

9. Review and consideration of Pearl Street reconstruction including street width.
10. Review and consideration of contracted sanitary sewer televising
11. Review and consideration of Professional Engineering services for South Kinney Coulee Lift Station
12. Review and consideration of Snow and Ice Control Policy
13. Review and consideration of Well #9 project bid and financing timeline
14. Pay Estimates: Strand Associates, Short Elliot Hendrickson Inc., MSA Professional Services, Inc., Mathy Construction, Haas Sons, Winona Mechanical, A-1 Excavating, Wapasha Construction, State of Wisconsin Department of Transportation and any other contractor/developer.

Adjournment

STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #4

Project/Item Name: 2015 Capital Improvements Budget

Location: Citywide

Requested Action: Public hearing on proposed budget

Staff Report/Description: Attached is the proposed 2015 Capital improvements Budget. Public hearing will be held at the Board of Public Woks meeting for the proposed budget. Budget will be forwarded to the December 9, 2014 Common Council meeting for action.

Attachments: Proposed 2015 Capital Improvements Budget

CITY OF ONALASKA
2015 Capital Improvement Projects - Proposed

PASER - 10 = Good & 1 = Bad

I. Public Works Department

	Sanitary Sewer	Water	General	Storm Sewer	Total Cost	Less Amount Already Bonded	Less Amount Other Sources	Amount Needed by Borrowing
1. Stormwater Quality Management (NEW) Pond #17 (108" outfall) Dredging & expansion	\$ -	\$ -	\$ -	\$ 76,000	\$ 76,000	\$ -	\$ -	\$ 76,000
2. Sidewalk repair program with 1/7 City replacement program (NEW)	\$ -	\$ -	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ -	\$ 120,000
3. Pavement maintenance program w/ La Crosse County Hwy Dept. (NEW)	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000
4. Well #9 - Filtration Plant (2014 CIP #17)	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -
a. Design								
b. Construction	\$ -	\$ 3,250,000	\$ -	\$ -	\$ 3,250,000	\$ -	\$ 3,250,000	\$ -
5. STH 35 reconstruction from Poplar St north to Riders Club Rd - 2016 construction (NEW) WIS DOT project (WTR-Popular to Royal)	\$ 368,000	\$ 153,000	\$ 50,000	\$ -	\$ 203,000	\$ -	\$ -	\$ 203,000
6. Railroad quiet zone study (2013 CIP #24) 2nd Ave SW & Twain St	\$ -	\$ -	\$ 15,000	\$ -	\$ 15,000	\$ 15,000	\$ -	\$ -
a. Design	\$ -	\$ -	\$ 15,000	\$ -	\$ 15,000	\$ 15,000	\$ -	\$ -
b. Construction (new) (WTF)	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000
7. Riders Club Rd - street renovation (2014 CIP #21) - STH 35 to Sand Lake Rd PASER 2-6	\$ -	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ 125,000	\$ -	\$ -
a. Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
b. Construction (anticipated 2016, \$1,485,000, 80% STP-U Funding)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8. Braund St/PH Design - Braund St to Theater Rd, PH to STH 16 - street reconstruction (2014 CIP #22)	\$ -	\$ -	\$ 55,000	\$ -	\$ 55,000	\$ 55,000	\$ -	\$ -
a. Design PASER 3	\$ -	\$ -	\$ 55,000	\$ -	\$ 55,000	\$ 55,000	\$ -	\$ -
b. Construction (anticipated 2016, \$638,000 - 80% STP-U Funding)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CITY OF ONALASKA
2015 Capital Improvement Projects - Proposed

PASER - 10 = Good & 1 = Bad

L. Public Works Department (Cont'd)

	<u>Sanitary Sewer</u>	<u>Water</u>	<u>General</u>	<u>Storm Sewer</u>	<u>Total Cost</u>	<u>Less Amount Already Bonded</u>	<u>Less Amount Other Sources</u>	<u>Amt Needed by Borrowing</u>
9. Street Repaving (NEW) PASER 2 Wilson Street between 12th Ave S/13th Ave S	\$ -	\$ -	\$ 57,000	\$ -	\$ 57,000	\$ -	\$ -	\$ 57,000
10. Street repaving--Holiday Heights (NEW) East Young Dr from West Young Dr to Medary Ave PASER-5	\$ -	\$ -	\$ 34,000	\$ -	\$ 34,000	\$ -	\$ -	\$ 34,000
11. East Main St--Theater Rd Dr to Marcou Rd --mill and overlay--(2014 Proposed #28) PASER-3-4	\$ -	\$ -	\$ 723,000	\$ -	\$ 723,000	\$ -	\$ -	\$ 723,000
12. Sandlake Road/CTH SN - Design (2014 CIP #29) CTH S to CTH OT - administered by La Crosse County	\$ -	\$ -	\$ 18,000	\$ -	\$ 18,000	\$ 18,000	(2014 CIP #29)	\$ -
13. Compact track loader (2014 Proposed #30)	\$ 19,250	\$ 19,250	\$ 19,250	\$ 19,250	\$ 77,000	\$ -	\$ -	\$ 77,000
14. Sanitary sewer combination cleaning truck (NEW)	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000
15. 1-90 sanitary sewer - WIS DOT project (NEW) (see 2013 CIP #23)	\$ 58,800	\$ -	\$ -	\$ -	\$ 58,800	\$ -	\$ -	\$ 58,800
16. Green Coulee Intersection Improvements (NEW) a. Design 1) Preliminary 2) Final b. Construction	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000
	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000
	\$ -	\$ -	\$ 3,000,000	\$ 1,200,000	\$ 4,200,000	\$ -	\$ -	\$ 4,200,000
17. 3rd Ave S- Main St to Green St (2014 Proposed #18) Plus 1 1/2 Hickory and Irving PASER 2	\$ 81,000	\$ 39,000	\$ 312,500	\$ 23,000	\$ 455,500	\$ -	\$ -	\$ 455,500
18. Crossing Meadows Dr--pavement replacement --12th Ave S to 1,200 feet east--(2014 Proposed #20) PASER-5	\$ -	\$ -	\$ 182,000	\$ -	\$ 182,000	\$ -	\$ -	\$ 182,000
19. Green St--reconstruction--(NEW) 9th Ave to 10th Ave & Hornum Blvd PASER-3	\$ 74,000	\$ 98,000	\$ 230,000	\$ 50,000	\$ 452,000	\$ -	\$ -	\$ 452,000

CITY OF ONALASKA
2015 Capital Improvement Projects - Proposed

PASER - 10 = Good & 1 = Bad

	<u>Sanitary Sewer</u>	<u>Water</u>	<u>General</u>	<u>Storm Sewer</u>	<u>Total Cost</u>	<u>Less Amount Already Bonded</u>	<u>Less Amount Other Sources</u>	<u>Amt Needed by Borrowing</u>
I. Public Works Department (Cont'd)								
20. Street Repaving (NEW) 14th Ave N, 15th Ave N, 16th Ave N, 17th Ave N, Monroe St, Madison St & 13th Ct PASER 3-4 (3.8)	\$ -	\$ -	\$ 340,000	\$ -	\$ 340,000	\$ -	\$ -	\$ 340,000
21. Public Works Facility - epoxy-floor-coating (NEW) heated storage- & mechanics bays	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000	\$ -	\$ -	\$ 80,000
22. Conchilite Subdivision - repaving (NEW) GrandView Blvd, Fairway Ct, Conchilite Ct N & Conchilite Ct S PASER 3	\$ -	\$ -	\$ 325,000	\$ -	\$ 325,000	\$ -	\$ -	\$ 325,000
23. Street repaving - 8th Ave N, Quincy St to (NEW) to Redwood St, Robert Pl between 8th Ave & 9th ave, Rachel Pl between 8th Ave & 9th Ave, Redwood St between 9th & 10th Ave PASER 3-4 (3.8)	\$ -	\$ -	\$ 179,000	\$ -	\$ 179,000	\$ -	\$ -	\$ 179,000
24. Sand Lake Rd reconstruction (NEW) Redwood St to Riders Club Rd Design (construction 2016)	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000
25. King St reconstruction - 5th Ave N to 6th Ave N (NEW) 6th Ave N reconstruction - Main St to Monroe St	\$ 22,000	\$ 46,000	\$ 196,000	\$ -	\$ 264,000	\$ -	\$ -	\$ 264,000
26. Alley Paving projects (NEW) - PASER 3-5 (4-3) a. Alley construction between Irwin St/Main St & 3rd Ave S/4th Ave S b. Alley paving between Irwin/Hickory St & 3rd Ave S/4th Ave S	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ -	\$ -	\$ 30,000
	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000
27. Green Coulee booster station (2014 Proposed #25) - rehabilitation - Install Variable Frequency Drive	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000	\$ -	(Wtr replacement fund) \$ 40,000	\$ -
28. South Kinney Coulee liftstation (NEW) - reconstruction	\$ 302,000	\$ -	\$ -	\$ -	\$ 302,000	\$ -	\$ -	\$ 302,000

CITY OF ONALASKA
2015 Capital Improvement Projects - Proposed

PASER - 10 = Good & 1 = Bad

	<u>Sanitary Sewer</u>	<u>Water</u>	<u>General</u>	<u>Storm Sewer</u>	<u>Total Cost</u>	<u>Less Amount Already Bonded</u>	<u>Less Amount Other Sources</u>	<u>Amt Needed by Borrowing</u>
<u>I. Public Works Department (Cont'd)</u>								
29. Pearl St reconstruction - 4th Ave. to 6th Ave (NEW) 6th Ave N PASER 3-4 (3.7)	\$ 42,000	\$ 65,000	\$ 135,000	\$ 35,000	\$ 277,000	\$ -	\$ -	\$ 277,000
30. Stormwater Drainage Project (NEW) 1200 block Lake Street	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ 10,000
31. French Rd - (2011 Proposed #10) a- Booster Station b- Watermain	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000
	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
32. Aerial photography (NEW)	\$ 3,500	\$ 3,500	\$ 3,500	\$ 3,500	\$ 14,000	\$ -	\$ -	\$ 14,000
33. Fruit Acres Addn - watermain tie in, Oak Ave S - SS (NEW)	\$ -	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ -	\$ -	\$ 65,000
34. Wilson Street pedestrian improvements at Onalaska High School (NEW)	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ -	(O.S.D) \$ 15,000	\$ 15,000
<u>II. Planning Department</u>								
35. Waterfront Property acquisition Phase 1 TIF (2010 CIP #34) (2011 CIP #27) (2012 CIP #23) (2013 CIP #33) (2014 CIP #39)	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	\$ 300,000	\$ -	\$ -
						(2010 CIP #34) (2013 CIP #33)		
36. Viewshed enhancements at waterfront (2013 CIP #27) (2014 CIP #34)	\$ -	\$ -	\$ 15,000	\$ -	\$ 15,000	\$ 15,000	\$ -	\$ -
						(2014 CIP #34)		
37. Urban Forestry - General (NEW) Non-EAB	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -	(Spec Proj. Fund) \$ 7,000	\$ 18,000
38. Braund Lumber demolition - TIF (NEW)	\$ -	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -	\$ -	\$ 125,000
39. Emerald Ash Borer - tree planting & stump removal. Tree removal by City staff. Year 1 of 3 year program.	\$ -	\$ -	\$ 220,000	\$ -	\$ 220,000	\$ -	(Grants) \$ 100,000	\$ 120,000

CITY OF ONALASKA
2015 Capital Improvement Projects - Proposed

PASER - 10 = Good & 1 = Bad

II. Planning Department (Cont'd)

	Sanitary Sewer	Water	General	Storm Sewer	Total Cost	Less Amount Already Bonded	Less Amount Other Sources	Amount Needed by Borrowing
40 City wayfinding/entrance signage prelim design (2014 Proposed #32)	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000	\$ -	(Tourism Funds) \$ 20,000	\$ -
41 Waterfront improvements (NEW) TIF								
a. Boating improvements	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000
b. Riverwalk	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000
c. Design	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000
42 Bluff land protection program (NEW) (MVC/La Crosse County Consortium)	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -	(Park Fund) \$ 25,000	\$ -
43 Bicycle-trail improvements; 5th-35 & Main St Main St including restroom facility trailhead (NEW)	\$ -	\$ -	\$ 235,000	\$ -	\$ 235,000	\$ -	\$ -	\$ 235,000

III. Fire Department

44 Self-contained Breathing Apparatus (SCBA) replacement quantity = 40 (NEW)	\$ -	\$ -	\$ 201,000	\$ -	\$ 201,000	\$ -	\$ -	\$ 201,000
45 Land & Facilities (Proposed 2009 #37)- a. Purchase land (3 acres @ \$3,000/sq ft) Five Station #2 - 5th-16 & 1-90 vicinity	\$ -	\$ -	\$ 396,000	\$ -	\$ 396,000	\$ -	\$ -	\$ 396,000

IV. Parks & Recreation Department

46 Nathan Hills area playground (NEW)	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000
47 Van Riper Park - playground replacement (NEW)	\$ -	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
48 Van Riper Park - outfield fencing (2014 Proposed #49)	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000
49 Hilltopper Heights Park - basketball court overlay (2014 Proposed #47)	\$ -	\$ -	\$ 18,500	\$ -	\$ 18,500	\$ -	\$ -	\$ 18,500
50 Pierce Park - shade structure (2014 Proposed #48)	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ -	\$ -	\$ 30,000

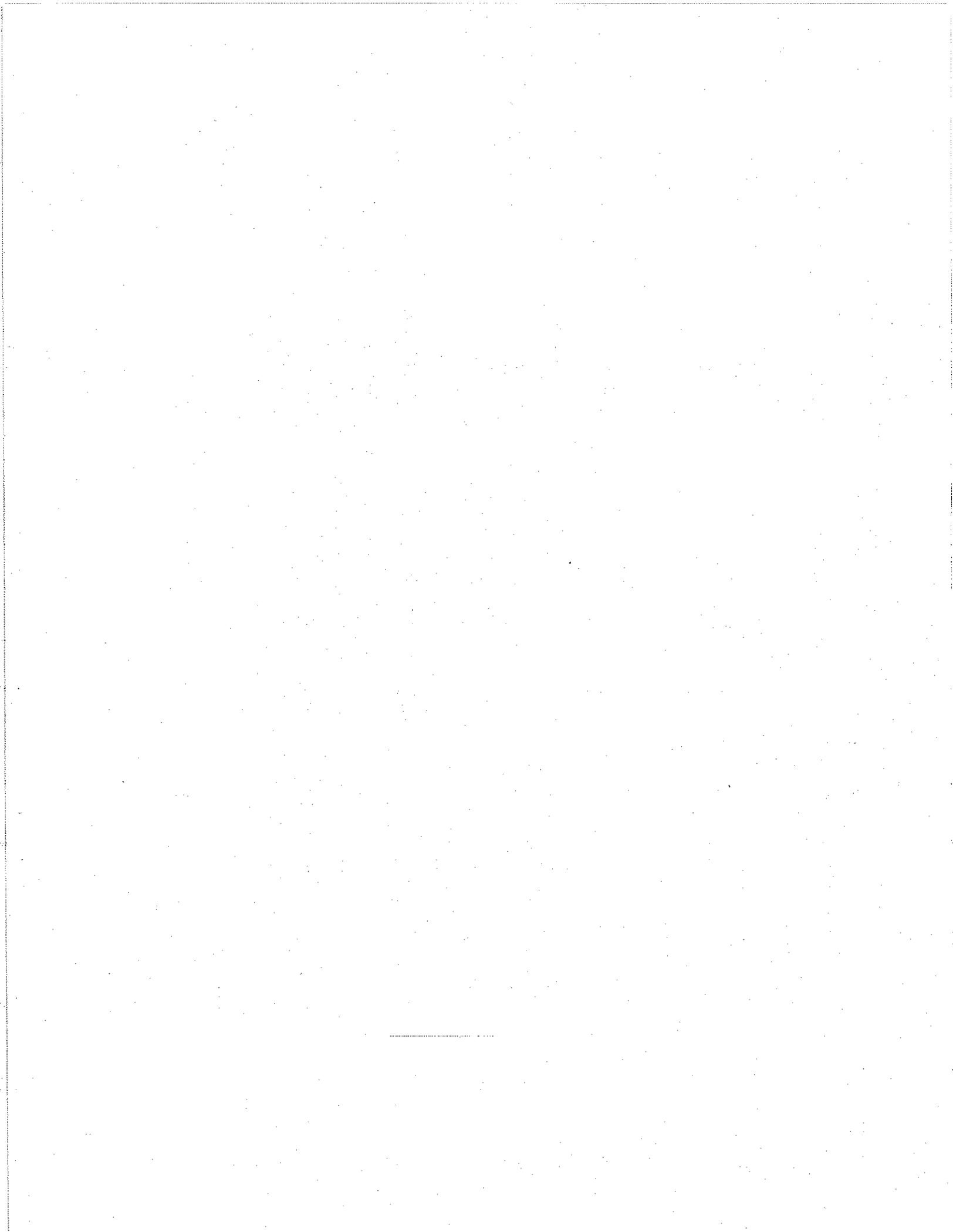
CITY OF ONALASKA
2015 Capital Improvement Projects - Proposed

PASER - 10 = Good & 1 = Bad

	<u>Sanitary Sewer</u>	<u>Water</u>	<u>General</u>	<u>Storm Sewer</u>	<u>Total Cost</u>	<u>Less Amount Already Bonded</u>	<u>Less Amount Other Sources</u>	<u>Amt Needed by Borrowing</u>
IV. Parks & Recreation Department (Cont'd)								
51 Natural areas management plan (2014-Proposed#52)	\$ -	\$ -	\$ 12,000	\$ -	\$ 12,000	\$ -	\$ -	\$ 12,000
V. Police								
52 Replace 2 squad cars (NEW)	\$ -	\$ -	\$ 88,000	\$ -	\$ 88,000	\$ -	\$ -	\$ 88,000
VI. Omni Center								
53 Arena 1 & 2 - chiller replacement (NEW)	\$ -	\$ -	\$ 614,200	\$ -	\$ 614,200	\$ -	\$ -	\$ 614,200
54 Equipment replacement fund (NEW) *see listing	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000
VII. Library								
55 NONE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VIII. Clerk								
56 NONE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IX. City Hall								
57 Office suite carpeting (2014 Proposed #57)	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000	\$ -	\$ -	\$ 10,000
58 Council Chambers audio/video equipment (NEW)	\$ -	\$ -	\$ 80,000	\$ -	\$ 80,000	\$ -	\$ -	\$ 80,000
	\$ 201,050	\$ 3,831,250	\$ 3,713,950	\$ 153,250	\$ 7,899,500	\$ 713,000	\$ 3,457,000	\$ 3,729,500

	<u>Projected Costs</u>	<u>Less Already Bonded</u>	<u>Less Other Sources</u>	<u>Net Project Cost</u>	<u>Issuance Costs</u>	<u>Projected Bond Issue</u>
Sewer Projects	\$ 201,050	\$ -	\$ -	\$ 201,050	\$ -	\$ 201,050
Water Projects	\$ 3,831,250	\$ 200,000	\$ 3,290,000	\$ 341,250	\$ -	\$ 341,250
General Projects	\$ 3,713,950	\$ 513,000	\$ 167,000	\$ 3,033,950	\$ -	\$ 3,033,950
Storm Water Projects	\$ 153,250	\$ -	\$ -	\$ 153,250	\$ -	\$ 153,250
Grand Totals	\$ 7,899,500	\$ 713,000	\$ 3,457,000	\$ 3,729,500	\$ -	\$ 3,729,500

Issuance costs exclude the underwriter's discount of approximately \$ ----- Underwriter's discount is a component of the bid for the bonds and will be paid via a bid premium offered by the underwriter.



STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #5

Project/Item Name: Sediment/water issue at 1558 West Young Drive

Location: 1558 West Young Drive

Requested Action: Discussion on sediment/water issue

Staff Report/Description: Water & sediment have moved downhill from 1558 West Young Drive onto 1589 & 1591 Medary Lane. Action is requested of City to assist in resolving sediment/water issue

Attachments: Map

City of Onalaska, Wisconsin
 Planning/ Zoning
 Department
 Map Designer: Brea Grace
 Last Updated: 08/18/2014



YOUNG DR W

562 YOUNG DR W
 REGANIA KELEMEN
 JIMMY R KELEMEN
 1562 YOUNG DR W

DANIEL C KAHLER
 1566 YOUNG DR W

HAROLD DR
 HENDR V WEINBERG
 1575 YOUNG DR W
 HENDR V WEINBERG

CHRISTOPHER MEYER
 KATHLEEN E MEYER
 1589 MEDARY LN
 1583 MEDARY LN

RYAN E STAIR
 MELDI J STAIR
 1587 MEDARY LN
 1582 MEDARY LN

JAMES BURCHILL
 JAVINE BURCHILL
 1585 MEDARY LN

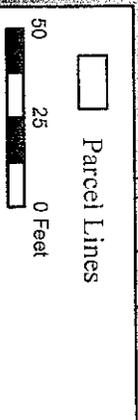
OLIVER M BOWNER
 1591 MEDARY LN

1593 MEYER LN
 1598 MEYER LN
 JAMES H WILKIE
 MIKE WILKIE

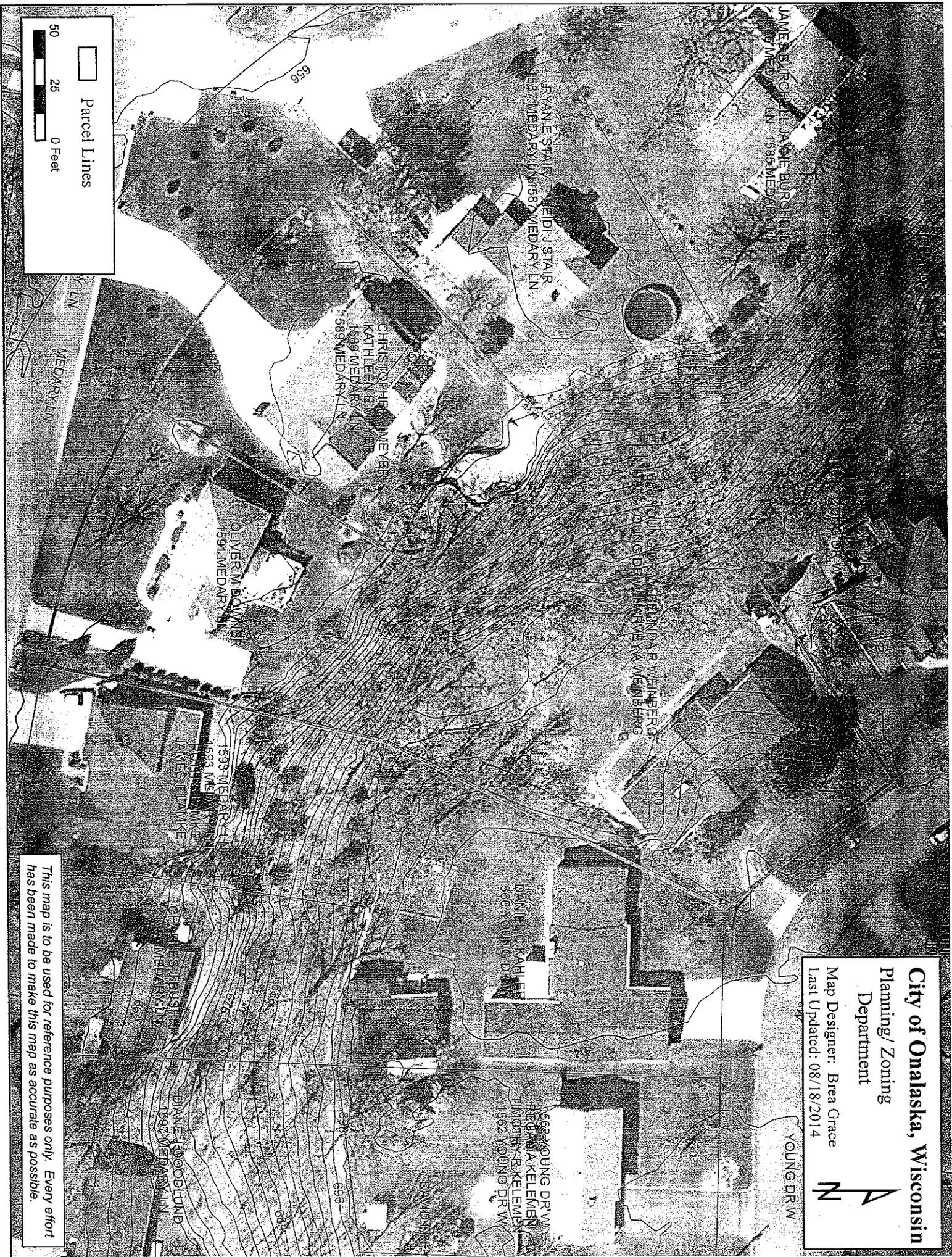
GRACE S FRISCH
 1592 MEDARY LN
 DYANE JO GODDUND
 1592 MEDARY LN

Parcel Lines

50
25
0 Feet



This map is to be used for reference purposes only. Every effort has been made to make this map as accurate as possible.





