, supplies or fixtures that Contractor and its subcontractors use or consume in the performance of this Agreement, (iii) Contractor shall be responsible for Sales Taxes



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(together with any penalties, fines or interest thereon) that Contractor fails to separately state on the invoice or other billing documents provided to Railway or fails to collect at the time of payment by Railway of invoiced amounts (except where Railway claims a Sales Tax exemption), and (iv) Contractor shall be responsible for Sales Taxes (together with any penalties, fines or interest thereon) if Contractor fails to issue separate invoices for each state in which Contractor delivers goods, provides services or, if applicable, transfers intangible rights to Railway.

Upon request, Contractor shall provide Railway satisfactory evidence that all taxes (together with any penalties, fines or interest thereon) that Contractor is responsible to pay under this Agreement have been paid. If a written claim is made against Contractor for Sales Taxes with respect to which Railway may be liable for under this Agreement, Contractor shall promptly notify Railway of such claim and provide Railway copies of all correspondence received from the taxing authority. Railway shall have the right to contest, protest, or claim a refund, in Railway's own name, any Sales Taxes paid by Railway to Contractor or for which Railway might otherwise be responsible for under this Agreement; provided, however, that if Railway is not permitted by law to contest any such Sales Tax in its own name, Contractor shall, if requested by Railway at Railway's sole cost and expense, contest in Contractor's own name the validity, applicability or amount of such Sales Tax and allow Railway to control and conduct such contest.

Railway retains the right to withhold from payments made under this Agreement amounts required to be withheld under tax laws of any jurisdiction. If Contractor is claiming a withholding exemption or a reduction in the withholding rate of any jurisdiction on any payments under this Agreement, before any payments are made (and in each succeeding period or year as required by law), Contractor agrees to furnish to Railway a properly completed exemption form prescribed by such jurisdiction. Contractor shall be responsible for any taxes, interest or penalties assessed against Railway with respect to withholding taxes that Railway does not withhold from payments to Contractor.

1) EXHIBIT "C" CONTRACTOR REQUIREMENTS

The Contractor must observe and comply with all provisions, obligations, requirements and limitations contained in the Agreement, and the Contractor Requirements set forth on Exhibit "C" attached to the Agreement and this Agreement, including, but not be limited to, payment of all costs incurred for any damages to Railway roadbed, tracks, and/or appurtenances thereto, resulting from use, occupancy, or presence of its employees, representatives, or agents or subcontractors on or about the construction site. Contractor shall execute a Temporary Construction Crossing Agreement or Private Crossing Agreement (<http://www.bnsf.com/communities/faqs/permits-real-estate/>), for any temporary crossing requested to aid in the construction of this Project, if approved by BNSF.



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2) TRAIN DELAY

Contractor is responsible for and hereby indemnifies and holds harmless Railway (including its affiliated railway companies, and its tenants) for, from and against all damages arising from any unscheduled delay to a freight or passenger train which affects Railway's ability to fully utilize its equipment and to meet customer service and contract obligations. Contractor will be billed, as further provided below, for the economic losses arising from loss of use of equipment, contractual loss of incentive pay and bonuses and contractual penalties resulting from train delays, whether caused by Contractor, or subcontractors, or by the Railway performing work under this Agreement. Railway agrees that it will not perform any act to unnecessarily cause train delay.

For loss of use of equipment, Contractor will be billed the current freight train hour rate per train as determined from Railway's records. Any disruption to train traffic may cause delays to multiple trains at the same time for the same period.

Additionally, the parties acknowledge that passenger, U.S. mail trains and certain other grain, intermodal, coal and freight trains operate under incentive/penalty contracts between Railway and its customer(s). Under these arrangements, if Railway does not meet its contract service commitments, Railway may suffer loss of performance or incentive pay and/or be subject to penalty payments. Contractor is responsible for any train performance and incentive penalties or other contractual economic losses actually incurred by Railway which are attributable to a train delay caused by Contractor or its subcontractors.