Weinberg Property
1558 Young Dr W

08 07 2014 09 11

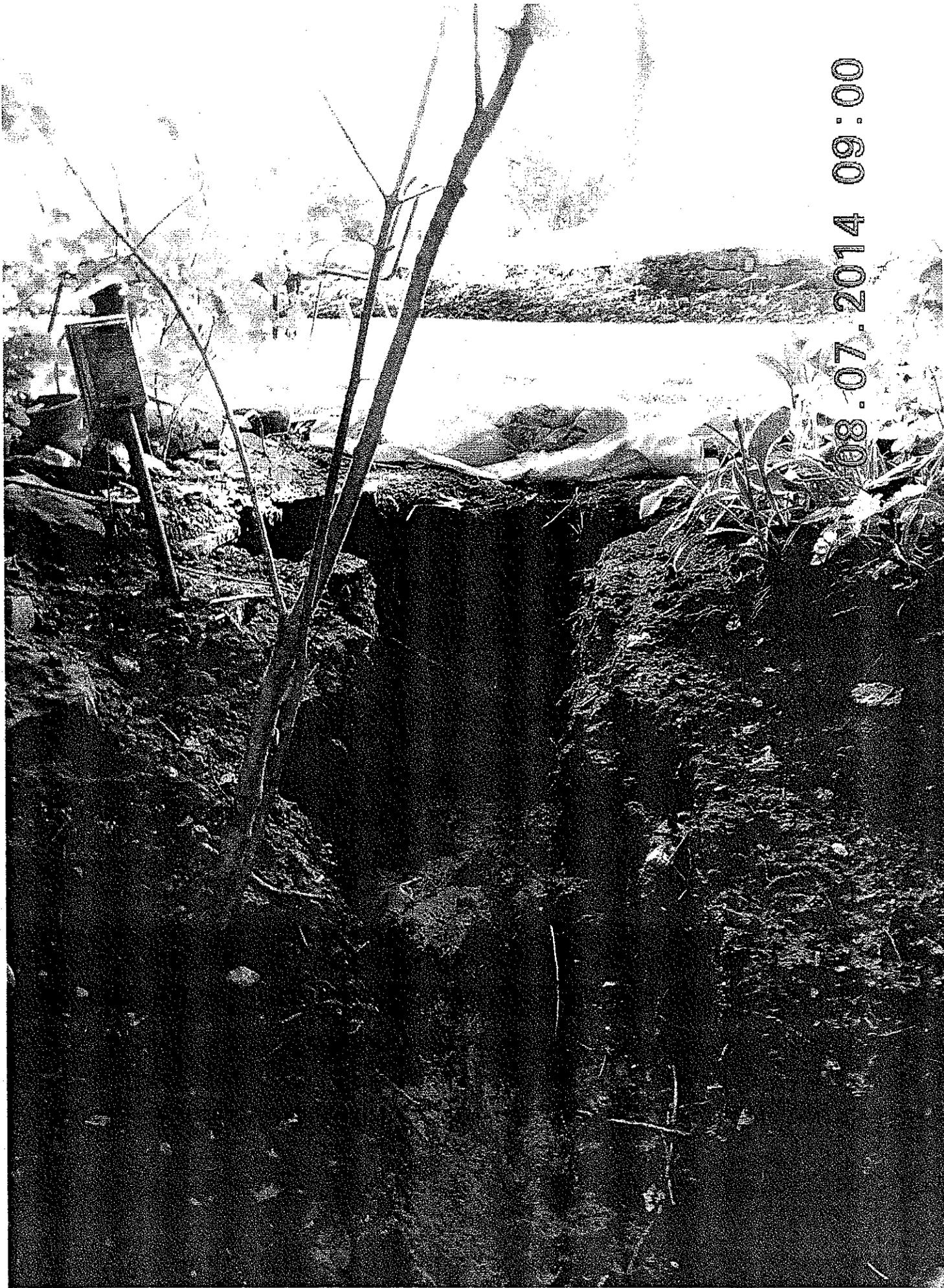


Area severely
rutted and
catacombed

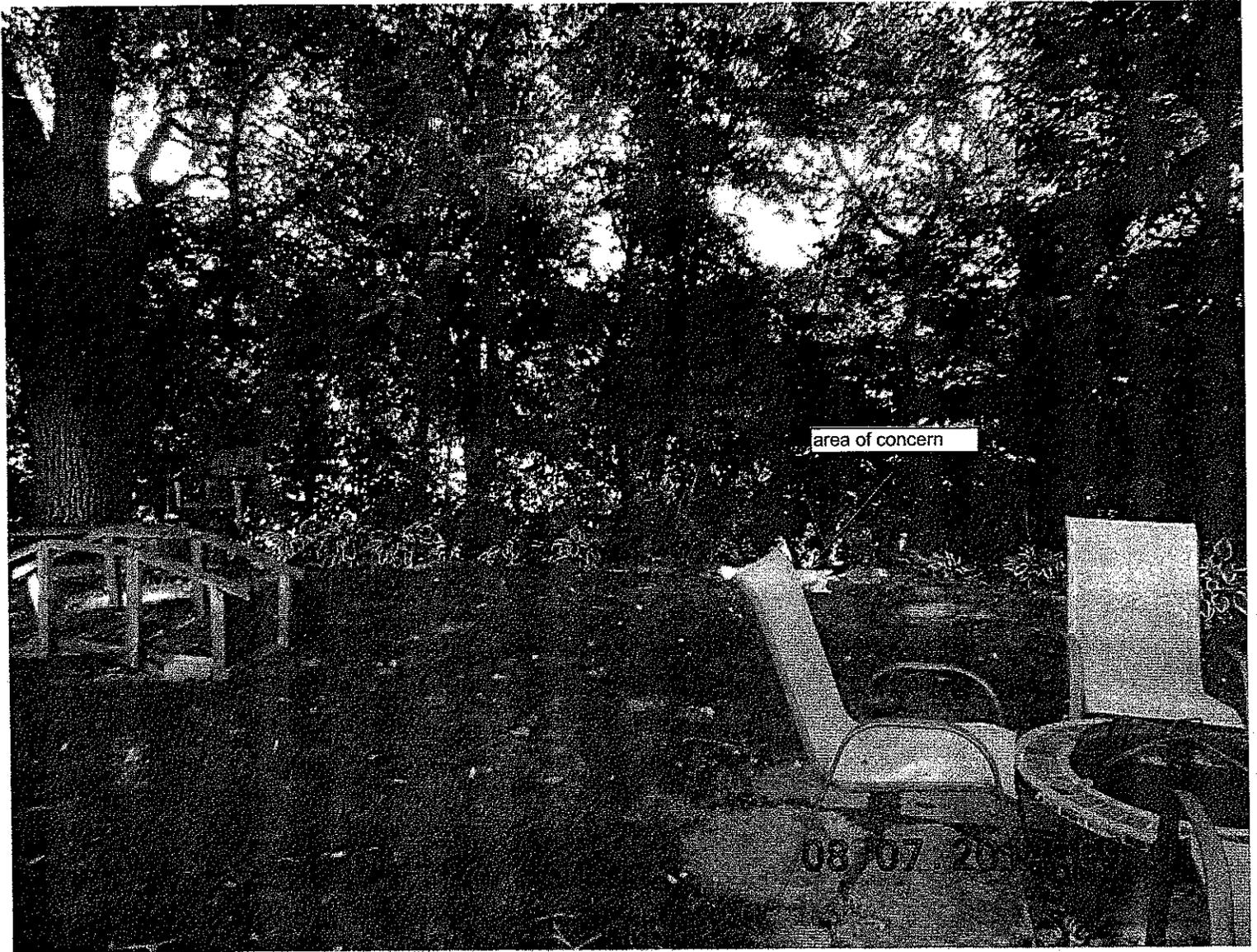


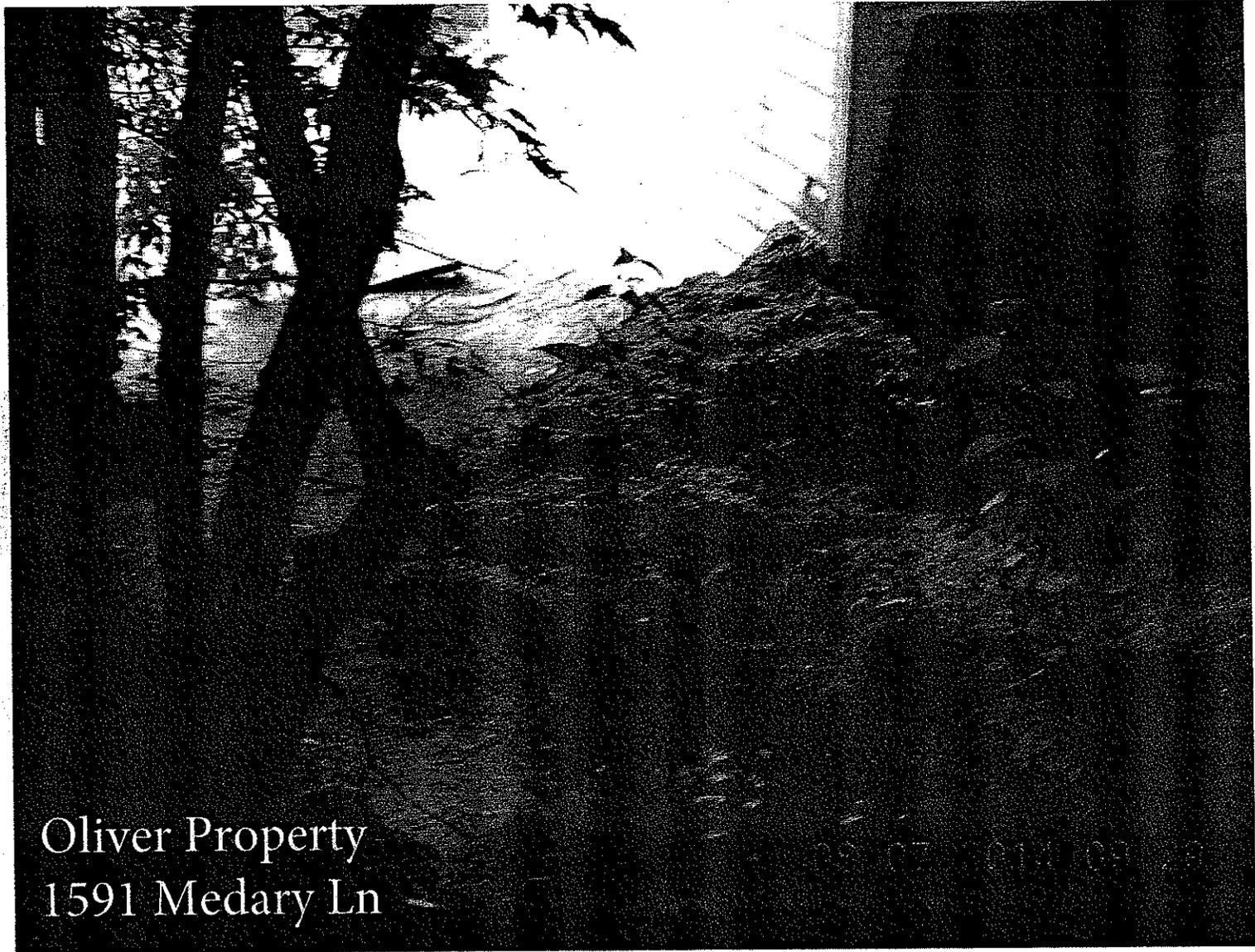
08.07.2014 08:59





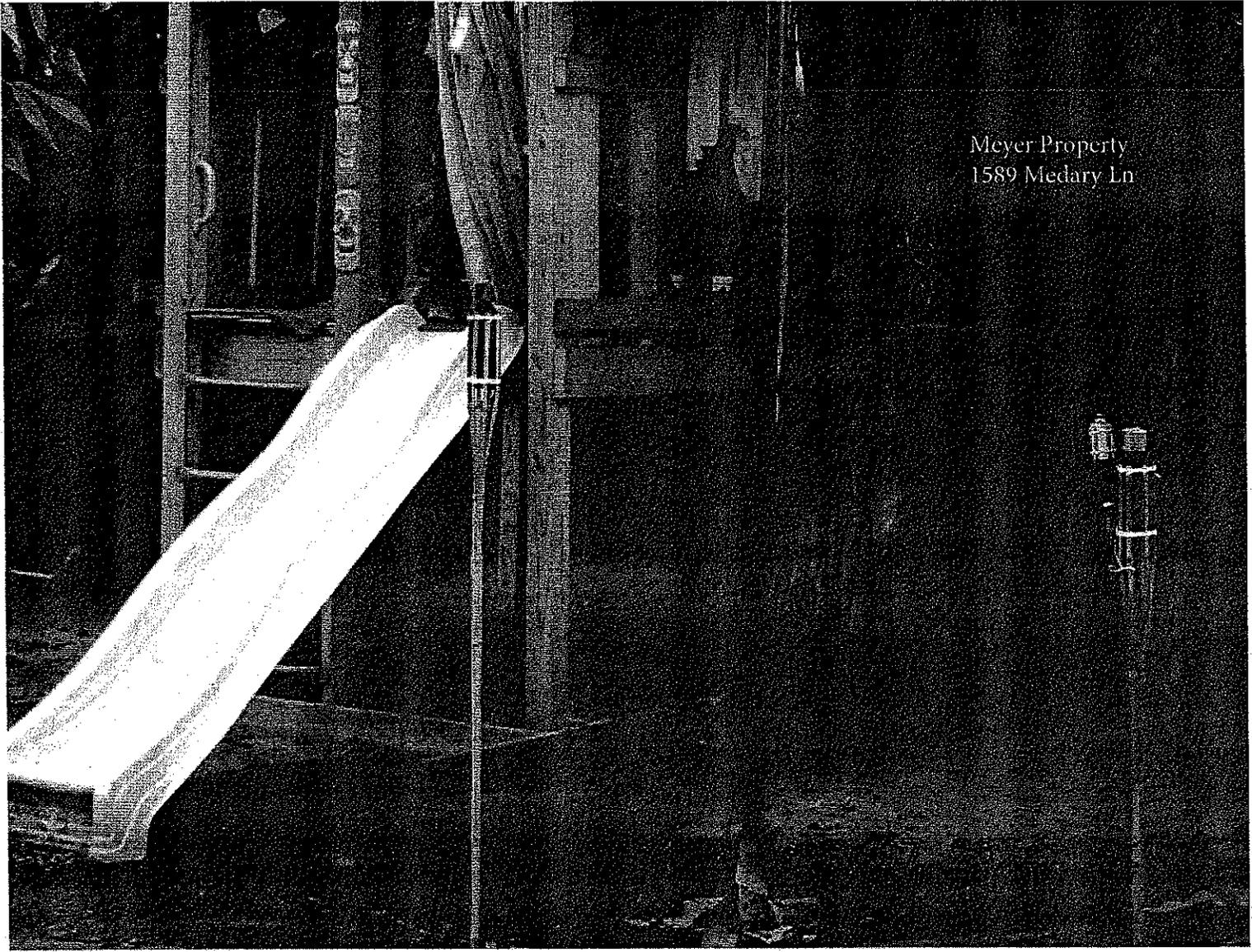
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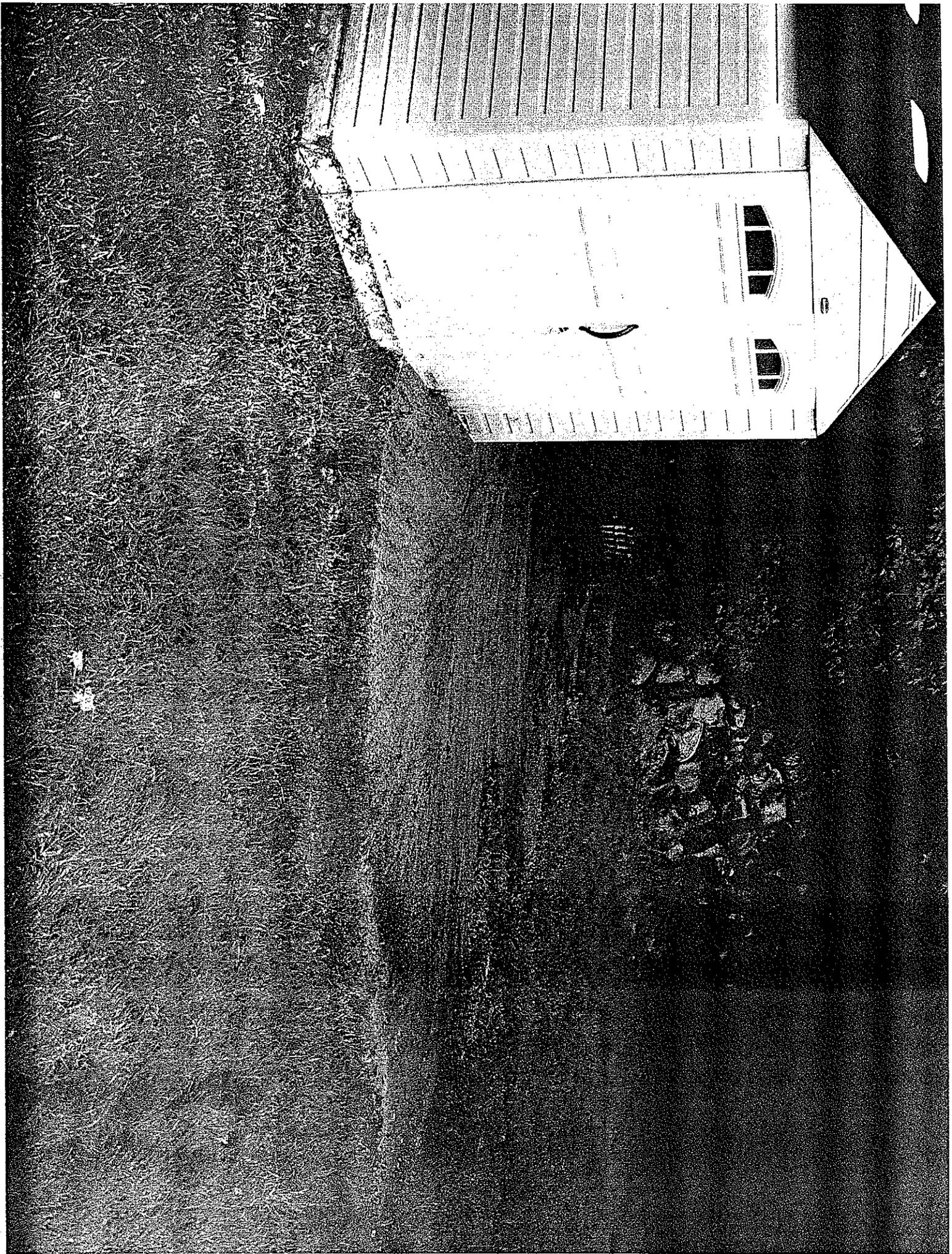


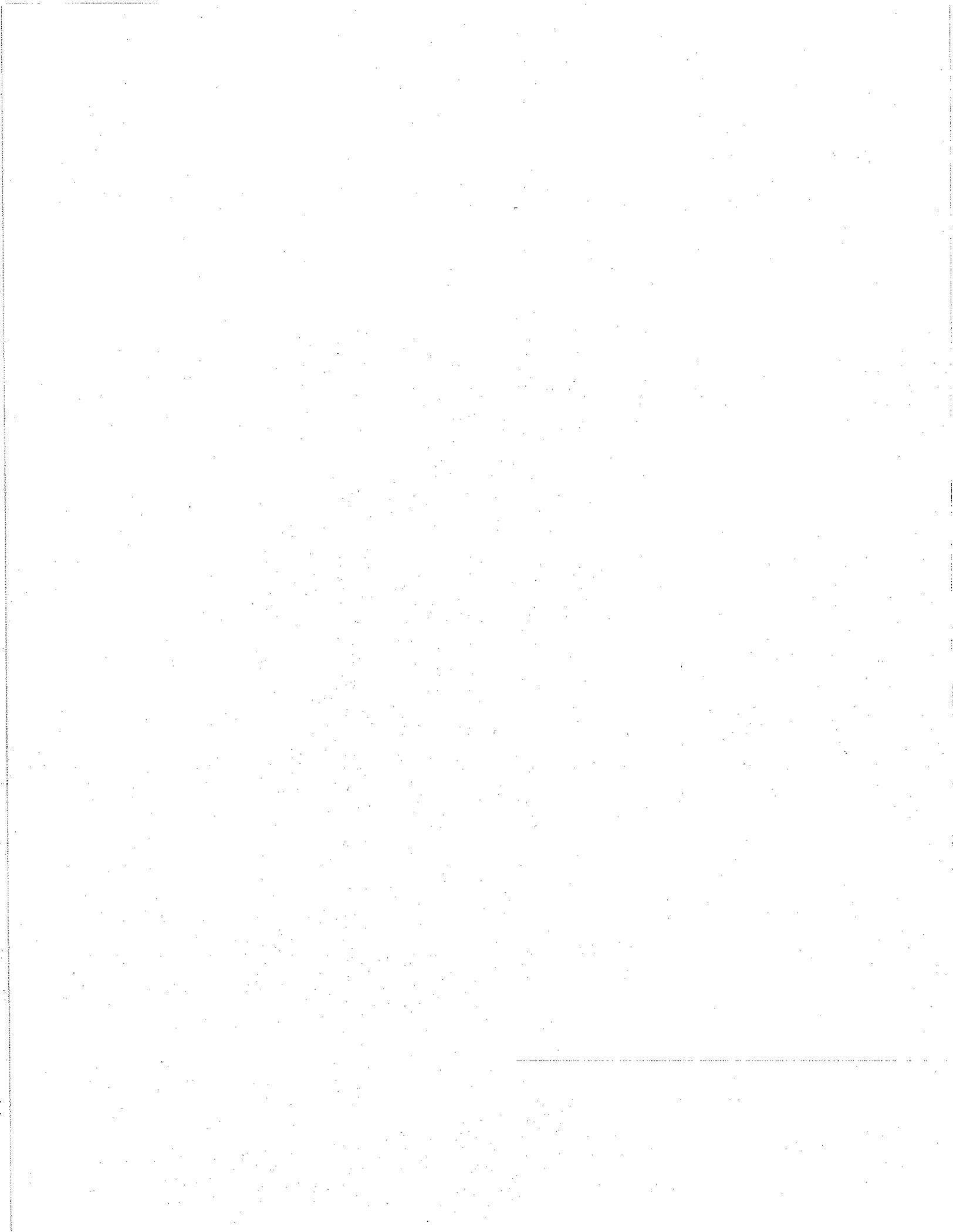
Oliver Property
1591 Medary Ln

09 07 2014 09 28



Meyer Property
1589 Medary Ln





STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #6

Project/Item Name: Comprehensive Plan – Transportation
Element

Location: Citywide

Requested Action: Discussion on Transportation Element

Staff Report/Description: City comprehensive Plan is currently being updated. The Transportation Element is a critical piece guiding future decisions regarding transportation infrastructure and future City development

Attachments: Transportation Element

4.0 Transportation Element

- 4.1 Introduction
- 4.2 Background Data/Existing Conditions
- 4.3 Relationship to State and Regional Transportation Plans
- 4.4 Assessment of Future Needs
- 4.5 Goals, Objectives and Policies

4.1 Introduction

*Wis. Stats. 66.1001(2)(c)
(c) Transportation element. A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.*

Transportation planning can be used as a tool to help guide and accommodate the growth a community envisions. Like the other elements in this Plan, transportation is interconnected, especially with land use. Transportation decisions such as construction of new roadways or upgrading existing roads can impact accessibility, land values, and land use development.

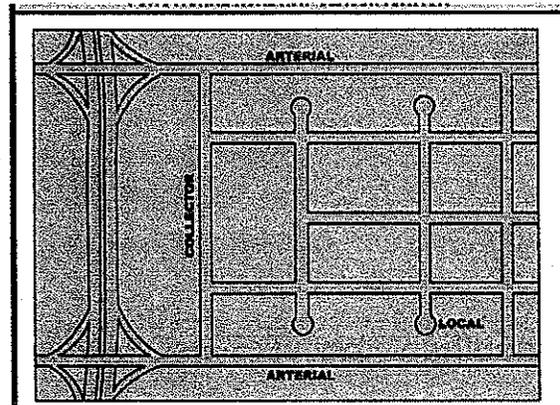
The City of Onalaska's transportation system is largely focused on vehicular travel. However, there are options available for alternative transportation methods, such as walking and bicycling. Mass transit and freight rail access is also available in the City.

4.2 Background Data/Existing Conditions

Highways

Roads can be generally classified into three categories – arterials, collectors, and local roads. Road classification is determined by the type of service it provides. Typically arterials provide the least amount of access and highest level of mobility, while local streets provide the most access and lowest level of mobility. Collector roads provide a combination of access and mobility. A demonstration of the function of these roadways is shown in Figure 4-1.

Figure 4-1
Roadway Functionality



Source: SEH





Onalaska is served by approximately 90 miles of roads under county and local jurisdiction. There are also several miles of roads under state and federal jurisdiction. Onalaska is served by several major highway facilities, including Interstate 90, US 53, and State Highways 16, 35 and 157. I-90 is classified as a Backbone route in the Wisconsin Department of Transportation’s (WisDOT) *Corridors 2020 Plan*. The backbone system is a collection of multilane highways, including the interstate system and much of the state trunk highway system that serve as longer, interregional trips within and beyond the State of Wisconsin.

Table 4-1
Municipal Jurisdiction and Roadway Classification

Municipality	Gross Road Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
Onalaska	89.5	2.71	86.79	2.51	0.2	0	6.45	13.59	66.75

Source: Wisconsin Department of Transportation

Interstate 90, US 53, and State Highways 16, 35 and 157/Main Street are all classified as principal arterial routes, designed to provide a high level of mobility between communities. WIS 35, County Roads OS, S/Sand Lake Road, SS, SN and OT, and Theater Road and Quincy Streets are classified as minor arterials. Several major collector routes are scattered throughout Onalaska. These routes act as a funnel for traffic to get to the arterial routes for inter-community travel.

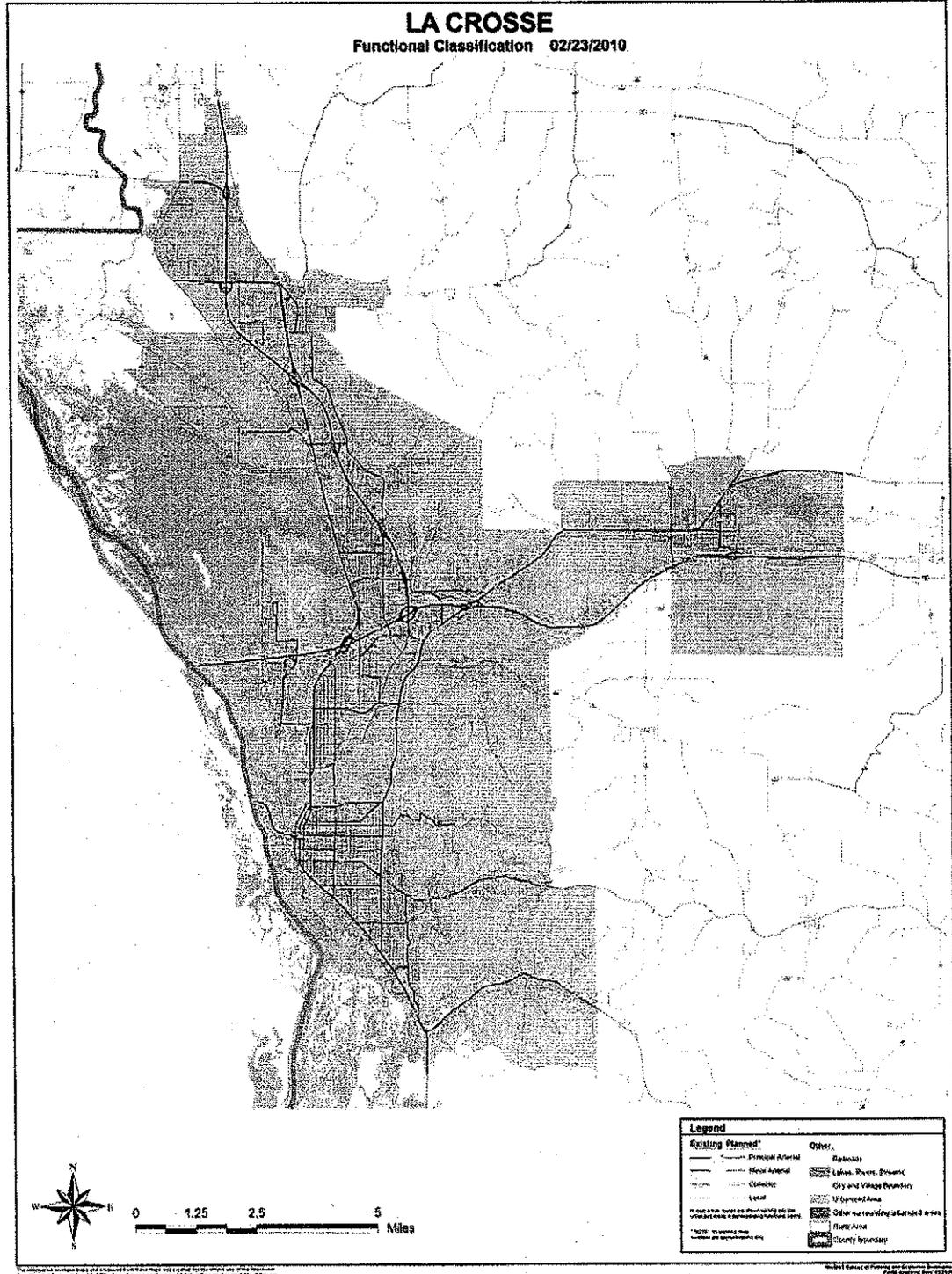
WIS 35 is known as “The Great River Road” and is Wisconsin’s only National Scenic Byway. This road extends all the way from Canada down to the Gulf of Mexico. In Wisconsin, this route parallels the Mississippi River for 250 miles along the western border. These roads are known for their scenic qualities and are promoted as driving vacation destinations.

Electric vehicles are becoming increasingly more popular on roadways. The City of Onalaska has one of the first Tesla supercharging stations for electric vehicles. These stations allow cars to be recharged in 20 to 40 minutes and allow owners to travel for free between major cities with these charging stations. This is located off of Midwest Drive near the I-90 WIS 16 interchange.



Building a Better World
for All of Us™

Figure 4-2
La Crosse County Roadway Functional Classification

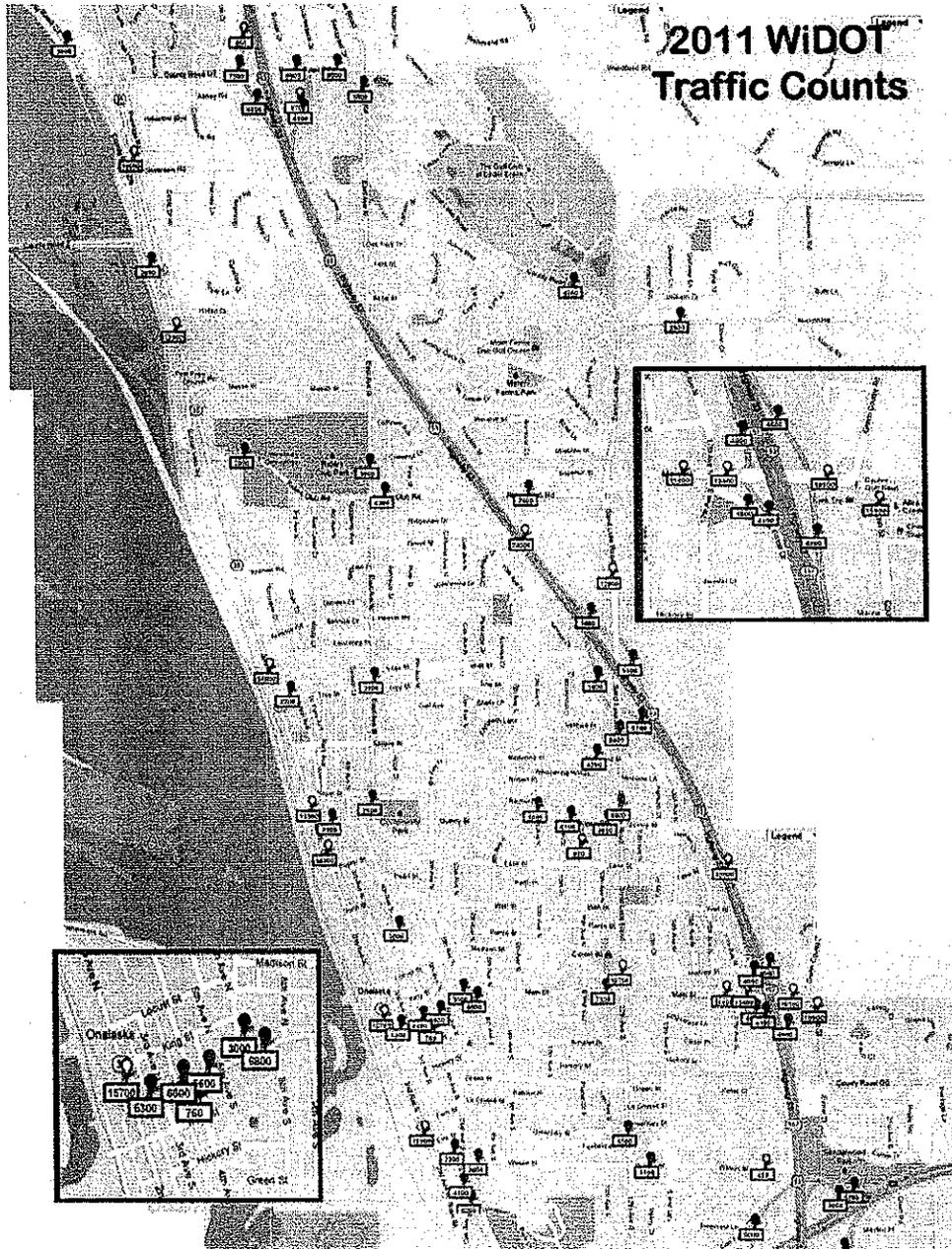


Source: Wisconsin Department of Transportation



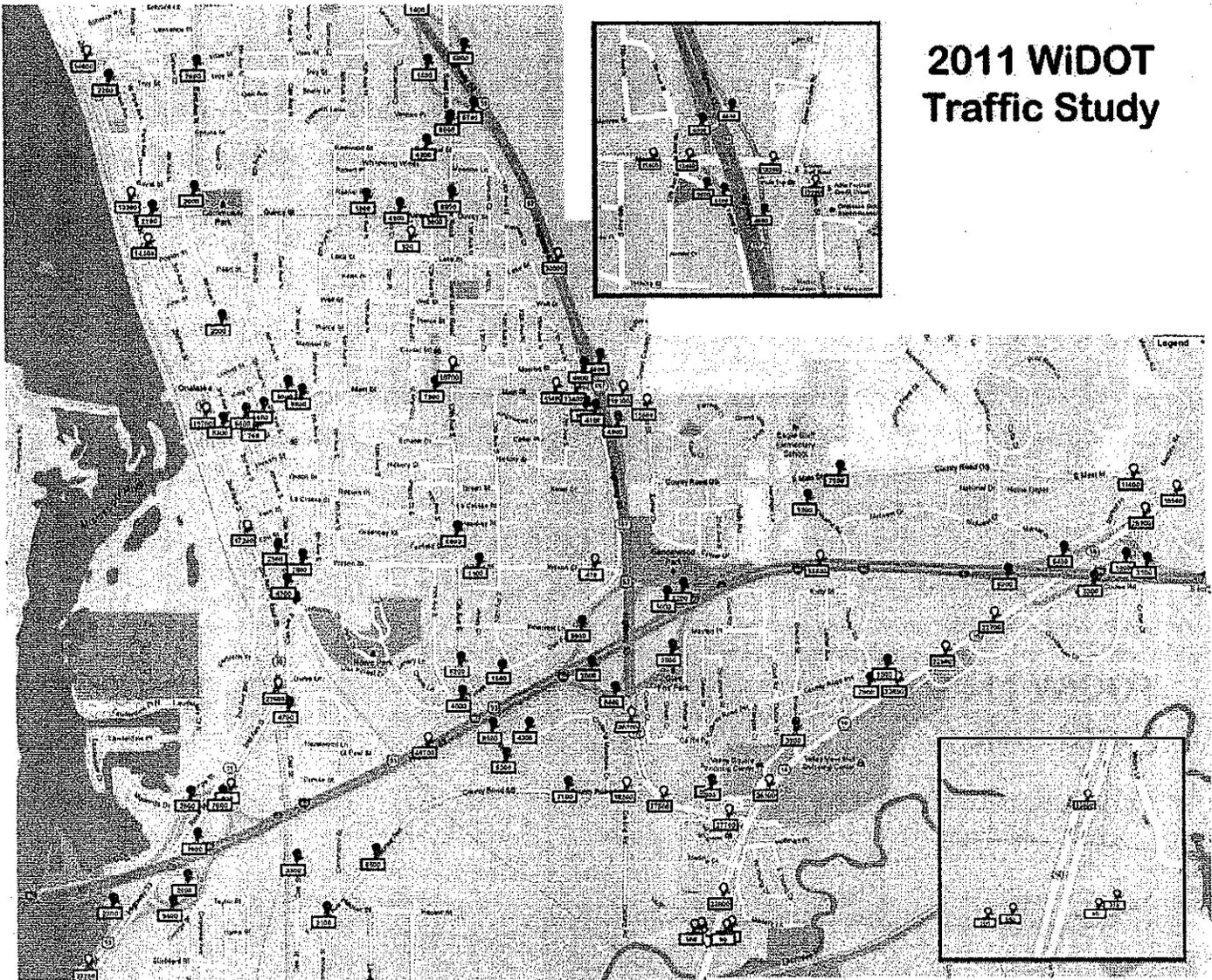
Traffic counts have generally remained constant since 2008. Traffic along the I-90 corridor has increased slightly, while traffic counts otherwise have remained fairly steady.

Figure 4-3
Traffic Counts



Building a Better World
for All of Us™

2011 WIDOT Traffic Study



Source: City of Onalaska and WisDOT

Bridges

There are a total of 18 bridges in Onalaska. Of these bridges, 17 are owned by the State of Wisconsin. The City of Onalaska is responsible for the bridge on Marcou Road.

State and local bridges are inspected at least once every two years. WisDOT is responsible for all inspections of bridges along the state highway system. Municipalities complete the inspections for bridges along the local roadway.

Bridges are rated and categorized in terms of their functional and structural condition. A functionally obsolete bridge is typically older and no longer



meets geometric standards, such as having narrow lanes or shoulders. However, this classification does not mean the bridge is unsafe. A structurally deficient bridge generally has an element that needs attention, such as potholes or rust. Once again, however, this does not mean that the bridge is unsafe to travel on.

There are no bridges in Onalaska that have been identified as structurally deficient or functionally obsolete.

Transit

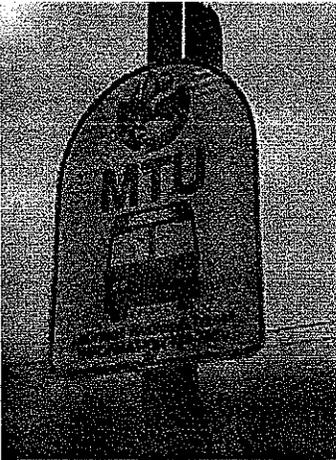
Bus

Bus service is available in portions of the City, as well as shared-ride taxi service.

La Crosse Municipal Transit Utility provides transportation throughout the City of La Crosse, to points within Onalaska, French Island, and La Crescent, Minnesota. City of Onalaska residents have generally expressed some concern about the convenience of the bus service, and the limited times it offers service to Onalaska making it difficult for people who may work in La Crosse, or wish to travel to La Crosse in the evening to use this service.

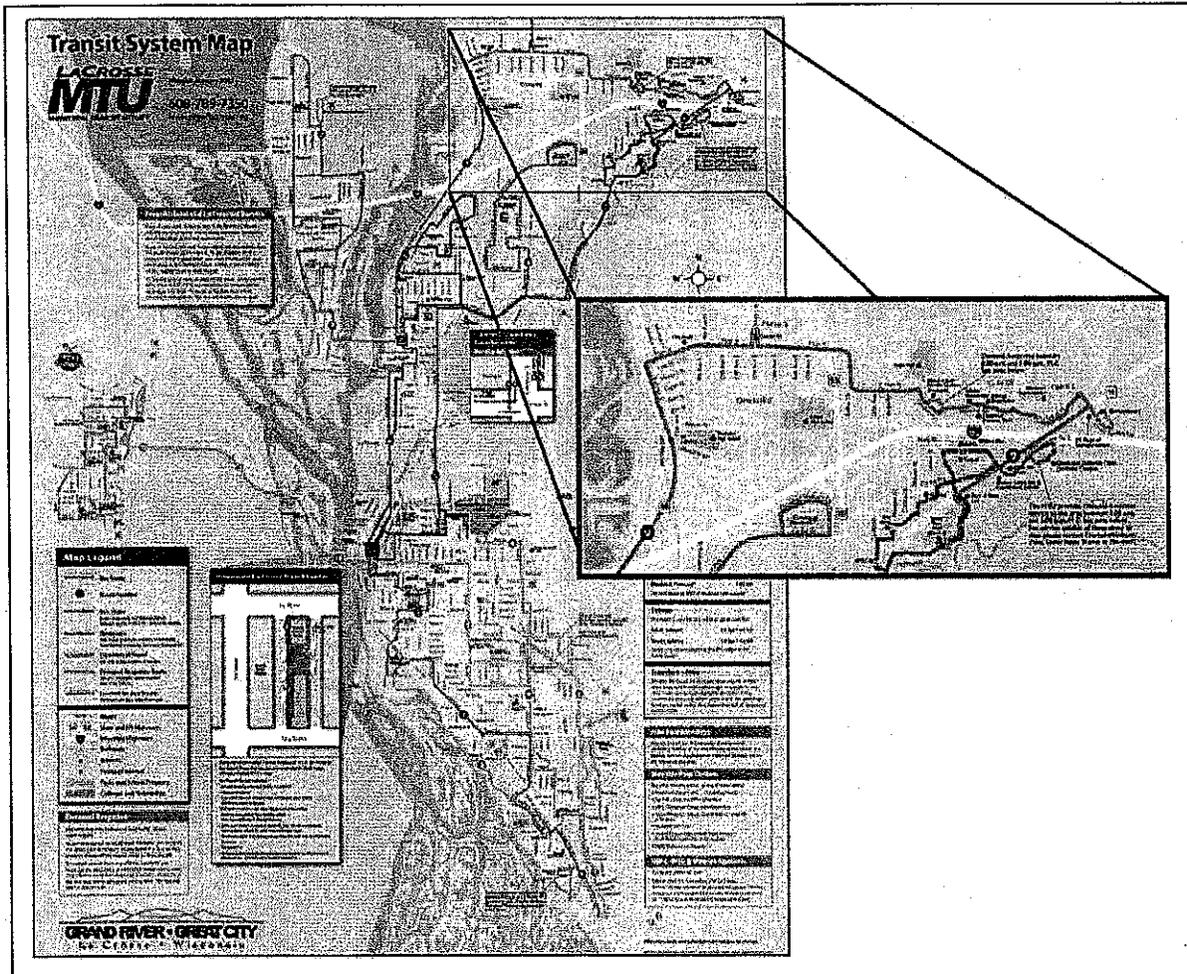
Taxi

The Onalaska Public Transit taxi service has been operated by Running, Inc. since 1999. There are 12 vehicles serving the Onalaska, Holmen and West Salem communities year-round. However, this service is deemed by users to need improvements as well, including improvements to reliability, timeliness when connecting to transit stops, scheduling conflicts, services being expensive, and concerns over the transfers from shared ride to bus service not working cohesively.



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FIGURE 4-4
La Crosse Municipal Transit Utility System Map



Park and Ride Facilities

Park and ride facilities can be an efficient method of community, whereby several individuals meet and carpool from a convenient location to locations near their workplaces. Currently, the City does not have any officially established park and ride facilities. There is demand, however, as existing businesses have been noticing people using their private or shared parking lots for informal park and ride facilities, in particular, the existing lot next to the Texas Roadhouse restaurant. The City is open to discussions with WisDOT and La Crosse County regarding the establishment of a formal park and ride network in the near future.





Bicycle Facilities

The City of Onalaska is fast-becoming known as a biking community. In 2013, the City was awarded a Bronze Level as a Bike Friendly Community by the League of American Bicyclists. This makes Onalaska just the 12th community in Wisconsin to be classified as a “Bike-Friendly” Community.

The City also works closely with the Bike Federation of Wisconsin. This group is the largest statewide bicycle organization and they work with people statewide to make bicycling convenient, safe, accessible and fun. This group provides various public education pieces that are used in presentations and bicycling promotions.

Bicycle routes throughout the City of Onalaska are extensive, and connect into regional, statewide and national trail systems. OnaBike Association is a local active member in promoting the bicycling amenities throughout the region.