The contractual relationship between Railway and its customers is proprietary and confidential. In the event of a train delay covered by this Agreement, Railway will share information relevant to any train delay to the extent consistent with Railway confidentiality obligations. The rate then in effect at the time of performance by the Contractor hereunder will be used to calculate the actual costs of train delay pursuant to this agreement.

Contractor and its subcontractors must give Railway's representative Riley Richardson (605-650-2124) (4) weeks advance notice of the times and dates for proposed work windows. Railway and Contractor will establish mutually agreeable work windows for the project. Railway has the right at any time to revise or change the work windows due to train operations or service obligations. Railway will not be responsible for any additional costs or expenses resulting from a change in work windows. Additional costs or expenses resulting from a change in work windows shall be accounted for in Contractor's expenses for the project.

Contractor and subcontractors must plan, schedule, coordinate and conduct all Contractor's work so as to not cause any delays to any trains.



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IN WITNESS WHEREOF, each of the parties hereto has caused this Agreement to be executed by its duly authorized officer the day and year first above written.

Contractor Legal Name

BNSF Railway Company

By: _____

By: _____

Printed Name: _____

Name: _____

Manager Public Projects

Title: _____

Accepted and effective this _____ day of 20__.

Contact Person: _____

Address: _____

City: _____

State: _____ Zip: _____

Fax: _____

Phone: _____

E-mail: _____

City of Madison

Memorandum – Runnings property donation



To: Mayor and City Commission
From: Jameson Berreth, City Administrator
Subject: Donation and conversion of former Runnings property
Date: September 30, 2022

This memo outlines a proposal from Runnings and the Lake Area Improvement Corporation (LAIC) to donate the former Runnings property at 535 NE 3rd Street and convert it to a public recreation facility.

Property Background

The property (image right) consists of three parcels owned by Runnings and purchased in 2020 from Campbell Supply Company.

- NE parcel most recently used by Runnings as a retail store in 2021 until expansion to a larger location.
- NW parcel contains former mechanic shop which has been vacant or used for storage.
- The largest parcel on the south is a vacant building at one time used for a Jack and Jill grocery store. Building has been vacant for many years and contains serious safety and nuisance concerns. It likely has no practical use and requires demolition.

On 9-7-21, a representative from Runnings contacted the City and LAIC stating willingness to donate the entirety of the property.



Proposal

LAIC is willing to accept the donated property directly from Runnings and spearhead the necessary improvements before selling it to the City for costs incurred. Work includes:

- Demolition and removal of structures and certain paved areas from the NW and south parcels.
- Conversion of former Runnings building into facility for public recreation purposes. Potential activities include baseball/softball batting cages, archery, and agility training. Some activities are not feasible due to 11-13ft ceiling height, such as basketball and volleyball. Youth soccer and football are yet to be determined as the SE corner with 13 ft ceiling may or may not be sufficient.
- Solicit, accept, and utilize donations to convert the Runnings building. The LAIC is aware of interest within the community to donate sufficient funds to cover 100% of the improvements.
- Re-appraisal of the Runnings building. Due to floodplain restrictions, improvements made to the structure cannot exceed 50% of its value. In reappraising, the value may be higher than it is currently, increasing the ability to improve the building.

Upon completion of the improvements, LAIC would sell the property to the City for the costs incurred. The LAIC received an estimate of approximately \$70,000 for the proposed demolition and removal. The use of City

labor, equipment, or facilities where feasible would reduce this cost if the City desired. The reappraisal and other miscellaneous costs would increase the total cost of the project to \$80,000 to \$90,000.

Operation of the Facility

If accepted, the City would be responsible for future maintenance, repair, and operation of the recreation facility. Initial staff discussions determine this to be financially and operationally feasible.

Regarding use of the facility, the Parks Department would assume responsibility for oversight and would operate it similarly to the City Armory. Private individuals and organizations could use the facility for the activities previously described. Many items would need to be determined such as usage fees, facility access, and more. Additionally, there may exist opportunities for new programming or activities to be developed within this space.

The remainder of the property could be utilized for green space, a park, a splashpad, or other uses to be determined at a future time.