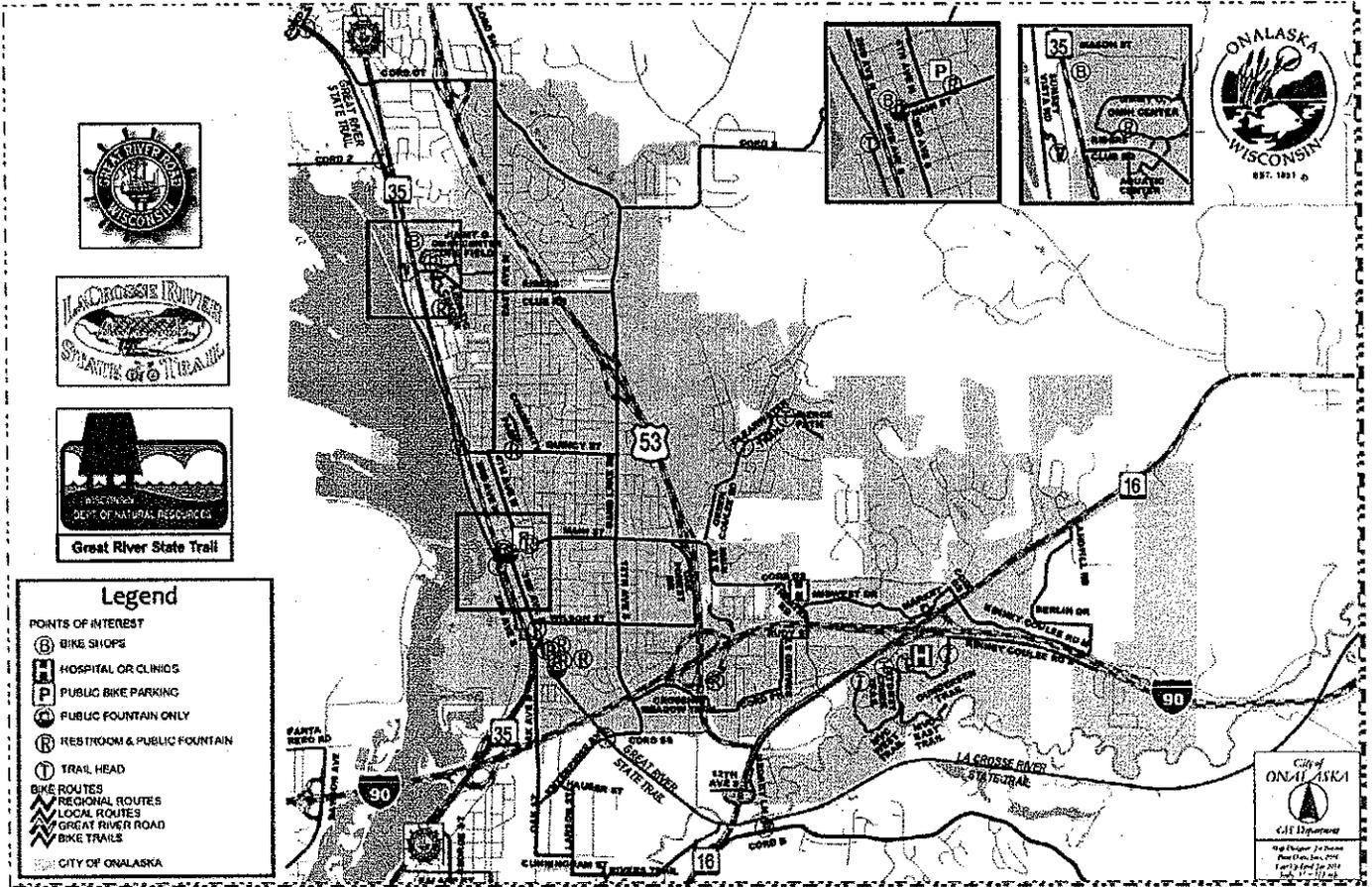
The La Crosse River State Trail is a 22-mile trail developed along the abandoned Chicago and Northwestern Railroad. Local trails connect to this, as does the Great River State Trail along State Highway 35 near the western edge of the City.

The Great River State Trail travels for approximately 24 miles along the abandoned Chicago-Northwestern Railroad. This is a part of the Mississippi River Trail with is a designated bicycle route that travels from the headwaters of the Mississippi River in Itasca, Minnesota all the way to the Delta of the Gulf of Mexico in Louisiana, an over 3,000 mile trek.

Many local streets have been constructed wide enough to also accommodate bicyclists. The City is continuing to develop roads that can accommodate bicycles. These have also been mapped as bicycle-friendly routes. The OnaBike Association assisted with evaluating these local streets and have identified those routes that are safe and accessible for people of all ages.



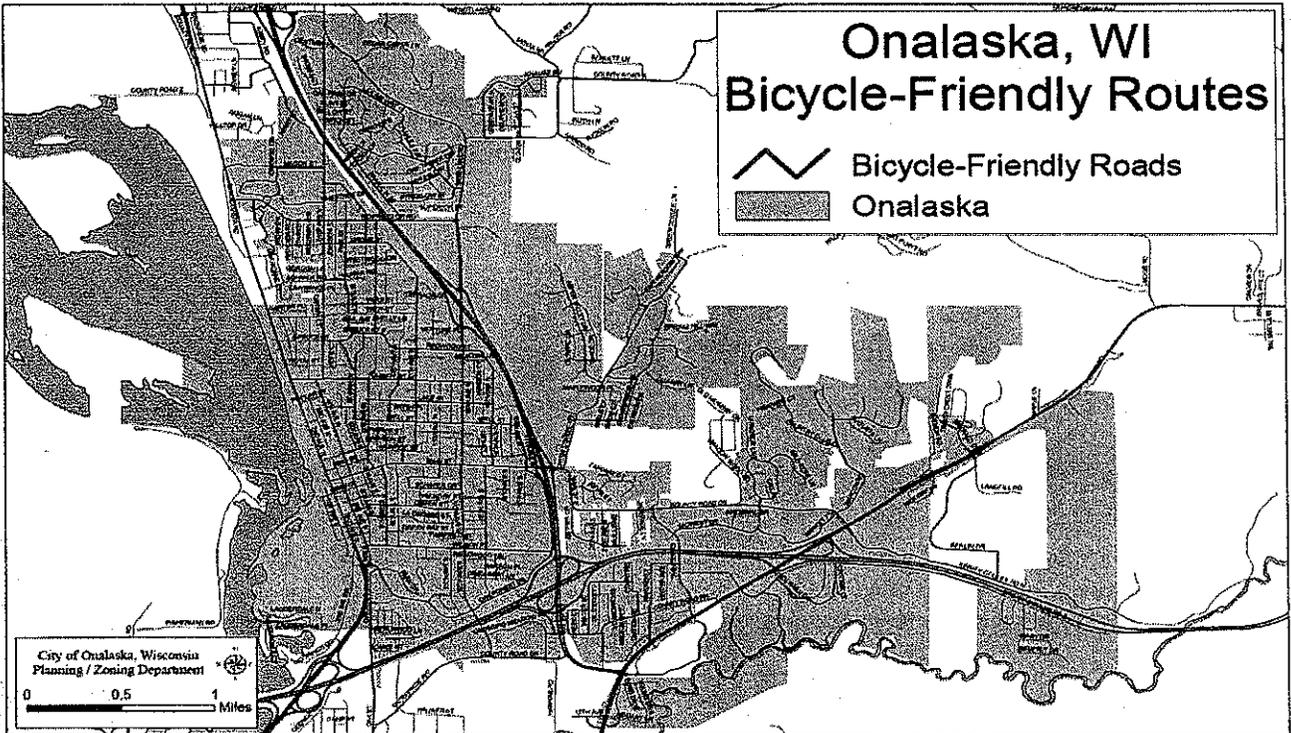
Figure 4-4
Onalaska Bicycle Routes (REPLACE??)



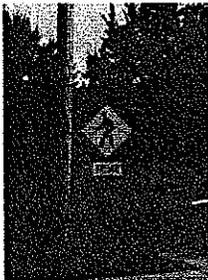
Source: City of Onalaska



Figure 4-5
Onalaska Bicycle-Friendly Routes



Source: City of Onalaska



Pedestrian Facilities

Some of the areas in the City lack complete sidewalk networks, but for the most part, the major residential and commercial areas are connected. Sidewalks are very prevalent throughout the community in residential and commercial areas to accommodate pedestrian movements. However, there is a lack of integrated land uses that allow for walkable multi-purpose trips. The City should continue to install sidewalks in new and existing developments to create a completely connected sidewalk system.

(SIDEWALK MAP)

The City and the Onalaska School District have worked together on writing and implementing a Safe Routes to School (SRTS) Plan through an SRTS grant. Several elementary schools use a “Walking School Bus” on a regular basis where adults walk with children along a designated safe route and lead children to school safely. New sidewalks, and signage is also being installed.



Railroads

The Burlington Northern Railroad runs north/south along the shore of Lake Onalaska. This track is heavily utilized for freight traffic travelling between Chicago and the Twin Cities. Passenger rail service via Amtrak is available in La Crosse. Figure 4-5 shows Wisconsin's railroads.

In 2014, a Quiet Zone Study was completed for the City, and implementation efforts are ongoing. There are known safety concerns along 2nd Avenue SW and the Great River Landing that are being evaluated for improvements. It is estimated that up to 60 trains per day currently travel through the City of Onalaska.

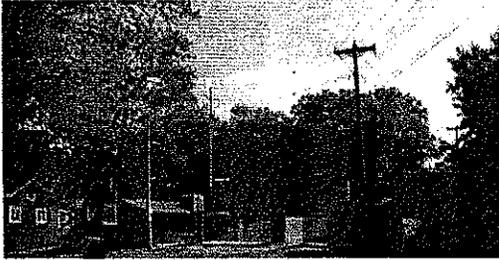
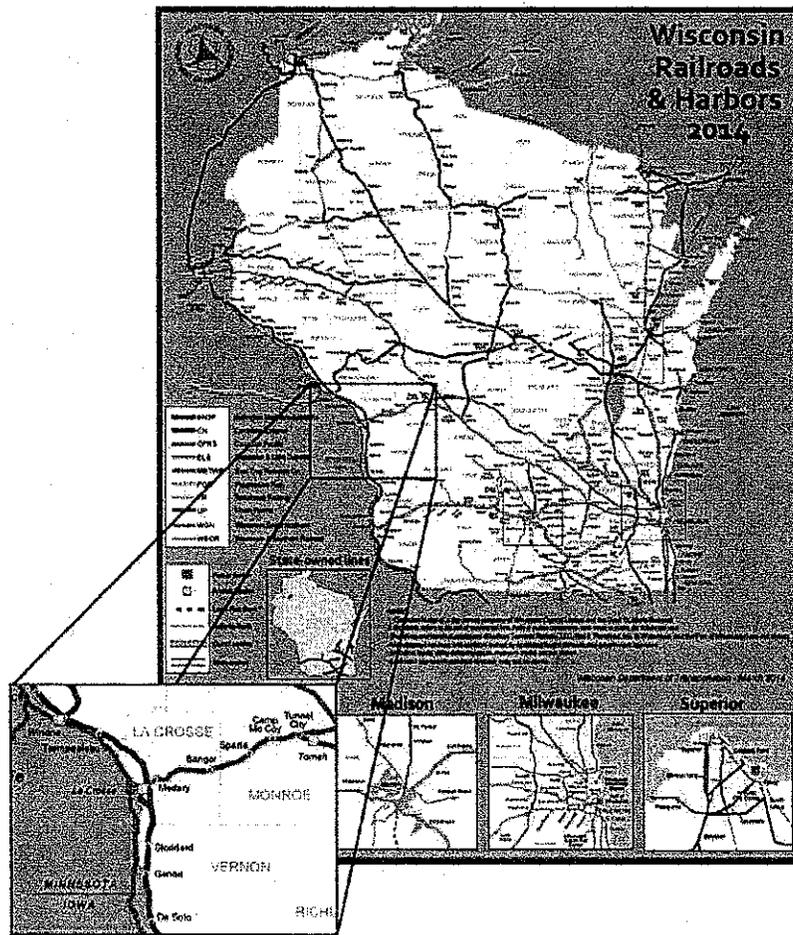


Figure 4-6
Onalaska Railroads



Source: Wisconsin Department of Transportation



Air Transportation

Commercial air passenger service and light freight service is available at the La Crosse Regional Airport located approximately three (3) miles from Onalaska. The airport was originally constructed in 1944 and was reconstructed in 1989. The airport has three asphalt runways and generally sees 10 flights per day.

In the five-year Wisconsin Airport Program (2014-2019) the La Crosse Regional Airport is slated for \$28 million of improvements, including terminal improvements, fueling area improvements, parking rehab, land acquisition, airfield lighting rehab, and hangar taxiway reconstruction.

The La Crosse Regional Airport provides unique development restrictions. The City adopted an Airport Overlay Zoning area (3-mile buffer from airport) that encompasses much of the City of Onalaska. Restrictions include industries creating dust or steam, tall objects, nighttime light pollution, noise sensitive environments, wildlife hazards and plantings that attract certain wildlife, and large concentrations of people in potentially hazardous areas. Development within these airport overlay zones may require additional permits and approvals.



Figure 4-7
La Crosse Regional Airport Zoning Overlay

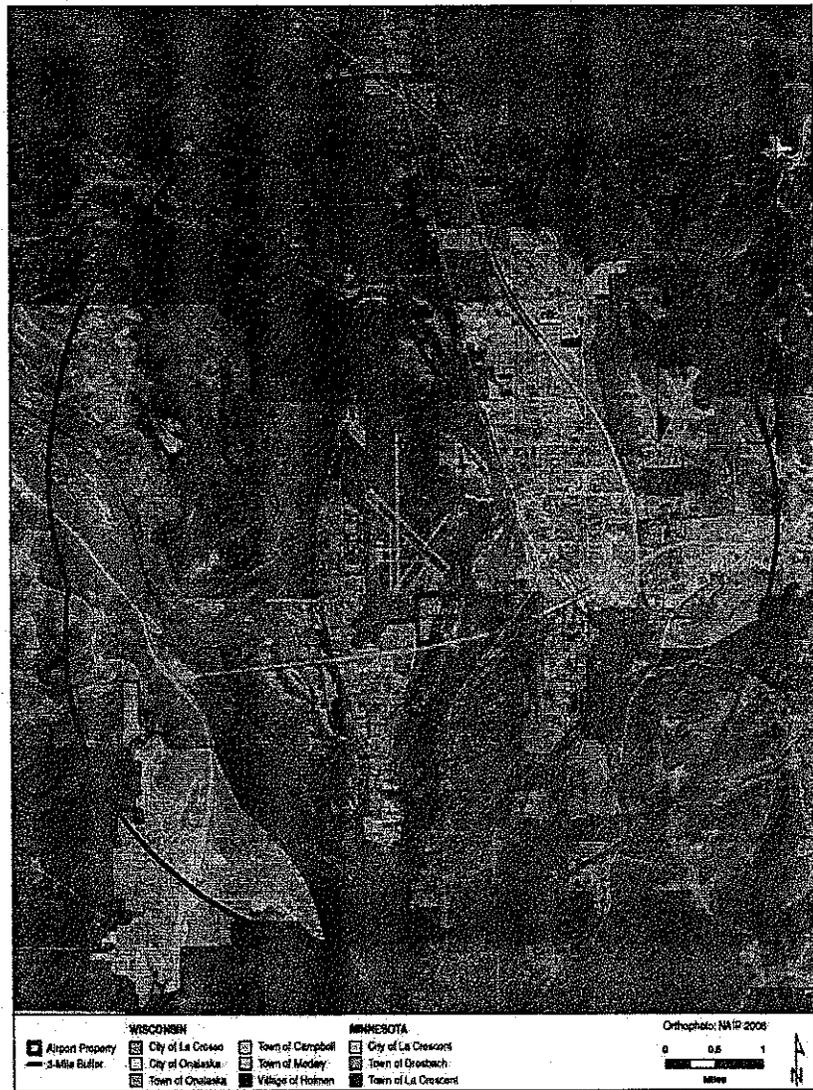
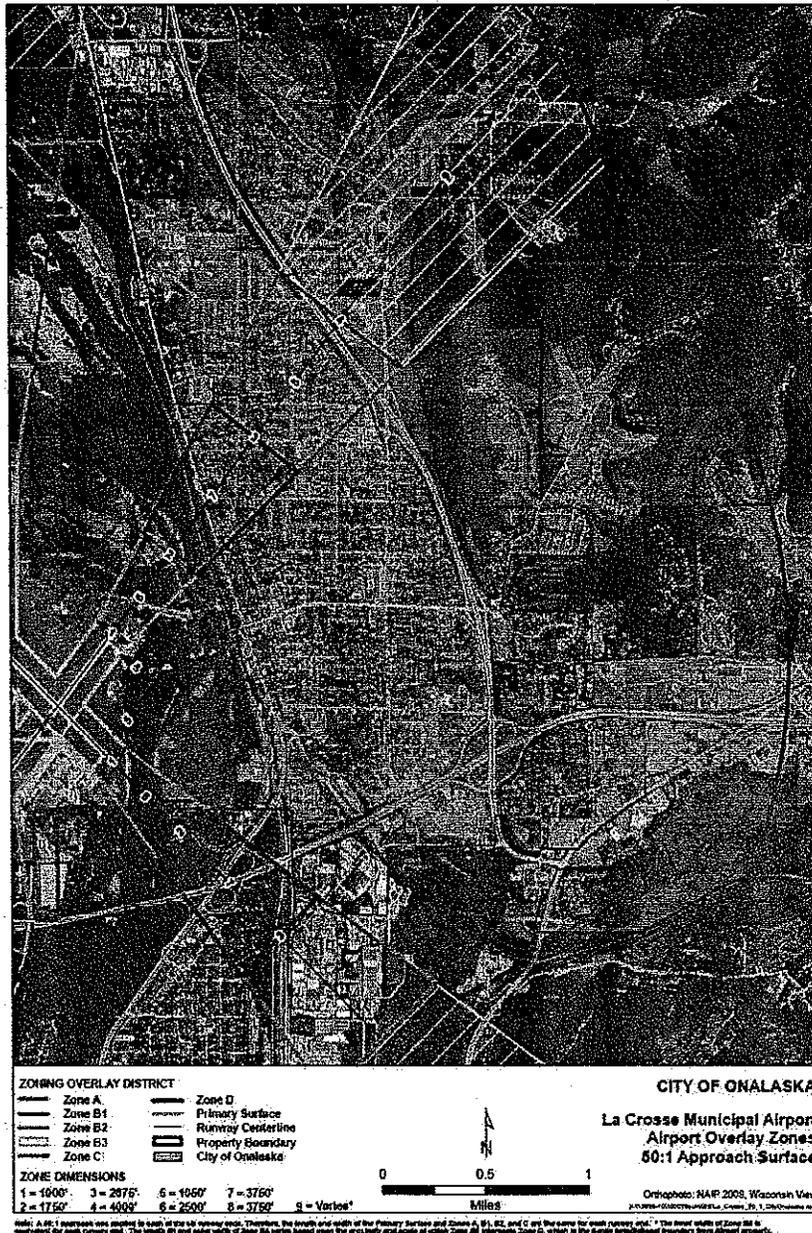


Figure 4-8
Onalaska Overlay Impacts

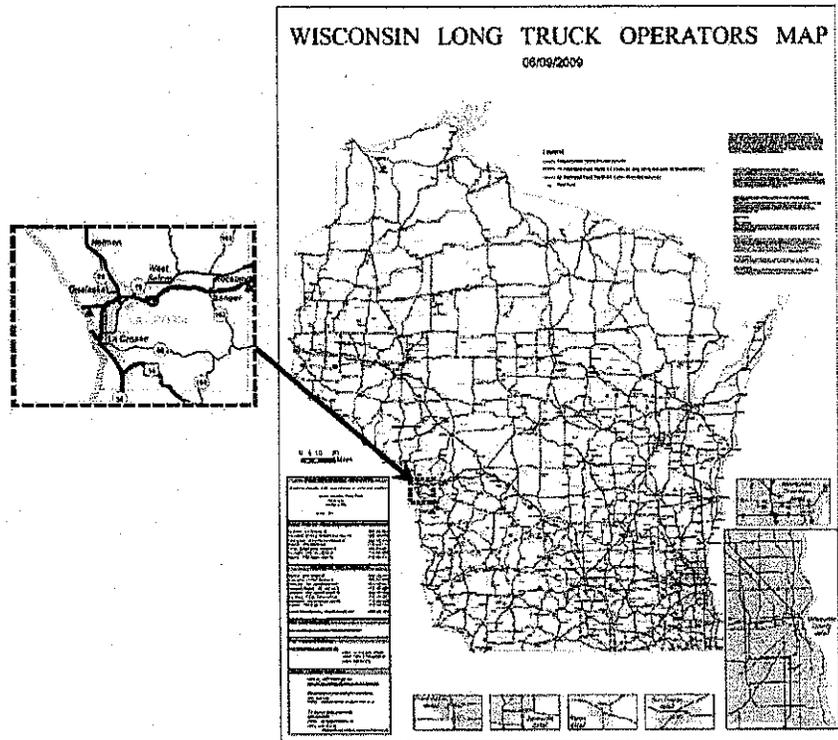




Trucking

According to the WisDOT Wisconsin Long Truck Operator's Map, created in June 2009, Interstate 90 and US 53 are designated long truck routes. These are routes that are safe to operate vehicles and combinations of vehicles with overall lengths that cannot be limited. State Highways 16 and 157 are classified as 75 foot Restricted Truck Routes, meaning trucks may have a maximum of a 53 foot long trailer. WIS 35 is classified as a 65 foot Restricted Truck Route, meaning trucks may have a maximum of a 48 foot long trailer without double bottoms. The following figure visually represents Wisconsin's long truck routes.

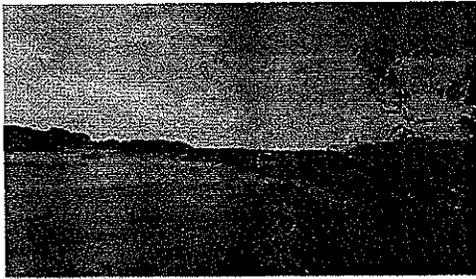
**Figure 4-9
Long Truck Operators Map**



Source: Wisconsin Department of Transportation

Locally, designated truck routes include all major highways, East Avenue, Riders Club Road, Quincy Street, Sand Lake Road, Main Street, County OS, Wilson Street, 12th Avenue South, portions of Oak Avenue, Oak Forest Drive, Theater Road, County PH, County SS, and Crossing Meadow Drive.





Water Transportation

The Port of La Crosse is three (3) miles south of Onalaska and services incoming and outgoing barge traffic on the Mississippi River. This is a large shipping facility that connects commodities internationally.

Boat traffic, including canoeing and kayaking, is found on Lake Onalaska, the Black River, the La Crosse River, the Mississippi River, and other area rivers and streams.

Trails

There are several miles of snowmobile, ATV and cross-country ski trails throughout Onalaska. A La Crosse County snowmobile trail parallels State Highway 16 on the City's east end. In fact, Lake Onalaska is connected to Lake Superior through a series of snowmobile trails. There have been some noted safety concerns with snowmobiles at some of the intersections along WIS 35.



Figure 4-10
Onalaska Area Snowmobile Corridors



Source: Wisconsin Department of Tourism

The Great River State Trail accommodates cross country skiing and snowshoeing for those interested.



"The planning, design, and construction of road and highways as well as other transportation modes affect existing land uses and plans and proposals for future development. Safe and efficient travel, whether by walking, taking a car, an airplane or a bike, is also influenced by the types and patterns of land use" (Wisconsin Department of Transportation).

4.3 Relationship to State and Regional Transportation Plans

Several state, regional and La Crosse County organizations and agencies have developed plans and programs for the management and systematic update of transportation facilities in the area. Based on a review of these plans and programs, no land use conflicts or policy differences were identified.

Wisconsin State Highway Plan 2020

The Wisconsin State Highway Plan 2020 prioritizes highway construction and improvement needs and investments. It was adopted by the Wisconsin Department of Transportation in February 2000. Wisconsin's State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating at the same time traffic congestion is increasing. In response to this critical issue, WisDOT, in partnership with its stakeholders, has developed the State Highway Plan 2020, a 21-year strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address Wisconsin's preservation, traffic movement, and safety needs. Several routes through the Onalaska and La Crosse areas are projected to experience moderate or severe congestion by 2020, including State Highways 35, 16, and US 53. The plan is updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin. This will eventually be phased out and be contained within the Connections 2030 Plan (and subsequent versions).

Wisconsin State Airport System Plan 2020 and 2030 (Draft)

Airports, aviation and aviation-related industries play a significant role in the economic success of Wisconsin communities. The Wisconsin State Airport System Plan 2020 provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet current and future aviation needs of the State of Wisconsin. Wisconsin also has a five-year airport improvement program. The La Crosse Regional Airport is scheduled to receive approximately \$28 million of improvements from 2014 to 2019.

Wisconsin Statewide Pedestrian Policy Plan 2020

WisDOT developed the Wisconsin Pedestrian Policy Plan 2020 to provide a long-range vision addressing Wisconsin pedestrian needs. The Pedestrian Plan is one of several plans recommended in Translinks 21, WisDOT's comprehensive transportation plan released in 1994.

The Pedestrian Plan provides a basic description of existing and emerging pedestrian needs over the next 20 years, with a set of recommendations to meet those needs. WisDOT's efforts ensure that this plan complements both existing and future long-range transportation plans.



Wisconsin Bicycle Transportation Plan 2020

WisDOT encourages planning for bicyclists at the local level and is responsible for developing long-range, statewide bicycle plans. Guidelines for accommodating travel by bicycles when roadways are reconstructed, or new roads are built, are available and their use is encouraged.

The development of WisDOT's statewide long-range bicycle plan, Wisconsin Bicycle Transportation Plan 2020, involved many people, including an advisory committee. This bicycle planning document is intended to help both communities and individuals in developing bicycle-friendly facilities throughout Wisconsin.

Wisconsin Rail Plan 2030

Wisconsin Rail Plan 2030 identifies rail issues statewide and is meant to serve as a guide for decision-makers through 2030, with updates occurring every five-years.

The BNSF route travelling through Onalaska is the busiest freight rail line in the state, transporting over 60 million tons of freight per year. Statewide, there is a projection that freight rail commodities will grow by over 16 percent by 2030. Trains on this route carry a variety of goods, including intermodal shipments from the ports of Seattle, Washington and Portland, Oregon to the Chicago area, and coal from Montana and Wyoming.

Concerning passenger rail, the La Crosse region would see 110 mile per hour trains for passenger travel from Minneapolis/St. Paul to Chicago and other routes among the Midwest.

Specific projects noted in the 2030 plan include infrastructure improvements include adding an additional round trips on the Empire Builder corridor between Chicago and Minneapolis/St. Paul and improvements to accommodate 6 to 8 daily intercity passenger trains between Minneapolis/St. Paul and Milwaukee using the existing Empire Builder Amtrak route.

Midwest Regional Rail Initiative

Nine Midwestern states, including Wisconsin, are working with Amtrak and the Federal Railroad Administration on proposals for high-speed passenger rail service. The plan, published in 2000, is intended to develop and improve the 3,000-mile Midwest Regional Rail System. Long-term, the La Crosse area would see 110 mile per hour trains from Minneapolis/St. Paul to Chicago and other routes among the Midwest for passenger travel.

Connections 2030

WisDOT developed a long-range transportation plan for the state, called Connections 2030. This plan addresses all forms of transportation: highways, local roads, air, water, rail, bicycle, pedestrian and transit. The overall goal of the planning process is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects.



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Several corridors include the Onalaska area, including the Coulee Country Corridor (La Crosse to Tomah), Frank Lloyd Wright Corridor (La Crosse to Madison), La Crosse Metropolitan Planning Area, Mississippi River Corridor (Dubuque to La Crosse to Twin Cities), and the Trempealeau River Corridor (La Crosse to Eau Claire) are identified.

Plans in these corridors generally include intercity bus and rail connections and increased bicycle accommodations.

La Crosse Area Planning Committee Coulee Visions 2050

Coulee Vision 2050 creates a long-range vision for transportation and land use in the La Crosse-La Crescent region. Communities in this area are projected to grow quickly, and this plan looks to encourage more infill development that is less reliant on automobile traffic. Guiding principles of transportation and land use have been incorporated into the Comprehensive Plan.

La Crosse Area Planning Committee – 2035 La Crosse and La Crescent Metropolitan Area Transportation Plan (MTP)

The vision of this plan is “To provide a safe and efficient transportation system for all users that encourages economic prosperity, and protects and enhances the area’s unique natural and cultural resources.”

Several projects underway are included in the plan, including Sand Lake Road and Theater Road. Other improvements include I-90 Auxiliary Lanes between exist at WIS 35 (US 53 South) and WIS 157, WIS 16 expansion to 4 lanes from Landfill Road to Vets Park in West Salem, US 53/12th Avenue extension, and WIS 35 reconstruction.

I-90 Corridor Bicycle/Pedestrian Accommodations Coordination Report

Several state, regional and local planning agencies coordinated and have developed broad support for a planning bicycle/pedestrian accommodations on the I-90 corridor as it is being redeveloped and reconstructed.

Wisconsin DOT: I-90 Reconstruction

Currently underway, this project is anticipated to be completed in 2018 and includes the reconditioning of 2.2 miles of pavement, reconstructing two miles of I-90, reconstructing the I-90/US 53/WIS 35 interchange, and re-decking and overlay of WIS 157 structures over I-90.

Wisconsin DOT: Six Year Highway Improvement Program

This plan identifies all construction projects scheduled for Wisconsin roads for the next six years. The projects change frequently, and updates are made monthly. Several highway improvements are scheduled in or near Onalaska, include:

- US 53 – La Crosse Corridor reconstruction;



- WIS 35 – Poplar Street to County OT – Reconstruction;
- US 53/WIS 35 – Theater Road – Reconstruct roadway and interchanges for safety improvements;
- WIS 16 – Reconstruction.

4.4 Assessment of Future Needs

Generally, the accessibility within the region is favorable for the City of Onalaska. General transportation-related challenges for the future, however, are significant and impact a variety of the transportation options within the City.

The City has identified a major safety concern at the intersection of Greens Coulee Road and Main Street. The reconstruction of this intersection has been studied, however, due to high costs and private landowner challenges, a solution to the congestion and safety hazards is difficult. The City has also learned from this intersection that it is imperative that subdivisions have multiple access points. As additional coulee's see development, it is critical to ensure that there are multiple access points that are designed with safety and traffic movements in mind.

The intersection of Riders Club Road and WIS 35 (Second Avenue), as well as the intersections of WIS 35 and Quincy Street, and Theater Road have been identified as safety issues due to the speed of traffic. These areas are slated for improvements in 2016. The WIS 16 and Theater Road areas are also seeing higher traffic volumes from increased commercial development. This area was reconstructed to help alleviate some of this congestion in 2014.

Transit facility access and convenience is a large issue. While the fact that public transit exists in Onalaska is a benefit, it is also a topic of contention because the times and routes it runs and serves Onalaska are limited, with virtually no evening routes, making it difficult to utilize for evening events or non-traditional work hours.

Bicycle and pedestrian facilities are currently widely used throughout the City. However, there are some "missing links", and the public identified that a community-wide non-motorized network is desired. Further, it was identified by several planning participants that walkable neighborhoods do not generally exist, leading to Onalaska residents having to rely solely on automobiles for many activities that might otherwise be able to be completed without a vehicle if it were more convenient.



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4.5 Goals, Objectives and Policies

Goal 1: Provide an integrated, safe and efficient transportation system.

Objectives

- a. By designing and building the transportation network to be interconnected both within new developments and with existing streets to the extent possible so that traffic load on residential streets is equitable, car trip distances are minimized, and walking and biking are convenient.
- b. By coordinating with regional and state agencies to facilitate efficient and cooperative planning, design, operation, and maintenance of transportation facilities and programs.
- c. By ensuring that safety features are incorporated into the design of all transportation facilities, including automobile, pedestrian, bicycle and transit-related facilities, and that dangerous transportation areas are improved through good planning, budgeting and utilizing alternative funding mechanisms.
- d. By planning for pedestrian, bicycle and transit-supportive land use patterns and development, including higher intensity developments along major roads; medium- and high-density residential development in close proximity to potential transit stations, major corridors, employment centers, and the downtown; and development and redevelopment in designated areas that are or could be well served by transit.

Goal 2: Encourage accessible pedestrian and bicycle facility networks in Onalaska and promote these as viable transportation options.

Objectives

- a. Increase opportunities for safe and efficient pedestrian and bicycle travel throughout the City by:
 - 1) Expanding and connecting to existing or future routes in new neighborhoods and adjacent communities
 - 2) Identifying and resolving missing sidewalk and trail links, both on-street and off-street, so that systems are complete;
 - 3) Improving pedestrian and bicycle infrastructure, including sidewalks, safe school routes, bike routes, bike lanes, bike parking and signage, particularly near bus stops and other high traffic, destination areas, including shopping centers and restaurant areas;



4) Not allowing vacating of right-of-way or utility easements where bicycle or pedestrian access might be appropriate in the future, unless otherwise deemed appropriate after staff and committee reviews.

b. By promoting the social, health, environmental and economic benefits of non-motorized transportation and other forms of pedestrian recreation/transportation.

c. By continuing to officially map future bicycle and pedestrian routes.

Goal 3: Provide an attractively designed transportation system.

Objectives

a. By maintaining or improving the quality of street design so that streets are attractive and inviting. This may involve using landscaping, colored pavements, attractive lighting, public art and/or site furniture in transportation corridors.

b. By planning, designing and constructing attractively designed gateways and entrances to the City.

c. By encouraging boulevard treatments and street trees on major collectors and arterials.

Goal 4: Support transportation strategies that improve Onalaska's economic vitality.

Objectives

a. By creating a transportation system that encourages new businesses to locate in the City and helps existing businesses to succeed.

b. By supporting reasonable, reliable and safe travel ways for freight and goods movement in the City and region.

c. By working closely with the LAPC to ensure a safe, efficient, accessible, reliable, affordable, and multimodal regional transportation system for use by commuters, including the Onalaska/Holmen Shared Ride Taxi and the partnership with the La Crosse Metropolitan Transit Utility for bus services.

d. By considering improvements to public transportation options to aid in increasing age diversity in the City by having options available for those populations that do not have or want vehicles.



e. By maintaining existing transportation facilities and requiring private developers to finance the construction of new transportation infrastructure needed to serve new development.

f. By supporting the Transportation Investment Coalition in funding alternative funding mechanisms for financing transportation-related infrastructure.

Policies and Recommendations

Transportation Circulation

- 1) Work to ensure that increased growth and development can be accommodated on local streets.
- 2) Continue to work cooperatively with the City of La Crosse, Village of Holmen, Town of Onalaska, La Crosse County, State of Wisconsin, and the La Crosse Area Planning Committee on transportation issues by submitting City plans, development plans and consider their plans when creating Onalaska transportation plans. Work with WisDOT on future interchange improvements.
- 3) Promote "interior" circulation within commercial and industrial areas to reduce the amount of local traffic using major arterials. Additionally, minimize the number of driveways and access points in the vicinity of interchanges and major intersections by using good access management.
- 4) Ensure that multiple points of ingress/egress are constructed in new developments to avoid congested and dangerous intersections, and to provide for efficient emergency services response times. This is particularly important as additional development continues within coulees.
- 5) Discourage the use of cul-de-sacs and dead-end streets when through-streets are possible.
- 6) Discourage through traffic on local neighborhood streets by the prohibition of truck traffic, restricted turns at intersections, and enforcing existing residential neighborhood speed limits by ticketing, increasing police patrol and/or using digital speed displays.
- 7) Continue to promote street trees, which add to neighborhood aesthetics, help slow traffic, and provide a barrier between the pedestrian and the street.

Parking

- 8) Enforce the parking provisions of the traffic chapter of Onalaska's Zoning Code, including attractive parking lot screening. Consider new



parking maximums to reduce parking lot size, which can enhance pedestrian access and contribute to a more attractive look to an area. Consider allowing on-street parking and shared parking to count toward parking requirements.

9) Encourage commercial redevelopments to locate parking in the rear or sides of the building, or the interior of the street face, to the extent possible.

Public Transit

10) Continue to coordinate paratransit with the Onalaska/Holmen Shared Ride Taxi and the La Crosse Metropolitan Transit Utility. Look for ways to increase ridership by making the service convenient to potential users through altered service times, destinations and well-located bus shelters.

11) Explore opportunities for transit-oriented design, especially during reconstruction of WIS 16 and in other appropriate locations.

12) Evaluate the need and appropriateness for establishing park and ride facilities in coordination with WisDOT.

Pedestrian and Bicycle Circulation

13) Strive to develop safe commuter and recreational bikeways in Onalaska that connect residential areas to businesses, schools, commercial areas, the Great River Trail and the La Crosse River Trail, including the incorporation of wayfinding signage.

14) Strive to provide a complete internal bicycle and pedestrian network (i.e. fix the missing links) that continues to connect and develop with regional trail systems.

15) Encourage park-and-rides, ride-sharing initiatives, bike-to-work and bike-to-school week and improved pedestrian/bicycle facilities. Work with major employers and agencies in the area to assist in implementation of these programs, including the provision of safe and accessible bicycle parking and storage.

16) Include the requirements of pedestrian and bicycle traffic in the design and timing of traffic control devices.

17) Follow the City's Complete Streets Policy.

Transportation Safety

18) Maintain street trees, landscaping, signage, roads, etc. to ensure adequate visibility and safety.

19) Identify and improve railroad vehicle and pedestrian crossings for



safe access to the water resources of Onalaska.

20) Continue to work to complete the trail and sidewalk system. Additional improvements and linkages should be considered for the Great River State Trail connections to the south crossing busy intersections. This will improve circulation and safety for bicyclists, as well as snowmobiles in the winter. Work with WisDOT during the reconstruction of WIS 35 and I-90. Work with the local snowmobile organizations for support.

21) Improve traffic safety by implementing transitions between transportation modes, such as; crosswalks, colored pavers, bike crossings, traffic calming measures and/or appropriate signage.

22) Study and designate funding for improving identified intersections with a low level of service in the Capital Improvement Program.

23) Continue to monitor the urban deer problem as it relates to traffic accidents. If the problem worsens, utilize the City's draft Urban Deer Management Report and work with the Wisconsin Department of Natural Resources to find a solution.

Transportation and the Environment

24) Whenever possible, avoid constructing transportation facilities that affect environmentally sensitive areas, such as the bluffs and wetlands.

25) Continue to recycle remnants of City street reconstruction projects.

Transportation and Aesthetics

26) Design and build transportation facilities that reflect the scale of the surrounding neighborhood when feasible.

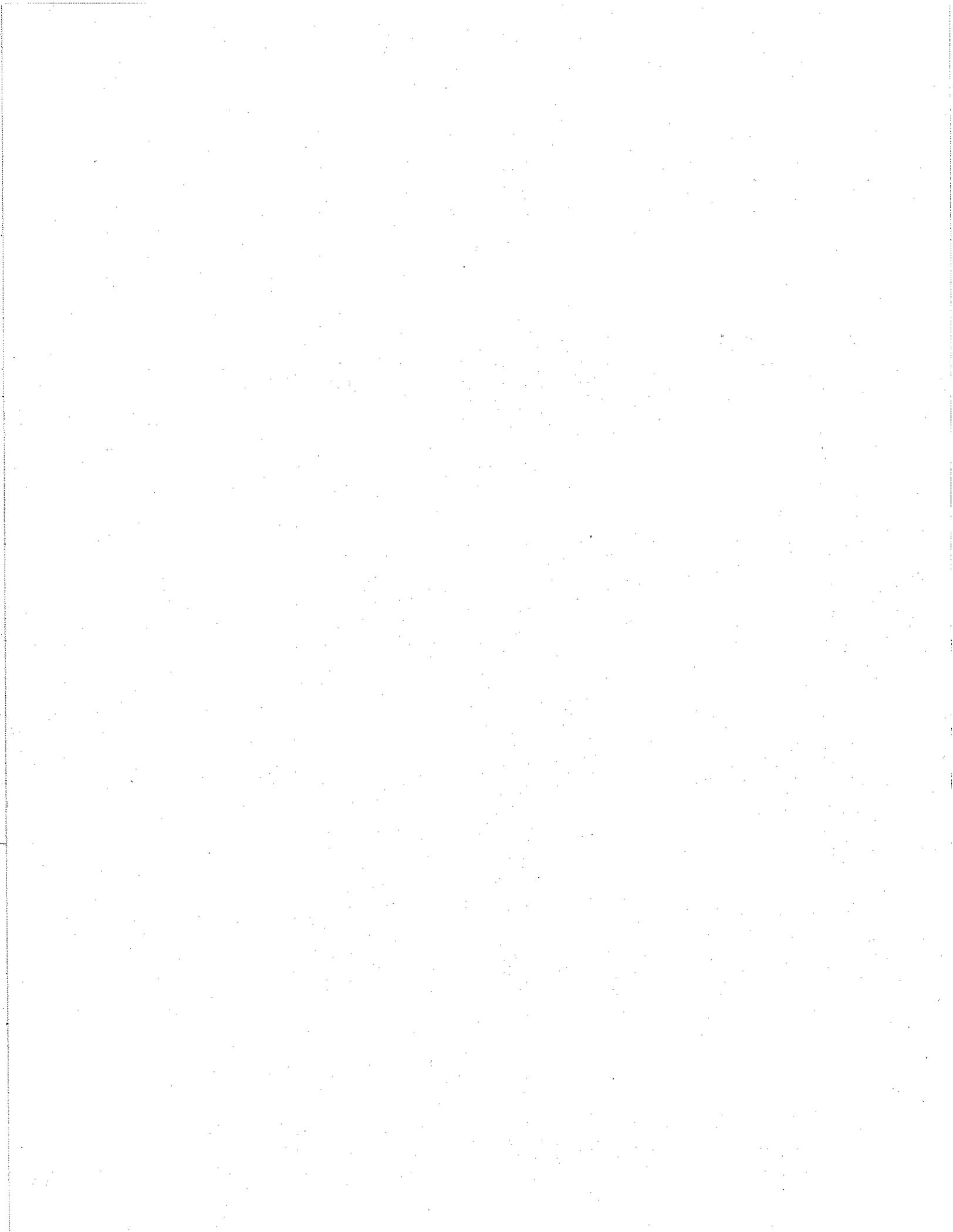
27) Continue to implement recommendations from the Quiet Zone Study along the railroad.

28) Consider the adoption of design guidelines to help determine how local transportation corridors should be redeveloped, including design features such as sidewalks, benches, pedestrian scale light fixtures, banners and landscaping.





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STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #7

Project/Item Name: STH 35 driveway for tax parcel 10-1151-0

Location: N5096 STH 35

Requested Action: Discussion on driveway access

Staff Report/Description: City staff has been approached by prospective buyer of property south of N5096 STH 35 regarding driveway access across City property. Attached map depicts parcel ownership in relation to STH 35 access.

Attachments: E-mail from Wis. DOT, map

 
1 in = 150 ft
GIS Dept
Map Designer: Joe Barstow
Date: 11/18/2014

Aquatic Center

Schuppel Property

35

Legend

 Van Riper Park & City Holdings

This map is to be used for reference purposes only. Every effort has been made to make this map as accurate as possible.

Holter, Jarrod

From: Lenz, Michael - DOT <Michael.Lenz@dot.wi.gov>
Sent: Thursday, November 06, 2014 9:02 AM
To: Holter, Jarrod
Cc: 'ryan@lacrosserealtor.com'; Wick, Dan
Subject: RE: STH 35 Access for

Hello,

This note is in reference to conversations I've had with Ryan Wessel regarding property along STH 35 in the City of Onalaska.

First, I'd like to apologize for any confusion that I may have caused in the matter involving the proposed access as it relates to the City of Onalaska property and a parcel that Ryan is looking to purchase. Because City of Onalaska property surrounds the parcel Ryan is interested in purchasing, I initially thought it might be possible for Ryan to submit a connection application permit so long as the City gave him permission to do so. Turns out that conversations I've had with WisDOT staff in Madison have guided me so that only the City should be listed as the applicant since Ryan is only a *perspective* buyer of the parcel in question. So, even though Jarrod sent me a note giving permission for Ryan to act more or less in the City's behalf, I will not be able to accept Ryan's submittal.

This will lead me to the second point of this note. In consideration of safety improvements that will be provided by our 2016 STH 35 improvement project, the La Crosse office of WisDOT feels that adding another connection to STH 35 in the suggested area will not be in the best interest of public safety. Our view is that the proposed access request would be denied even if the City were to more appropriately apply (instead of Ryan) for such a connection.

So, why would the City submit an application in their name for a possible connection to STH 35? The main reason is that DOT would need to formally deny (by letter) such a request. Denying such a permit request would make an appeal process available to the City that would go to our Madison Central Office for consideration. If the City didn't like the decision of Madison reviewers, they could take it to a formal hearing with the Department of Hearings and Appeals - or eventually to a higher level if they desire.

I'm really not sure how or why the parcels have been divided the way they have been. From our point of view, there are a couple of parcels in this area that appear to be landlocked unless easements with the City have been recorded.

Are there other options for access to the parcel Ryan is interested in acquiring? Short of going through the appeal process, WisDOT would have no issue with the sharing of the existing access. In 2016, a two way left turn lane will be constructed in this area making the existing access a safer access for all parties. A new connection permit would need to be drafted since the existing permit is only for residential use. WisDOT would undoubtedly approve such a request.

Another access option might be available via Kramer Street but such an access would appear possible only if the City were willing to allow such a connection through the park.

I again apologize for any confusion I may have created. I also wish there was some other way we could aid this situation but the concerns related to highway safety do not allow for such options. Please let me know if the City of Onalaska would wish to receive our permit materials so they could apply for a connection to STH 35. Otherwise, let me know your thoughts or call me at the number listed below.

Michael Lenz

Department of Transportation
3550 Mormon Coulee Road
La Crosse WI 54601
608-785-9967

From: Holter, Jarrod [<mailto:jholter@cityofonalaska.com>]
Sent: Tuesday, November 04, 2014 3:50 PM
To: Lenz, Michael - DOT
Cc: 'ryan@lacrosserealtor.com'; Wick, Dan
Subject: STH 35 Access for

Mike,

Mr. Ryan Wessel met with me today regarding access to a parcel just north of Kramer Road along STH 35 (tax parcel 10-1151-0). The City of Onalaska owns 30 feet of STH 35 frontage that this parcel uses as access. The City of Onalaska is giving permission for Mr. Wessel to apply for a driveway permit along STH 35. All costs for the driveway construction and maintenance shall be associated with the Mr. Wessel as the permit applicant.

Please contact me if you have any further questions or need further information.