Staff Recommendation

Accept the LAIC proposal. The asset alleviates high usage of the City Armory and offers recreational opportunities for the community. The donation from Runnings combined with local fundraising opportunities offer a chance to gain this asset at a low price. Without these factors, the property would have a much higher cost. This proposal also removes a safety hazard and nuisance that has few other opportunities for mitigation. Finally, the current budget and staff are able to support the facility once finished without any increased cost to taxpayers.

City of Madison

Memorandum – Recycling Services



To: Mayor and City Commission
From: Jameson Berreth, City Administrator
Subject: Options for recycling services
Date: September 30, 2022

This memo is to discuss options for recycling services within the City of Madison's Recycling department. Currently, sorting of recyclables is provided through a 24-month contract with Valiant Living at a cost of \$5,096 per month or \$61,152 per year. The contract expires on January 31st, 2023. The City recently advertised a bid for a new contract and received one bid from Valiant Living in the amount of \$10,187 per month or \$122,244 per year.

Due to the sizable increase in contract price, staff researched the following alternatives for providing recycling services. It should be noted that recycling is a very volatile industry, and prices change drastically over time.

#	Option	Description	Annual Cost	Recommendation
	Status Quo	Current services through Valiant Living	\$61,152	N/A
1	Accept Valiant Living bid	City has option to accept the bid as the low bid and increase rates accordingly.	\$122,244	Not recommended
2	Reject bids and rebid	With awareness of a low bid of \$122,244 per year, it is possible to receive new bids at a lower rate.	Unknown	Not recommended
3	Negotiate with Valiant Living	Statute permits negotiation with the lowest bidder. This occurred during last contract as well.	Unknown	Recommended
4	Hire 2 FTE	City hires two employees to work at recycling center in place of Valiant Living. Costs are estimated at \$19/hr.	\$102,752	Wait for more information
5	Implement Single Stream Recycling	Customers receive carts for all recycling to be placed except cardboard, which would be kept separate. Cost for Millennium Recycling to accept is \$40/ton for recyclables excluding cardboard. Cardboard revenue through Millennium would be \$135/ton at current rates.	≈\$150,000 for carts, one-time ≈\$13,500 recycling cost; cardboard revenue ≈ \$65,000 Added transportation costs for fuel, truck maintenance, labor	Wait for more information

Staff recommendation: Option #3 – Pursue negotiation with Valiant Living to achieve a lower contract price. The current operations function smoothly and is preferred by staff; however, the current contract price results in a larger than desired rate increase. If a reduced rate is identified, staff can bring the new information to Mayor and Commission for final consideration and action.



gpac

► **GROWING PEOPLE
AND COMPANIES**
#1 DIGITAL RECRUITMENT PLATFORM

CONTINGENCY SEARCH AGREEMENT

gpac, LLC ("gpac") is hereby authorized to present Candidates to City of Madison

("Client") as follows:

If Client or its affiliate enters a Service Relationship with Candidate within one year of the most recent communication between **gpac** and Client relating to Candidate, Client will pay to **gpac** a service fee equal to 25.0% of Candidate's First Year's Compensation. As Candidates are Referred in confidence, Client shall pay the same service fee if anyone to whom Client Refers Candidate enters a Service Relationship with Candidate within one year of the most recent communication between **gpac** and Client relating to Candidate.

gpac's service fee will be invoiced when Client and Candidate agree to enter a Service Relationship, and the total service fee is due on the date Candidate begins the Service Relationship. **gpac's** guarantee is valid only if **gpac** receives payment of the full service fee within fifteen (15) days of the date the Service Relationship begins. If Client fails to pay the full service fee by the date required, Client waives all remedies and guarantees related to Candidate. Accounts not paid within fifteen (15) days of the invoice due date are subject to a 1.5% monthly finance charge.