Thank you,

C. Jarrod Holter, P.E.
City Engineer

City of Onalaska
(608)781-9537
jholter@cityofonalaska.com

STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #8

Project/Item Name: 3rd Avenue South

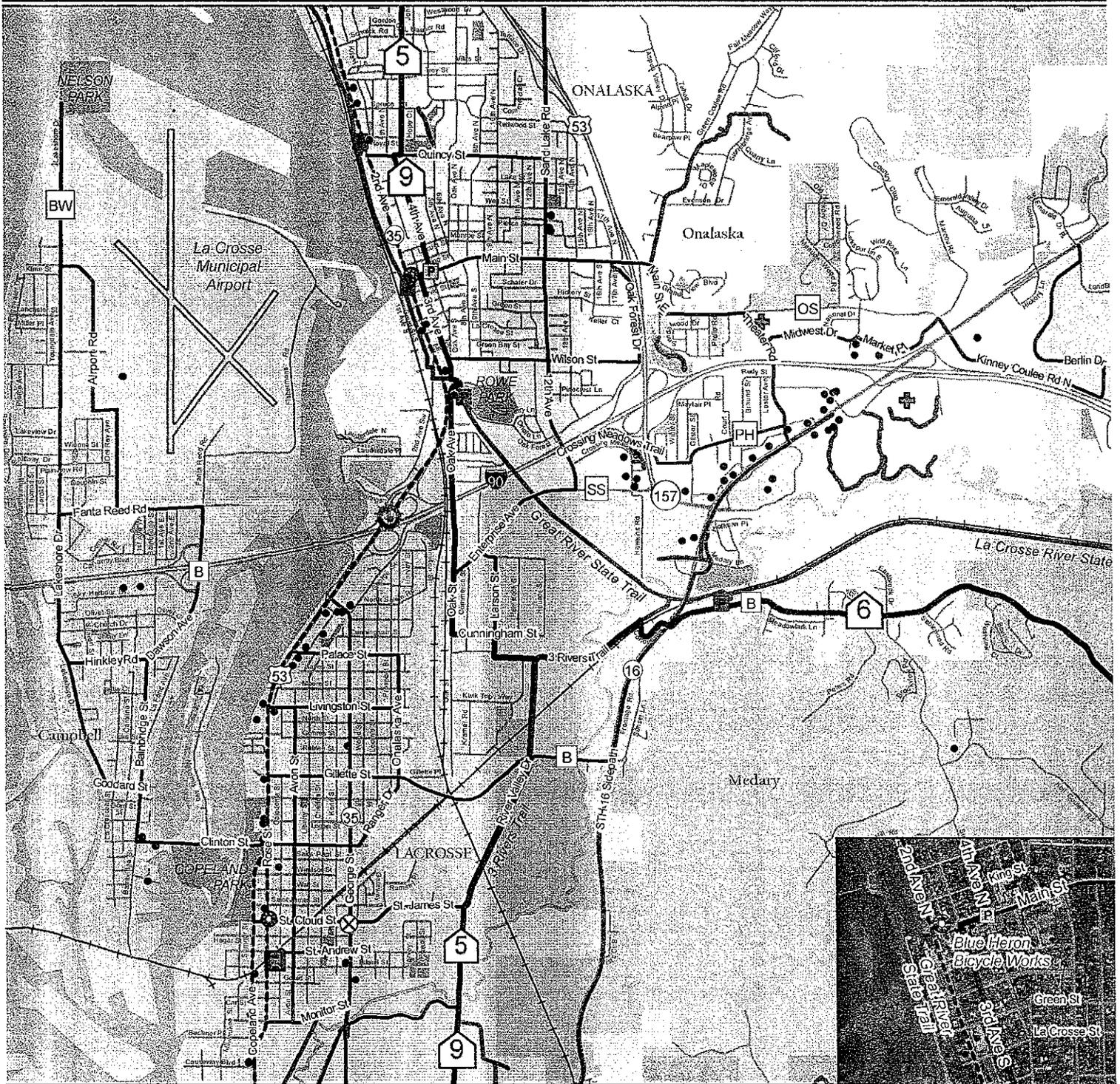
Location: 3rd Avenue South

Requested Action: Discussion on street width and bicycle facilities

Staff Report/Description: City staff has started design of project and is requesting direction on the installation of bicycle facilities on this street. This street is listed on the La Crosse Area Planning Committee bicycle route plan and could offer alternate access through the downtown for the Great River State Trail.

Attachments: Street cross sections, LAPC Bicycle map

North La Crosse, Campbell, & Onalaska Bike Route Map



Legend

- Regional Bicycle Route
- Local Bicycle Route
- GRR Route-Unfriendly to Bikes
- Bike and Walking Trails
- Trailheads
- Public Bicycle Parking
- Bicycle Shops
- Great River Road
- Travel Barriers
- Popular Eateries & Grocers
- Convenience Stores
- Coffee Shops
- Hospitals and Clinics
- Amtrak Station
- Parks & Recreation Areas
- Rail Lines

0 0.25 0.5 1 1.5 Miles



Mississippi River Trail

The MRT through North La Crosse and Onalaska follows regional routes 5 and 9 along the 3 Rivers Trail, River Valley Dr, Palace St, Larson St, Cunningham St (future), Oak St, and Oak Ave to the Great River State Trail. Currently, the MRT follows Palace St until Cunningham St is completed.

NOTE: The regional routes are not signed at this time. The plan is to have them signed by the end of 2012.

Travel Barrier

On-street bicyclists will need to use the crosswalk to cross George St and continue on St. Cloud St.

Bike Shops

- Blue Heron Bicycle Works, 213 Main St, Onalaska
- Buzzz Bikes & Boats, 800 Rose St, La Crosse

Public Bicycle Parking

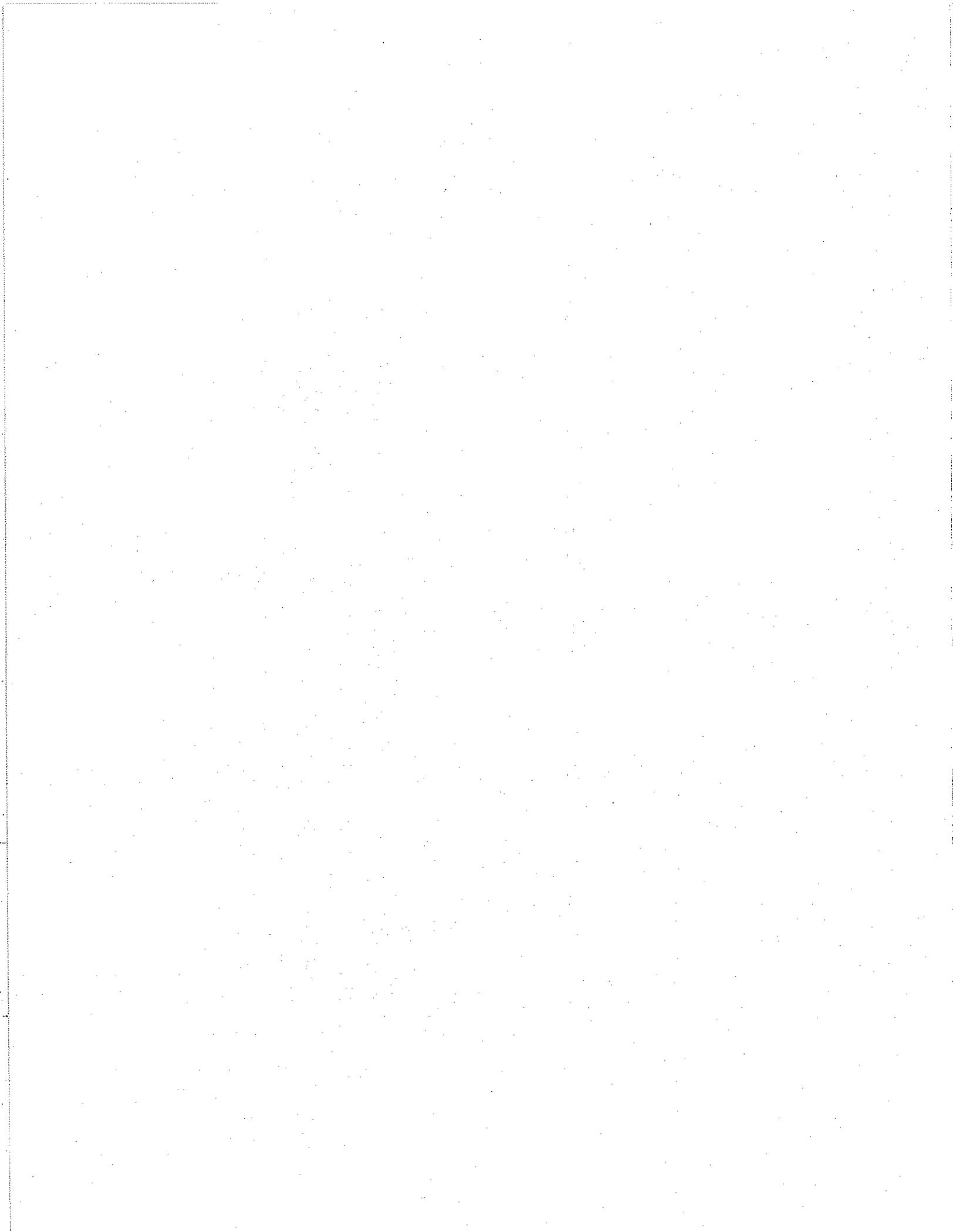
- Intersection of Main St & 4th Ave, Onalaska

Coffee Shops

- Caribou Coffee, 1202 CTH PH, Onalaska
- Gloria Jeans, Valley View Mall, La Crosse
- Starbuck's, 9432 STH 16, Onalaska

Local Eateries

- Adam's Rib, 101 Sky Harbour Dr, La Crosse
- Ardie's, 400 Lang Dr, La Crosse
- Blue Moon, 716 2nd Ave N, Onalaska
- Broaster's, 2240 Rose St, La Crosse
- Bucky's Burger Barn, 424 Copeland Ave, La Crosse
- Ciatti's, 9348 STH 16, Onalaska
- Cruz-In, W6450 Kail Coulee Rd, La Crosse
- Edwards's Pizza Wagon, 1930 Rose St, La Crosse
- The Fisherman's Diner, 136 Clinton St, La Crosse
- Huck Finn's, 127 Marina Dr, La Crosse
- Lindy's, 304 Sand Lake Rd, Onalaska
- Maggie's, 205 Main St, Onalaska
- Manny's, 301 Hampton Ct, Onalaska
- Marge's on Rose, 833 Rose St, La Crosse
- River Jack's, 1835 Rose St, La Crosse
- Seven Bridges, 910 2nd Ave N, Onalaska
- T Jo's Pizza, 1717 George St, La Crosse
- Tequila's, 425 2nd Ave S, Onalaska
- The Timbers, 426 2nd Ave S, Onalaska
- Traditions Restaurant, 201 Main St, Onalaska
- Train Station BBQ, 601 St. Andrew St, La Crosse
- Vinn's Runway, 2850 Airport Rd, La Crosse



STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #9

Project/Item Name: Pearl Street

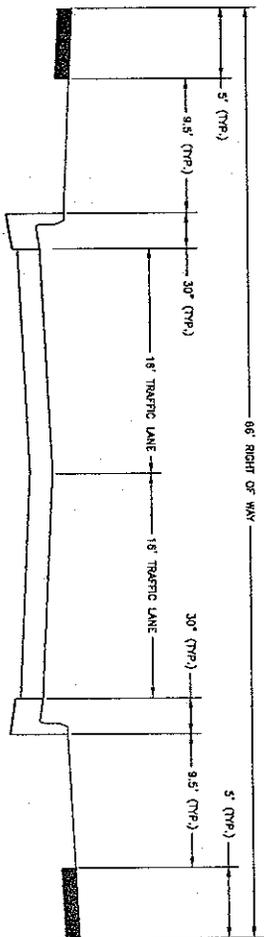
Location: Pearl Street

Requested Action: Discussion on street width due to narrow
right of way

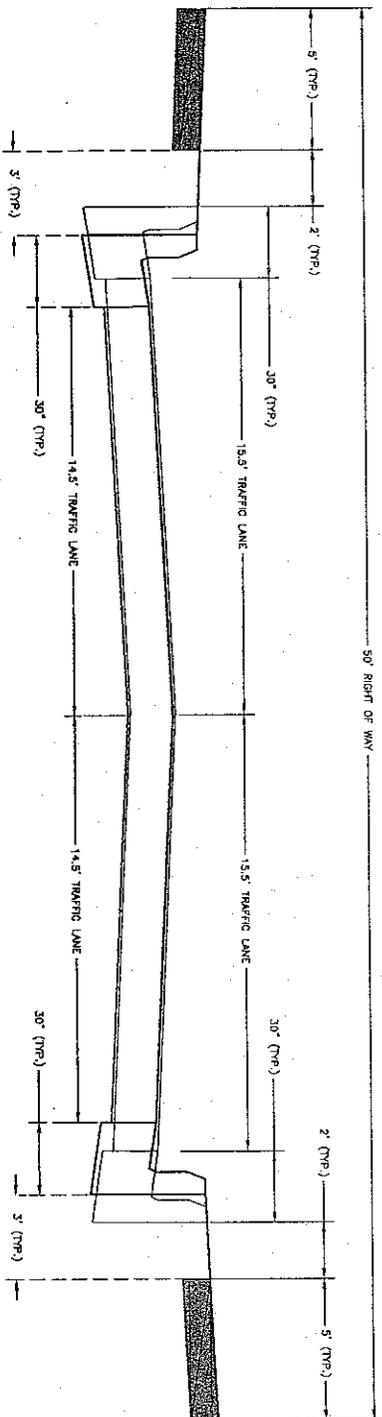
Staff Report/Description: City staff has begun design on the proposed
2015 Pearl Street improvements. The
existing right of way is substandard at 50
feet. The existing street has sidewalk on
both sides and a 35 foot wide street only
allowing a 2.5 foot boulevard.

Attachments: Street cross sections

TYPICAL ROADWAY SECTION



TYPICAL EXISTING PEARL STREET ROADWAY SECTION



PROPOSED PEARL STREET ROADWAY SECTION

DESIGNED	DRAWN	DESIGN	CHECKED	CITY OF ONALASKA	2015 UTILITY PROJECT	PEARL STREET ROADWAY DESIGN	SHEET 1 1
11/18/14	K.S.	11/18/14	C.H.	ENGINEERING DEPARTMENT 415 MAIN STREET ONALASKA, WISCONSIN, 54850 TELEPHONE: 800 315-5151 FAX: 800 315-5152			

STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #10

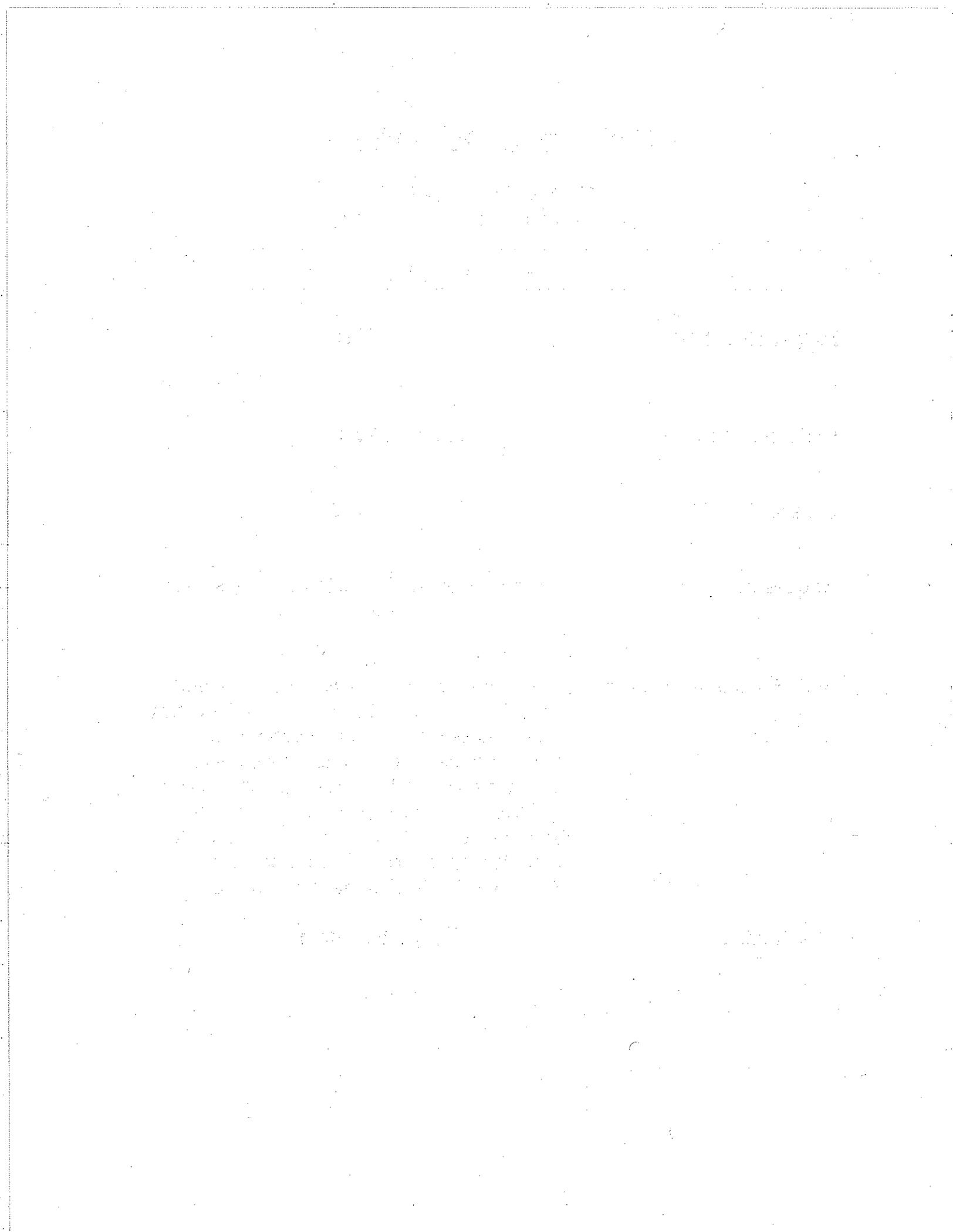
Project/Item Name: Sanitary sewer televising

Location: Citywide

Requested Action: Approval of 2014 & 2015 sanitary sewer televising

Staff Report/Description: Sanitary sewer televising was included within the 2014 and 2015 budgets. Sanitary sewer televising is a key component in maintenance of the sanitary sewer system and is mandated to be reported in the Wis. DNR CMAR(Compliance Maintenance Annual Report). Staff is requesting the 2014 and 2015 budget amounts be combined into one \$48,000 televising project.

Attachments: Quotes, memo





MEMORANDUM

UTILITIES DEPARTMENT

Water and Sewer

TO: Finance Department

FROM: Steve Jackson

DATE: 10-15-14

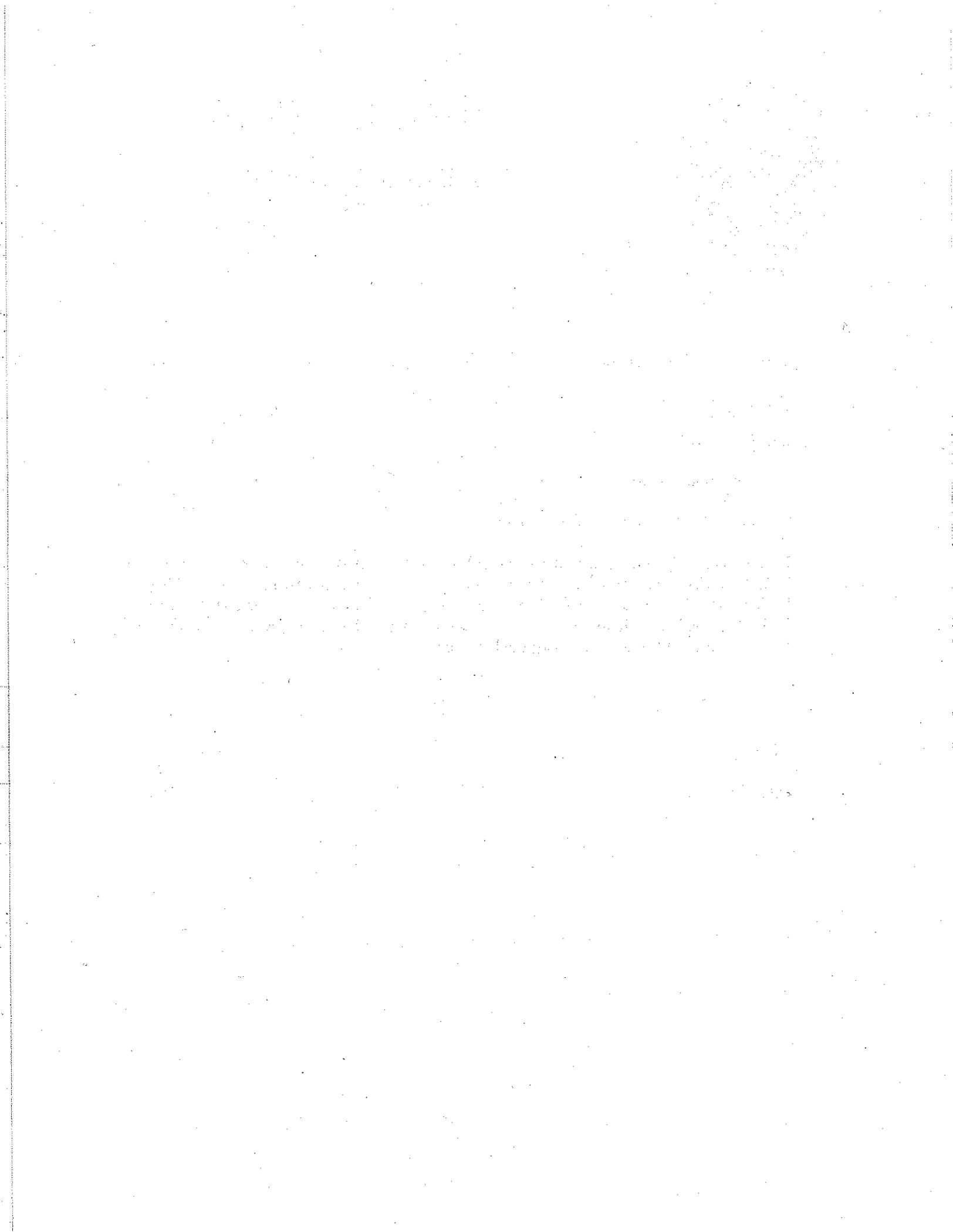
CC: Jim Prindle, Jarrod Holter

Subject: 2014 Sanitary Sewer Televising

In the 2014 budget the utility department budgeted \$24,000.00 to have a contractor come in and televise a portion of the sanitary sewer system. I attached two quotes for this and FLOW-RITE PIPE is cheaper of the two quotes at .50 a foot. The comparable bid from VISU-SEWER came in at \$1.26 a foot. I am planning on having approximately 50,000 feet televised in 2014 for the total budgeted amount.

Thank you,

Steve Jackson





Proposal

To: Steve Jackson
City of Onalaska
415 Main Street
Onalaska, WI 54650
608-781-9545

From: Mike Blazejovsky
Visu-Sewer, Inc.
W230 N4855 Betker Dr.
Pewaukee, WI 53072
414-335-2538

Date: 8/20/2013

Project: Sanitary Sewer CCTV Inspection

Visu-Sewer is pleased to offer the following service:

CCTV inspection of approximately 14,000 linear feet of 8" thru 12" sanitary sewer lines, in the City of Onalaska. The proposal cost includes DVD's, inspection reports with PACP codes & defect still photos, one (1) pass with a jet truck for light cleaning prior to televising, and video analysis with repair recommendations. Note: If needed, reverse set-ups, root cutting, additional jet passes, removal of protruding taps and reaming of mineral deposits will be completed at a T&M Rate of \$260.00 per hour. Easement lines and heavy cleaning will be quoted individually.

Price - \$1.26 per linear foot (3-year agreement)
(Based on a minimum of 14,000 lineal feet per year)

The City of Onalaska shall provide access to all manholes, water for our jet truck from nearby filling station (without charge), a dump site for any captured debris, and any traffic control required beyond cones and signs. Visu-Sewer will provide labor and equipment to complete the project.

Thank you for the opportunity to quote on this project. If you have any questions please do not hesitate to contact Randy Belanger or me at 262-695-2340.

All material guaranteed to be as specified. All work to be completed in a substantial workmanlike manner according to specifications submitted, per standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance. This proposal may be withdrawn if not accepted within 30 days of issue. Time and material rates are charges "port to port". Terms - Net 30 days.