If the Service Relationship between Client and Candidate is terminated for any reason before the 30th calendar day after Candidate's start date, **gpac** will make reasonable efforts to replace Candidate provided Client gives **gpac** written notice of the termination and reasons within five (5) days after termination and Client has timely paid **gpac's** fee. This guarantee is not applicable if: Client terminates the Service Relationship without good cause; Client eliminates the position; Candidate resigns or is otherwise terminated due to a change in job responsibilities, layoff, merger, acquisition, decrease in compensation, or insufficient work for Candidate. **gpac** will not replace any replacement Candidate. This guarantee is provided as Client's sole remedy if Client is dissatisfied with Candidate or **gpac's** services.

Client will solely determine whether Candidate has the requisite experience and qualifications for Client's needs, and that information provided by Candidate and other sources, directly or through **gpac**, is accurate. **gpac** shall have no liability arising out of or relating to: Client's Service Relationship with Candidate; **gpac's** Referral of Candidate, services under this agreement, or inclusion or exclusion of information about Candidate; or the performance, acts, or omissions of Candidate. Client will defend, indemnify, and hold harmless **gpac** from any and all claims, losses, or damages, together with all costs and attorney's fees relating thereto, arising out of or relating to the Service Relationship or performance, acts, or omissions of Candidate.

If litigation or collection activities commence and **gpac** prevails, Client agrees to pay all expenses thereof, including **gpac's** reasonable contingent or non-contingent attorney's fees. Client consents to the exclusive jurisdiction of the courts of the State of South Dakota and agrees that South Dakota laws shall govern the parties' relationship and this agreement, without regard to South Dakota's choice-of-law provisions.

The following definitions are applicable to this agreement: "Candidate" means a person Referred to Client by **gpac**, directly or indirectly, or anyone Referred to Client by Candidate prior to Candidate's hire date with Client. "Refer," "Referred" or "Referral" means the disclosure by **gpac** of the identity of Candidate by any means, orally or in writing. "Service Relationship" means engagement of the services of Candidate in any position or capacity, including as an employee, independent contractor, consultant, or other representative, including through any entity in which Candidate has an ownership or other interest. "First Year's Compensation" means a reasonable estimate of all compensation expected to be earned by Candidate or paid for Candidate's services during the first year of the Service Relationship, including wages, salary, draw, fees, commissions, bonuses, and other incentives and payments; it is to be determined at the time when the Service Relationship is to begin and would not be increased or decreased thereafter, even if the Service Relationship lasts less than one year.

gpac does not discriminate in the acceptance or Referral of Candidates on the basis of race, age, color, sex (including pregnancy), religion, national origin, disability, sexual orientation, gender identity, marital status, military status, genetic information, or any other legally protected status.

The undersigned agree to all provisions contained in this agreement, including the indefinite and perpetual term of this agreement. The individuals signing on behalf of the parties represent that they are authorized and have the legal capacity execute this agreement.

gpac, LLC

City of Madison

By:

By:

Jason Lawrenson

Date:

Date:



CITY OF MADISON

Water System Improvements

PROJECT DESCRIPTION

This project includes 63 blocks of water, sanitary sewer, storm sewer, roadway reconstruction, right of way restoration, and seeding.

PROJECT UPDATE | October 3, 2022

PROJECT PHASING

PHASE 1A: 23 blocks

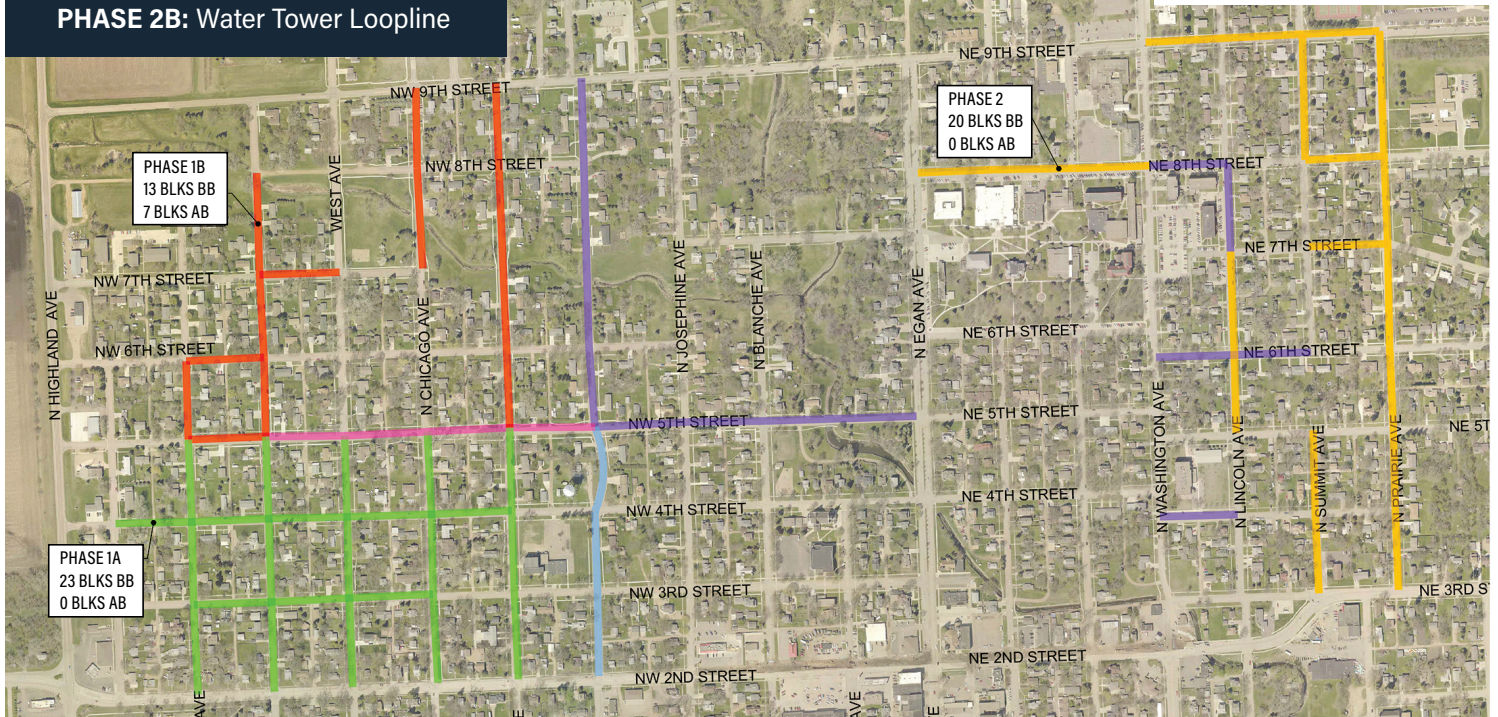
PHASE 1B: 20 blocks

PHASE 2A: 20 blocks

PHASE 2B: Water Tower Loopline

PHASING MAP

LEGEND:
 PHASE 1A
 PHASE 1B
 PHASE 1B - ALT. 1
 PHASE 1B - ALT. 2
 PHASE 2
 PHASE 2 ALT.



PROJECT INFORMATION

CONSULTANT:

Banner Associates, Inc.
 2307 W 57th St, Ste 102, Sioux Falls, SD 57108
 855-323-6342 (toll free)

CONTACT: Weston Blasius

CONTRACTORS:

J&J Earthworks
 1002 S Madison St.
 Milbank, SD 57252
 605-924-0496

Halme Inc.
 44769 SD Hwy 28
 Lake Norden, SD 57248
 605-785-2323

BID PRICE:

\$15,570,926

PERCENT COMPLETE: 75%

PROJECT UPDATE AND SCHEDULE

- **PHASE 1A:** Contractor to complete final remaining sidewalk work and complete final punchlist items.
- **PHASE 1B:** Performing utility work on Union Ave, concrete roadway work on Olive, Catherine, 7th and West, preparing base course grade for asphalt paving.
- **PHASE 2A:** Performing concrete sidewalk work on 9th St, concrete work on 8th St, roadway reconstruction on Prairie Ave and concrete curb and gutter on Prairie Ave.
- **PHASE 2B:** Warranty walkthrough scheduled for October 2022.