Acceptance of Proposal

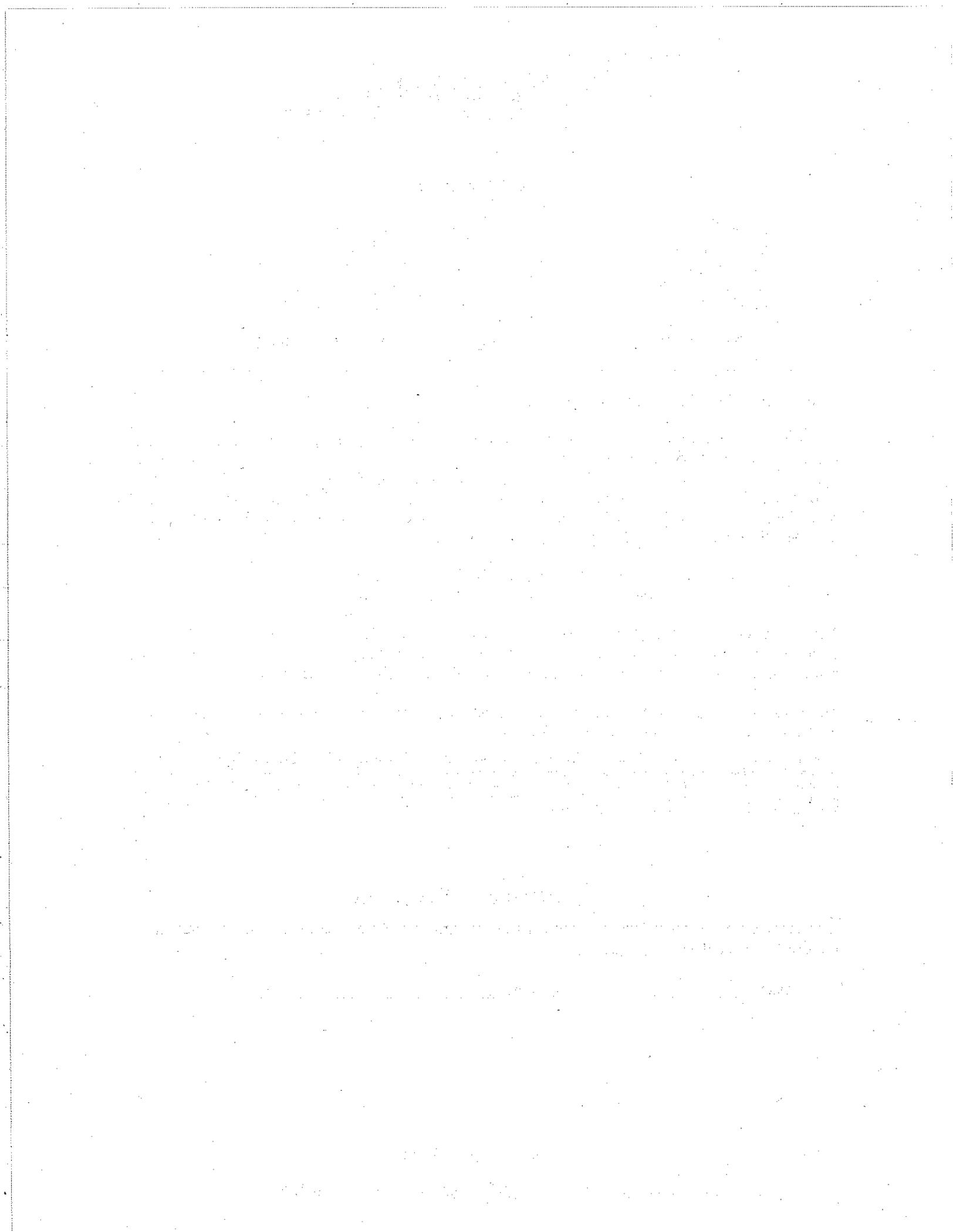
The above prices, specifications and conditions are satisfactory and are hereby accepted. VSC&S, Inc. is authorized to do the work as specified.

Date: _____

Signature: _____

www.visu-sewer.com

WISCONSIN - ILLINOIS - MINNESOTA - IOWA - MISSOURI



Flow-Rite Pipe & Sewer Services, LLC

Hydro Jetting Sewer Line Cleaning Pipe Line Video Inspection

20526 W. Ridge Ave. PO Box 3 Galesville, WI 54630

owner - Mike Happel

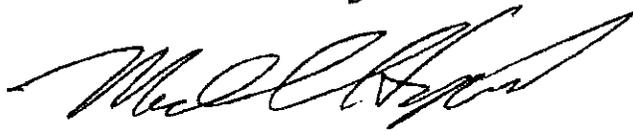
Phone: (808) 582-4793 or (866) 526-6161

Fax: (808) 582-4799 Mobile: (808) 385-1383

TO: City of Oronoke

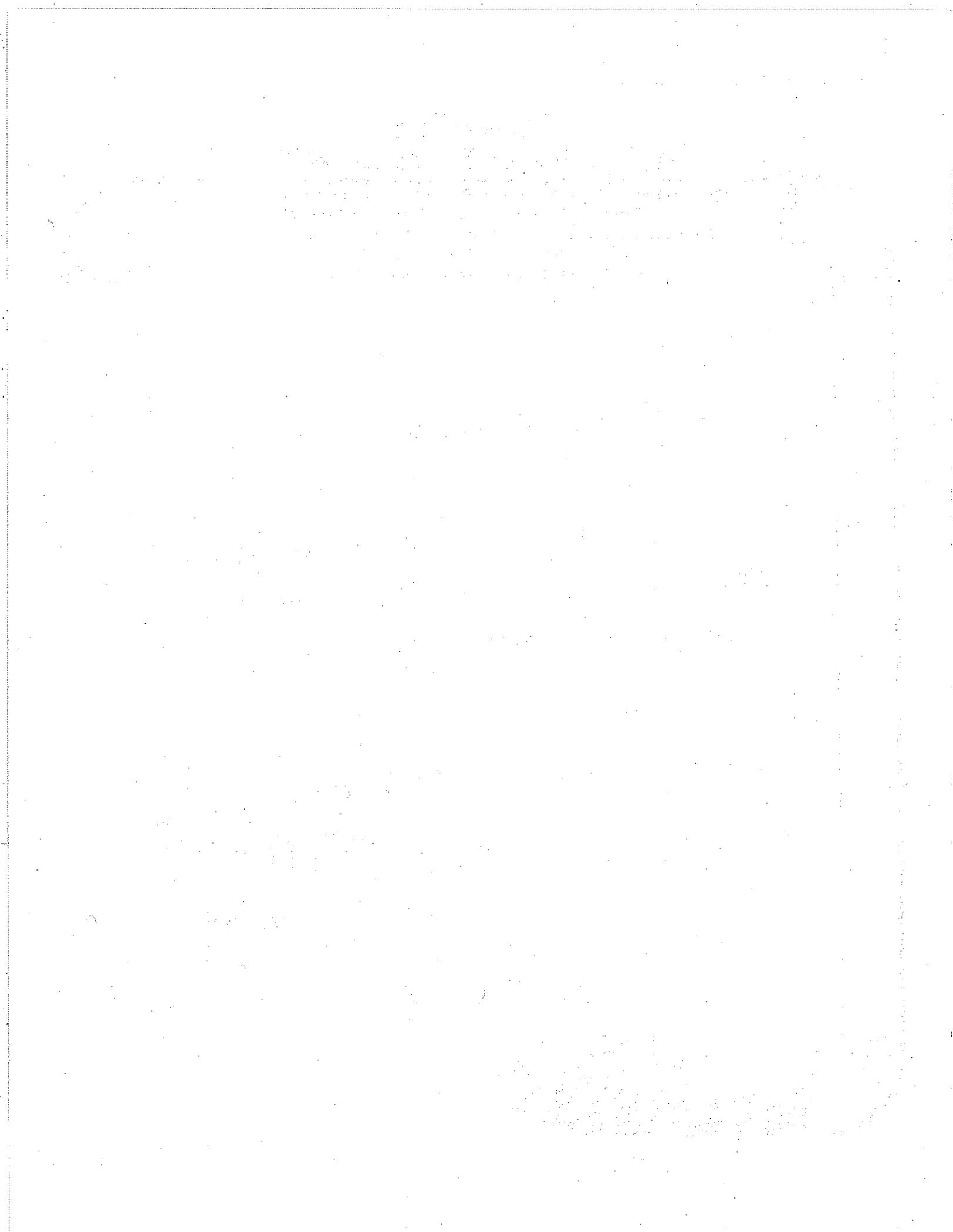
The Fee for TELEVISION SEWER
Pipes is .50¢ per foot. looking
FORWARD to working w. you AGAIN

Thank you!



Michael K. Happel





STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #10

Project/Item Name: Sanitary sewer televising

Location: Citywide

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Attachments: Quotes, memo



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(Based on a minimum of 14,000 lineal feet per year)

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Thank you for the opportunity to quote on this project. If you have any questions please do not hesitate to contact Randy Belanger or me at 262-695-2340.

All material guaranteed to be as specified. All work to be completed in a substantial workmanlike manner according to specifications submitted, per standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance. This proposal may be withdrawn if not accepted within 30 days of issue. Time and material rates are charges "port to port". Terms - Net 30 days.

Acceptance of Proposal

The above prices, specifications and conditions are satisfactory and are hereby accepted. VSC&S, Inc. is authorized to do the work as specified.

Date: _____ Signature: _____

www.visu-sewer.com

WISCONSIN - ILLINOIS - MINNESOTA - IOWA - MISSOURI

Flow-Rite Pipe & Sewer Services, LLC

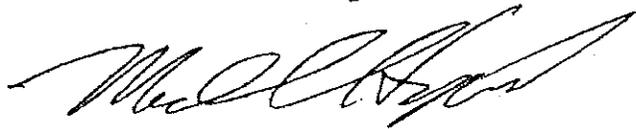
Hydro Jetting Sewer Line Cleaning Pipe Line Video Inspection
20526 W. Ridge Ave. PO Box 3 Galesville, WI 54630
owner - Mike Happel

Phone: (608) 582-4793 or (866) 526-6161
Fax: (608) 582-4799 Mobile: (608) 385-1383

TO: City of ~~Ondeka~~

The Fee for televising sewer
Pipes is .50¢ per foot. looking
forward to working with you again

Thank you!



Michael K. Happel



STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #11

Project/Item Name: South Kinney Coulee Lift Station

Location: South Kinney Coulee

Requested Action: Approval of engineering services

Staff Report/Description: The South Kinney Coulee lift station design was performed in 2010 in conjunction with the Main Street Storm Lift Station. Staff has been directed to work with the La Crosse County Solid Waste Department on costs for the lift station. The services included are updating of plans and specifications to current standards and negotiating costs with La Crosse County on usage of the lift station for cost sharing.

Attachments: Engineering services agreement

FOR OWNER REVIEW ONLY

DRAFT

Task Order No. 14-01
City of Onalaska, Wisconsin (OWNER)
and Strand Associates, Inc.[®] (ENGINEER)
Pursuant to Technical Services Agreement dated _____

Project Information

Project Name: South Kinney Coulee Pumping Station Rehabilitation

Project Description: Preliminary Services.

Services Description: Update opinion of probable construction cost and provide evaluation of landfill share.

Scope of Services

ENGINEER will provide the following services to OWNER:

1. Update the opinion of probable construction costs.
2. Update and review design flows and loadings to the pumping station.
3. Attend one meeting with OWNER and La Crosse County Landfill (Landfill) and one meeting with OWNER and OWNER's staff.
4. Evaluate sample results, provided by OWNER, of Landfill discharge to the sewer system.
5. Evaluate pumping station cost due to Landfill flow and loadings.
6. Provide a summary of findings to OWNER.

Compensation

OWNER shall compensate ENGINEER for Services under this Task Order on an hourly rate basis plus expenses an estimated fee of \$10,000.

Schedule

Services will begin upon execution of this Task Order, which is anticipated on November 15, 2014. Services are scheduled for completion on February 28, 2015.

FOR OWNER REVIEW ONLY

City of Onalaska
Task Order No. 14-01
Page 2
Date { _____ }

DRAFT

TASK ORDER AUTHORIZATION AND ACCEPTANCE:

ENGINEER:

STRAND ASSOCIATES, INC.®

DRAFT

Matthew S. Richards Date
Corporate Secretary

OWNER:

CITY OF ONALASKA

Joe Cluisen Date
Mayor

Cathy Barnmaster Date
City Clerk

**NOT FOR
DRAFT
SIGNATURE**

**NOT FOR
DRAFT
SIGNATURE**

STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #12

Project/Item Name: Snow and Ice Control Policy

Location: Citywide

Requested Action: Discussion on policy

Staff Report/Description: With the start of winter staff is bringing forward the City of Onalaska Snow and Ice control policy for committee review. Existing policy outlines goals and objectives of snow and ice control for City streets.

Attachments: Snow and Ice Control Policy

SNOW & ICE CONTROL POLICY

CITY OF ONALASKA

STREET DEPARTMENT

Jarrold Holter
City Engineer

Danny McDonald
Street & Storm Water Manager

Updated: Oct 2012

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Objectives

Classes of Roads

General Policy Statement

Determination of Need for Maintenance

Personnel and Equipment

Snow Plowing Sections and Priority Routes

Maintenance Service

La Crosse County Responsibility

Anti-Icing Application

De-Icing/Traction Control

Snow Removal

SNOW & ICE CONTROL
POLICY & PROCEDURE MANUAL
CITY OF ONALASKA
STREET DEPARTMENT

INTRODUCTION

This Policy and Procedure Manual presents a detailed overview of snow and ice control operations. It also contains the goals and objectives of these operations and can be reviewed by the City's elected representatives for adherence to their policy goals and objectives in the area of snow and ice removal and control.

All snow and ice control operations are considered emergency in nature because public safety is involved. Consequently, regardless of the time of day or day of the week, the work is accomplished as expeditiously as possible. In order to achieve this level of service, long-range planning and equipment readiness are undertaken by the Street Department. Short range operational planning is done every time weather forecasts indicate a potential for adverse weather.

Short-term advance preparation is often difficult because of the infinite variety of conditions that can occur during the long snow and ice season (the snow and ice season in Wisconsin can begin as early as the middle of November and may last until the middle of April. While storms can occur outside of these time frames they are the exception rather than the rule). The rate and accumulation of snowfall, moisture content, temperature occurring before, during and after a storm, pavement temperature, wind direction and velocity during the storm, duration of the storm, time of day or night as well as day of the week, and intervals between storms all interact to make each storm unique in many aspects. Therefore, while a plan exists and there is a standard method of operation, there must be enough flexibility within the plan to provide for any difference or contingency as it arises.

Generally, the greater the snow accumulation, the greater the problem and the more complicated the operational response becomes to assure proper clearance of the streets and parking lots. However, a snow plan based on snow depth alone would be much too simplistic to be effective. For example, a rapid rate of snow accumulation can close streets before plows can get to them. High winds can quickly cause drifting and block streets. Continued wind can make re-plowing of already cleared streets necessary. Heavy, wet snow is harder for plows to push than light dry snow; therefore the time it takes to complete an operation is lengthened. Timing and temperature can also complicate the operation. A storm during a weekday rush hour is harder to combat than one which occurs early on a weekend day, simply because of traffic patterns and congestion. A moderate snowfall on warm pavements may melt quickly when salt is applied. However, a comparable snowfall in inches during sub-zero weather may require plowing and several applications of de-icing material before satisfactory road conditions are achieved.

All of these factors need to be considered when managers are formulating plans for each and every snow and ice control operation, and again when evaluating the effectiveness of a specific operation and the effect any operation may have on minimizing a storm's impact on the community.

With all of these thoughts in mind the following are the goals and objectives of the City of Onalaska snow and ice control operations:

OBJECTIVES

- 1) To facilitate handling of emergencies by fire and police activities in winter months.
- 2) To minimize hazards of slippery road conditions to motorists and pedestrians through tried and proven methods of snow and ice control on City streets.
- 3) To reduce economic losses to the community and industry caused by workers and commercial enterprises not being able to get to their jobs or to make deliveries.
- 4) To restore traveling conditions for the convenience of the general public to normal as soon as possible after each winter storm event.

CLASSES OF ROADS

The City of Onalaska has approximately eighty-nine (89) miles of streets, which consist of approximately twenty (20) miles of collectors and arterials. The City is divided into four (4) snow plowing sections (see attached Map A - D). For snow and ice control purposes, there are three (3) distinct classes of streets, which are maintained at different levels under the City's winter maintenance policy. These are listed in priority order as follows:

Main Streets

These include arterial and collector streets for through traffic as well as residential streets having unusual geometry, such as steep slopes. This also includes streets around schools, clinics, and fire stations.

Residential Streets

These include lesser traveled, local, neighborhood streets, as well as dead end streets and cul-de-sacs. Streets within the residential district are maintained only after the main streets have been treated and are in acceptable condition.

Alleys

Alleys are the lowest priority for snow and ice control and will receive snow and ice control only after main and residential streets have been completed.

Some parking lots are cleared at the time area streets are done. Other parking lots are done as separate operations with both main and residential streets.

GENERAL POLICY STATEMENT

The goal of the City of Onalaska's snow and ice control operation is to maintain adequate traction for pedestrians and vehicles properly equipped for winter driving conditions. This does not mean bare, dry pavement should be expected after each snowfall or ice storm. Furthermore, this does not mean the streets will be free of ice and snow.

DETERMINATION OF NEED FOR MAINTENANCE

Normally two (2) inches of snow is required before plowing of streets. Each winter storm has unique characteristics. Climatological factors such as storm intensity and duration, wind, temperature and moisture content affect the total amount of snow and/or ice accumulation and influence the methodology used to combat the resulting snow and/or ice related conditions.

The responsibility for ordering personnel and equipment into service for winter maintenance operation shall be primarily with the Public Works Department. The Police Department shall keep watch and assist in notifications to the Public Works Department of needed services.

PERSONNEL AND EQUIPMENT

- I. Personnel: Beyond the City Engineer the Onalaska Street Department consists of nine (9) full-time employees during the winter months and nine (9) full-time employees during the summer months. One (1) employee is the full-time City Mechanic. It shall be the policy of the City of Onalaska to have no employee(s) participating in snow removal operations for longer than fourteen (14) continuous hours. After this time a mandatory leave shall be taken before returning to snow removal operations.

Call Out Priority List:

1.	Danny McDonald	4/18/99	Street & Storm Water Manager
2.	Chris Olson	4/22/91	Crew Leader
3.	Mike Sallander	11/01/93	Mechanic
4.	Mike Servais	11/30/98	Operator/Laborer
5.	Nick Carlson	10/3/00	Operator/Laborer
6.	Dan Meyer	10/25/00	Operator/Laborer
7.	Dan Olson	1/5/05	Operator/Laborer
8.	Doug Stinson	5/21/07	Operator/Laborer
9.	Adrian Mosser	1/9/12	Operator/Laborer

- II. Equipment: It is very rare for any City to have sufficient equipment to adequately handle all snowstorms regardless of the amount of accumulation. To do so is just not economically feasible. The City of Onalaska is no exception. The City utilizes the following major pieces of equipment for snow removal operations:

1- 1991 Cat 140 Motor Grader w/ Wing	#110	Chris Olson, Nick Carlson, or Dan Meyer
1- 2008 Tandem Axle Dump Truck w/ 2-Way Plow, Wing & Muni-Body Spreader w/ Pre-Wet System	#103	Dan Meyer
1- 2012 Tandem Axle Dump Truck w/ 2-Way Plow, Wing & Muni-Body Spreader w/ Pre-Wet System	#100	Chris Olson
1- 1999 Single Axle Dump Truck w/ 2-Way Plow & Sander/Wing	#119	Dan Olson
1- 2010 Single Axle Dump Truck w/ 2-Way Plow, Wing & Muni-Body Spreader w/ Pre-Wet System	#124	Nick Carlson
1- 1999 Single Axle Dump Truck w/ 2-Way Plow & Sander/Wing	#102	Adrian Mosser
1- 1997 Single Axle Dump Truck w/ 2-Way Plow & Sander/Wing	#101	Doug Stinson

1- 2009 Tandem Axle Dump Truck w/ 2-Way Plow, Wing & Muni-Body Spreader w/ Pre-Wet System	#104	Mike Servais
1- 1996 2 ½ yd. Wheel End Loader w/ Snow Blower-2000 Fair Snocrete	#116	Salt Shed
1- 2009 Wheel End Loader w/ 12' Plow Blade	#150	Utility Dept.
1- 1999 ¾ Ton 4x4 Pickup w/ Plow	#118	
1- 2009 ¾ Ton 4X4 Pickup w/ Plow	#111	
1- 2003 ¾ Ton 4x4 Pickup w/ Plow	#108	
1- Rental Wheel End Loader w/ 12' Plow Blade	N/A	Utility Dept.
1- 2001 ¾ Ton 4X4 Pickup w/ Plow	#228	Utility Dept.
1- 2007 Kubota 4X4 Tractor w/ Snow Blower/Sander	#117	Utility Dept
1- 2012 1435 John Deere 4X4 Broom/ Blower	#411	Parks Dept.
1- 2008 Bobcat 5600 Tool Cat 4X4 w/ Blower/Broom/Sander	#416	Parks Dept.
1- 2004 ¾ Ton 4X4 Pickup w/ Plow	#408	Parks Dept.
1- 2004 1 Ton Flat Bed Truck w/ Plow	#403	Parks Dept.
1- 2009 ¾ Ton 4X4 Pickup w/ Plow	#225	Utility Dept. ← (read pumps & plow well houses)
1- 2005 Case Wheel Loader/Backhoe	#216	Utility Dept.
1- 1999 90XT Skid Steer/Bucket/ Broom/Trailer	#200	Utility Dept.
1- 2005 1145 John Deere 4X4 Broom/ Blower	#222	Parks Dept.
1- 2012 1145 John Deere 4x4 Broom/ Blower	#406	City Hall

SNOW PLOWING SECTIONS AND PRIORITY ROUTES

SECTION 1: Quincy Street and Sandlake Road

1- 2012 Tandem Axle Dump Truck w/ 2-Way Plow, Wing & Muni-Body Spreader w/ Pre-Wet System	#100	Chris Olson
---	------	-------------

1- 1997 Single Axle Dump Truck
w/ 2-Way Plow & Sander/Wing

#101 Doug Stinson

Priority Streets

Hwy 35	Oak Forest Drive to Poplar Street
Main Street	Hwy 35 to Hwy 157
East Main Street	Hwy 157 to Theater Road
Grandview Boulevard	East Main Street to End
Green Coulee Road	East Main Street to Aspen Valley Drive
Aspen Valley Drive	Green Coulee to end
10 th Avenue N. (Grove)	Quincy to East Avenue N.
Quincy Street	Hwy 35 to Hanson Court
East Avenue N.	Quincy Street to CTH SN
Riders Club Road	Hwy 35 to Sandlake Road
Vilas Street	East Avenue N. to 10 th Avenue N.
Troy Street	East Avenue N. to Hwy 35
Spruce Street	Hwy 35 to 6 th Avenue N.
Industrial Park	Commercial Ct./Trade Pl./Venture Pl.
6 th Avenue N.	Quincy Street to Spruce Street
Franklin Street	Riders Club Road to Juline Way
Rolling Oaks Drive	Franklin Street to Sand Lake Road

SECTION 2: Main Street N. and Quincy Street S.

1- 2010 Single Axle Dump Truck
w/ 2-Way Plow, Wing & Muni-Body
Spreader w/ Pre-Wet System

#124 Nick Carlson

Priority Streets

4th Avenue N.	Main Street to Quincy Street
6 th Avenue N.	Main Street to Spruce Street
Oak Avenue N.	6 th Avenue N. to Quincy Street
10 th Avenue N.	Well Street to Quincy Street
11 th Avenue N.	Main Street to Quincy Street
Sandlake Road	Main Street to Redwood Street
14 th Avenue N.	Main Street to Redwood Street
Redwood Street	14 th Avenue N. to 10 th Avenue N.
Well Street	Oak Avenue N. east to Dead End
17 th & 16 th Avenue N.	Main Street to Well Street
King Street	Hwy 35 to 6 th Avenue N.
9 th Avenue N.	Main Street to Well Street

SECTION 3: Main Street S. to OS

1- 2009 Tandem Axle Dump Truck
w/ 2-Way Plow, Wing & Muni-Body
Spreader w/ Pre-Wet System

#104 Mike Servais

1- 1999 Single Axle Dump Truck
w/ 2-Way Plow & Sander/Wing

#102 Adrian Mosser

Priority Streets

4 th Avenue/Oak Avenue S.	Main Street to Domke Street
Oak Forest Drive	Hilltopper Place to Main Street
12 th Avenue S.	Main Street to SS
Crossing Meadow Drive	12 th Avenue S. to SS
SS	Rail Road Tracks to Old Schroeder Road
Wilson Street	Oak Forest Drive to 3 rd Avenue S.
13 th Avenue S.	Oak Forest Drive to Main Street
9 th Avenue S.	Wilson Street to Main Street
8 th Avenue S.	Wilson Street to Main Street
3 rd Avenue S.	Wilson Street to Main Street
Green Street	HWY 35 to 13 th Avenue S.
3 rd Avenue S.	Wilson Street to Main Street
Irvin Street	Hwy 35 to 5 th Avenue S.
5 th Avenue S.	Irvin Street to Main Street

SECTION 4: East of Hwy157

1- 2008 Tandem Axle Dump Truck w/ 2-Way Plow, Wing & Muni-Body Spreader w/ Pre-Wet System	#103 Dan Meyer
1- 1999 Single Axle Dump Truck w/ w/ Plow & Sander/Wing	#119 Dan Olson

Priority Streets

PH	Hwy 157 to Hwy 16
Braund Street	Hwy 16 to PH
Theater Road	Hwy 16 to OS
N. & S. Kinney Coulee	Hwy 16 to Dead End
Marcou Road	OS to Dead End
Midwest Drive	OS to Theater Road
Larkspur/E. Larkspur Lane	OS to Dead End (Steep Hill at End)
East Main (OS)	Theater Road to Hwy 16
S. Kinney Coulee	Hwy 16 to Critter Court
Gundersen Drive	Entire Street
National Drive/Wild Rose Lane/Country Club Lane/Valley Vue Drive/ Market Place/Eagle Bluff Court/Holiday Heights/Critter Court	

SECTION 5: Cul de Sac's

Mainline plows will clear two (2) passes in and out, in conjunction with the plowing of the streets. Clearing of the cul de sacs will be done utilizing Utility Department staff with two (2) wheel end loaders w/ reversible front plow. Utility staff will clear cul de sacs upon completion of snow fall unless the depth or duration of the storm will require action prior to snow stoppage. Due to the mainline street plow proceeding with street clearing prior to completion of cul de sacs, at times a snow "ridge" may develop from the main line truck passing in and out of the cul de sac. This snow "ridge" may be in place for some time prior to the wheel end loader clearing the cul de sac. Due to the cul de sacs not being plowed until the stoppage of snow fall, cul de sac plowing may continue after the main line streets have been plowed.

SECTION 6: Parking Lots/Misc. Streets/Sidewalks

Public Works Facility and City Hall parking lots will be plowed by Utility Department staff if needed prior to normal working hours. Street Department staff will plow Public Works Facility and City Hall parking lots during normal working hours. Alleys will be plowed by Street Department staff as time permits during normal working hours.

Lots and Miscellaneous Streets

Police/Fire/City Hall
New Public Works Facility
Old Public Works Facility
Cemetery
Hwy 35 Waysides
Old Bait Shop Parking Lot
Library
Community Center
City Parks
Hansen Place/French Road Hwy 16 to Bridge (City Limits)
Sunnydell Addition All Streets
Schroeder Road
Fruit Acres All Streets
John Street 6th Avenue N. to Dead End
Horman Boulevard Green Street N.
Reburn Place
Alleys
Wilson Place
Sidewalks fronting on City property (will be maintained by Parks & Maintenance Depts.)

***Priority Streets listed in Section 1-4 are normally cleaned by 7:00 a.m. unless there are some extenuating circumstances. ***

MAINTENANCE SERVICE

- 1) 24 Hour Service: Traffic Signals at Hwy 35 and Main Street and other streets having unusual geometry.

Grandview Boulevard
Wilson Street, etc.

- 2) Full Maintenance Service: From approximately 4:00 a.m. to 8:00 p.m. and/or by Police request from 8:00 p.m. to 4:00 a.m.

Hwy 35
Main Street/East Main Street (OS)
Sand Lake Road/12th Avenue S.
Crossing Meadows Drive
SS
Braund Street (PH to Hwy 16) Wilson Street – Green Street hill
Theater Road Country Club Lane – East Larkspur
Grandview Boulevard (steep hill) Green Coulee – Ironwood – Maplewood
S. Kinney to Gunderson Clinic Wild Rose Lane
Midwest Drive/Market Place

- 3) Maintenance Service: From approximately 4:00 a.m. to 8:00 p.m. and/or by Police request.
All Priority Routes
- 4) Local Streets: Maintenance service from 6:00 a.m. to 3:20 p.m. or by Police request.
- 5) Cul de Sacs: Normal Snow Fall – cul de sacs are plowed with two (2) passes (in & out). This is followed by a wheel end loader with a reversible plow blade to finish clearing accumulated snow. Cul de sacs are the lowest priority of the Residential Streets class and may be delayed due to heavy snowfall or lack of staff.
- 6) Day Time Snow Fall: If it continues to snow during the daytime hours the Street Department will concentrate on the primary streets and streets with unusual geometry (steep hills) and/or by Police request. If it stops snowing early enough in the day, the Street Department would start its normal snow and ice removal operation. Otherwise, the operation would be shut down and resumed at approximately 4:00 a.m. the following morning.
- 7) Starting Time: Depending on when it stops snowing and the amount of snow that has fallen.

NOTE: There are exceptions to all of the above guidelines. A good example would be if we receive a large snowstorm and the winds would create severe drifting, which could make some streets impassable to emergency vehicles. Under these conditions, the Street Department would have someone on duty twenty-four (24) hours a day plowing residential streets so emergency vehicles could have access.

LA CROSSE COUNTY RESPONSIBILITY

La Crosse County is responsible for the following (see Map E):

1. Hwy 35
 - a) Poplar Street north to north City limits
 - b) 2nd Avenue S.W. to south City limits (includes overhead & signal lights)
2. Main Street
 - a) 17th Avenue to Green Coulee Road
 - b) All the on-off ramps on Hwy 53 (includes signal lights)
3. Hwy 16
 - a) I-90, Hwy 53 & Hwy 157
 - b) Entire length within the City limits
4. CTH SS
 - a) From Hwy 157 to right of way fence at old Schroeder Road (east line of Kwik Trip)
5. PH
 - a) From Hwy 157 north to north line of TJ Maxx driveway
6. Sandlake Road
 - a) Redwood Street to OT

ANTI-ICING

Anti-icing of City streets will be performed using liquid chemicals to prevent the formation of frost or bonding of snow or ice to the pavement. The City of Onalaska will typically anti-ice in advance of a storm event but may use anti-icing applications early in a storm event. Currently the City utilizes pre-wet systems mounted on plow trucks to perform the anti-icing operations. Using this equipment limits the amount and timeliness of the operation; therefore, only arterials and major intersections receive anti-icing. As the City adds equipment anti-icing may be expanded to all arterials and collector street classifications.

DE-ICING/TRACTION CONTROL

There are many factors that must be taken into consideration when determining the use of salt on roads and streets. Therefore, it is very difficult to have a definite written guideline for this purpose.

Some of the factors that must be taken into consideration are as follows:

- 1) Traffic Count
- 2) Class of Street
- 3) Temperature (Present and Future)
- 4) Weather Conditions (Windy, Cloudy, Sunny)
- 5) Time of Year
- 6) Time of Day
- 7) Amount of Snow
- 8) Moisture Content of Snow
- 9) Pavement Temperature

One or more of these above mentioned factors would determine how and when salt is used. A good example is the relationship between traffic and temperature... salt has a much better melting action on a heavily traveled street, such as Hwy 35 at a colder temperature than it does on a lesser traveled street, such as Wilson Street at a warmer temperature. Some of the streets, which are in the Wellhead Protection Zone, will receive a sand/salt mixture. If emergency icing conditions arise, a larger proportion of salt may be used.

De-Icing/Traction Routes (see Maps F & G): The primary streets in the four (4) snow plowing sections are included in the salt route. The following primary streets are treated first, not necessarily in this order:

Hwy 35	Oak Forest Drive to Poplar Street
Hilltopper Place	Oak Forest Drive to School Entrance
Main Street	Hwy 35 to Hwy 53
East Main Street/OS	Hwy 53 to Hwy 16
Grandview Boulevard	East Main Street to End
Sandlake Road	Main Street to Redwood Street
12 th Avenue S.	Main Street to SS
SS	Railroad to Schroeder Road
Crossing Meadows Drive	12 th Avenue to SS
PH	Hwy 157 to Hwy 16
Theater Road	Hwy 16 to East Main Street
Braund Street	Hwy 16 to PH
Quincy Street	Hwy 35 to Hanson Court
East Avenue N.	Quincy Street to OT
Riders Club Road	Hwy 35 to Sandlake Road
Troy Street	East Avenue N. to Hwy 35
Wilson Street	3 rd Avenue to Oak Forest Drive

Oak Avenue S.
Fire Station
Schools
Hills
S. Kinney Coulee
Gundersen Drive
Green Coulee Road
N. Kinney Coulee Road
Market Place
Midwest Drive
Sandlake Road
Redwood Street

Wilson Street to Domke Street
Streets Adjacent
Streets Adjacent
Various Throughout City
Hwy 16 to Critter Court
Entire Street
East Main Street to Clifford Drive
Hwy 16 to Baymont Hotel
Midwest Drive to East Main Street
Theater Road to East Main Street
Main Street to Redwood Street
Sandlake Road to 10th Avenue N.

SNOW REMOVAL

Areas and streets designated for snow removal are as follows:

Hwy 35
Main Street
East Main Street
Sandlake Road
12th Avenue S.
Crossing Meadows Drive
Wilson Street
Quincy Street
East Avenue N.
East Main (OS)
Braund Street
Theater Road
PH
Fire and Police Stations
Schools
Library
City Hall

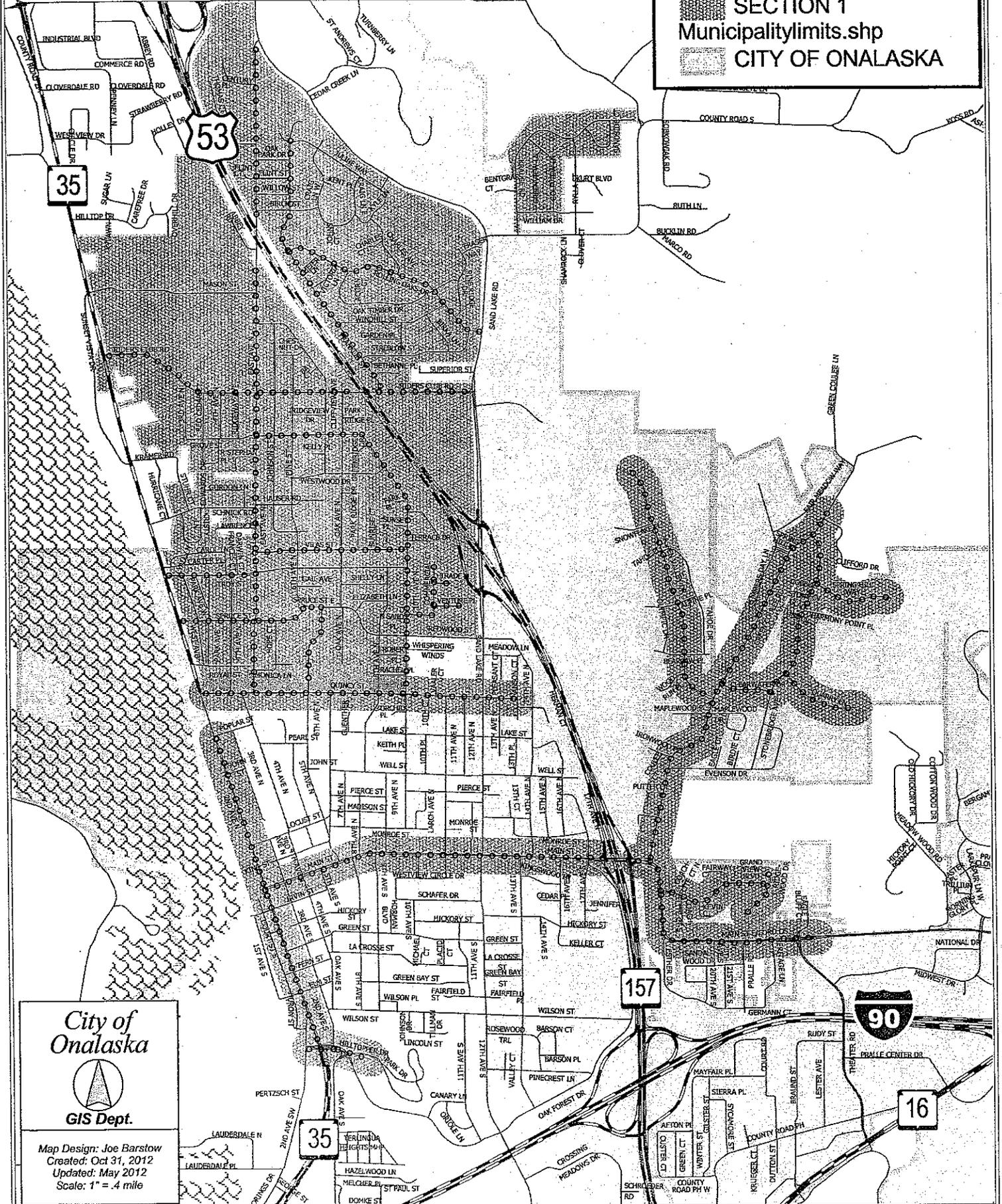
Oak Forest Drive to Poplar Street
Hwy 35 to 17th Avenue
Hwy 53 to OS
Main Street to Redwood Street
Main Street to SS
12th Avenue S. to SS
3rd Avenue to 13th Avenue N.
Hwy 35 to 13th Avenue N.
Quincy Street to Riders Club Road
North Side
Hwy 16 to PH
Hwy 16 to PH
Braund to Hwy 16
Streets Adjacent
Streets Adjacent
Parking Lots
Parking Lots

Snow removal from City streets shall be deposited at a location deemed environmentally safe. After spring thaw all debris associated with snow storage shall be removed and properly disposed of.

CITY OF ONALASKA PRIMARY SNOW ROUTE & ZONE

Primary Plowing
 Route 1
 Plow Zones
 SECTION 1
 Municipalitylimits.shp
 CITY OF ONALASKA

Map A

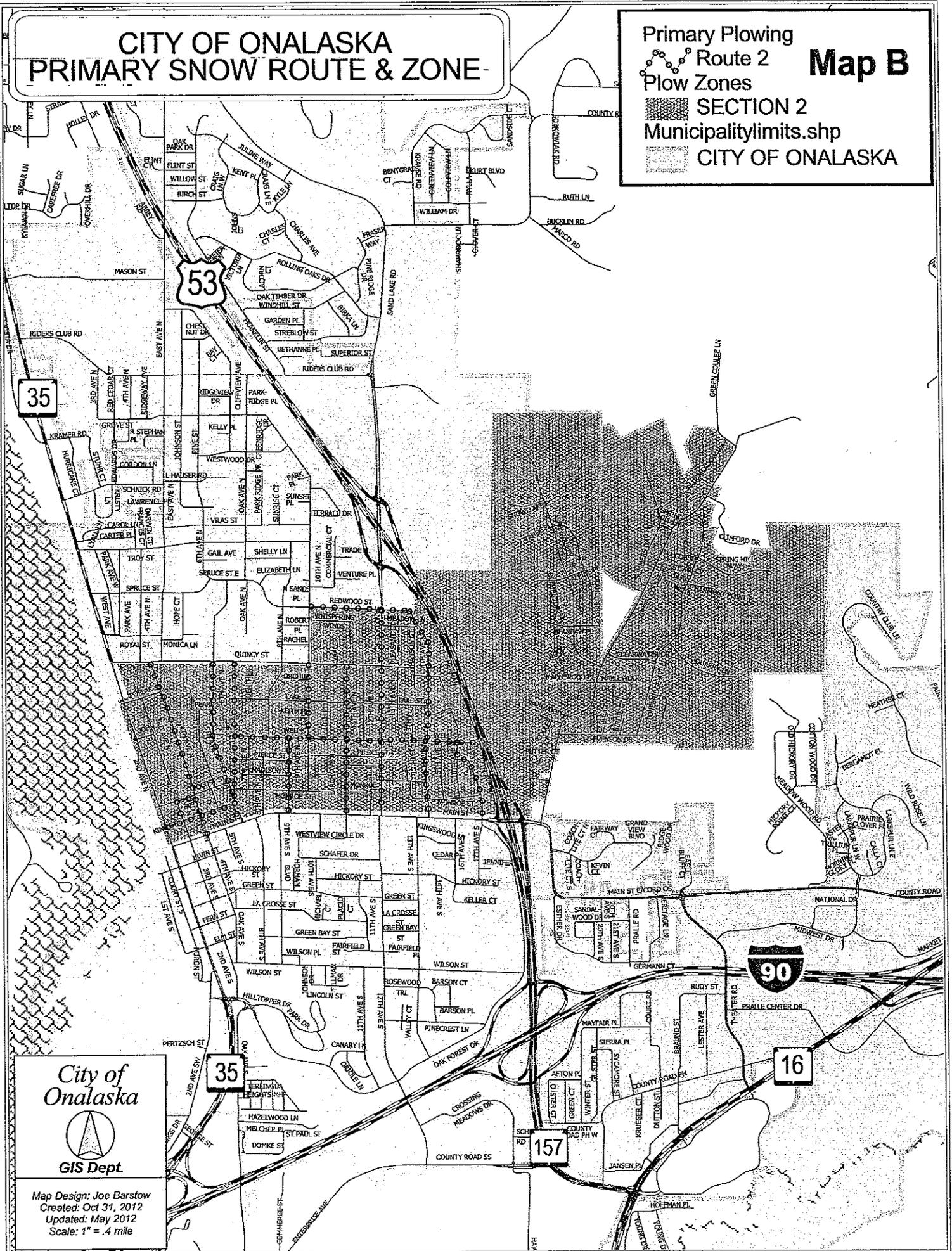


City of Onalaska
 GIS Dept.

Map Design: Joe Barstow
 Created: Oct 31, 2012
 Updated: May 2012
 Scale: 1" = .4 mile

CITY OF ONALASKA PRIMARY SNOW ROUTE & ZONE

Primary Plowing
Route 2
Plow Zones
SECTION 2
Municipalitylimits.shp
CITY OF ONALASKA



*City of
Onalaska*



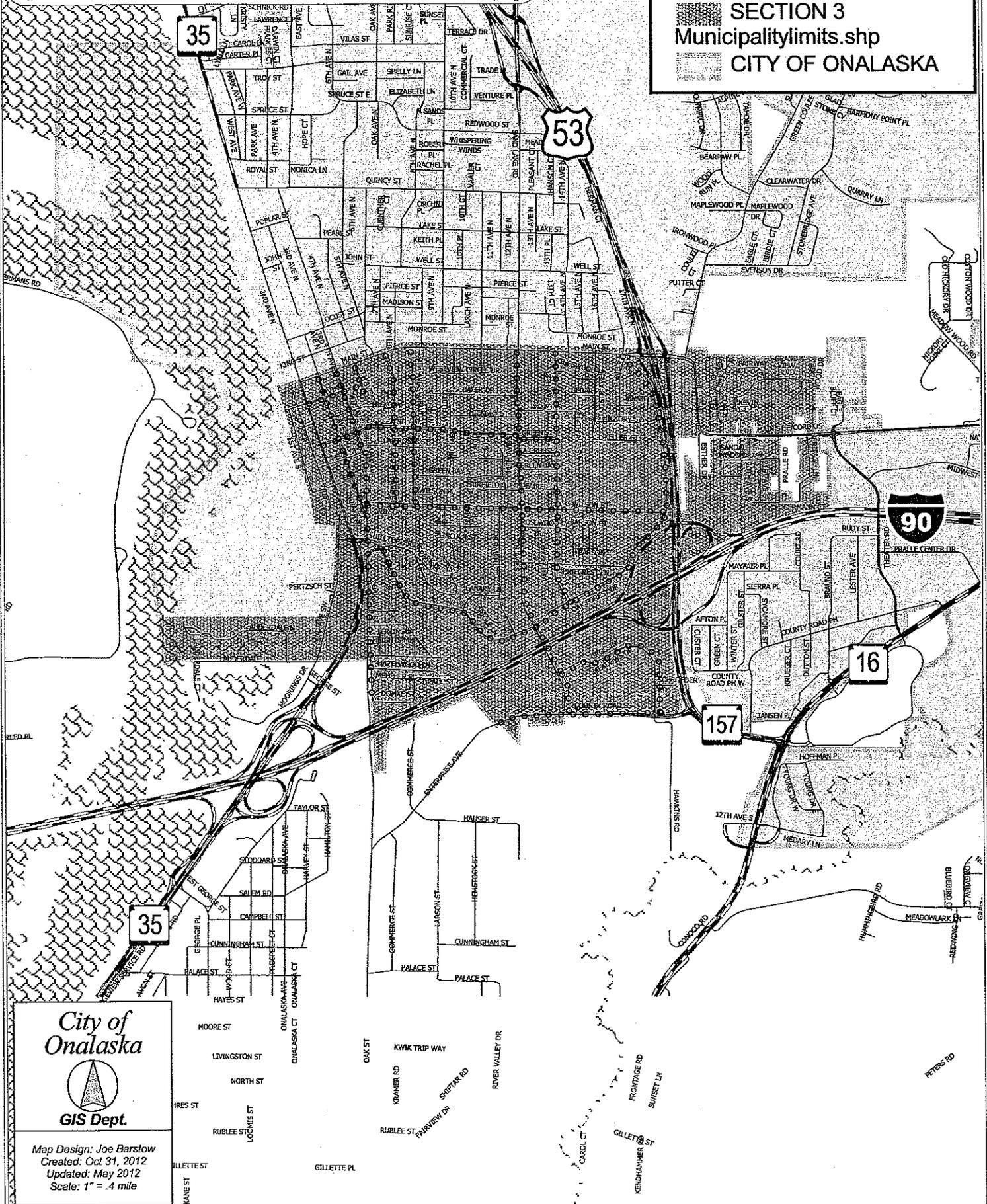
GIS Dept.

Map Design: Joe Barstow
Created: Oct 31, 2012
Updated: May 2012
Scale: 1" = .4 mile

CITY OF ONALASKA PRIMARY SNOW ROUTE & ZONE

Primary Plowing
 Route 3
 Plow Zones
 SECTION 3
 Municipalitylimits.shp
 CITY OF ONALASKA

Map C



City of
Onalaska



GIS Dept.

Map Design: Joe Barstow
 Created: Oct 31, 2012
 Updated: May 2012
 Scale: 1" = .4 mile

CITY OF ONALASKA PRIMARY SNOW ROUTE & ZONE

Primary Plowing

Route 4

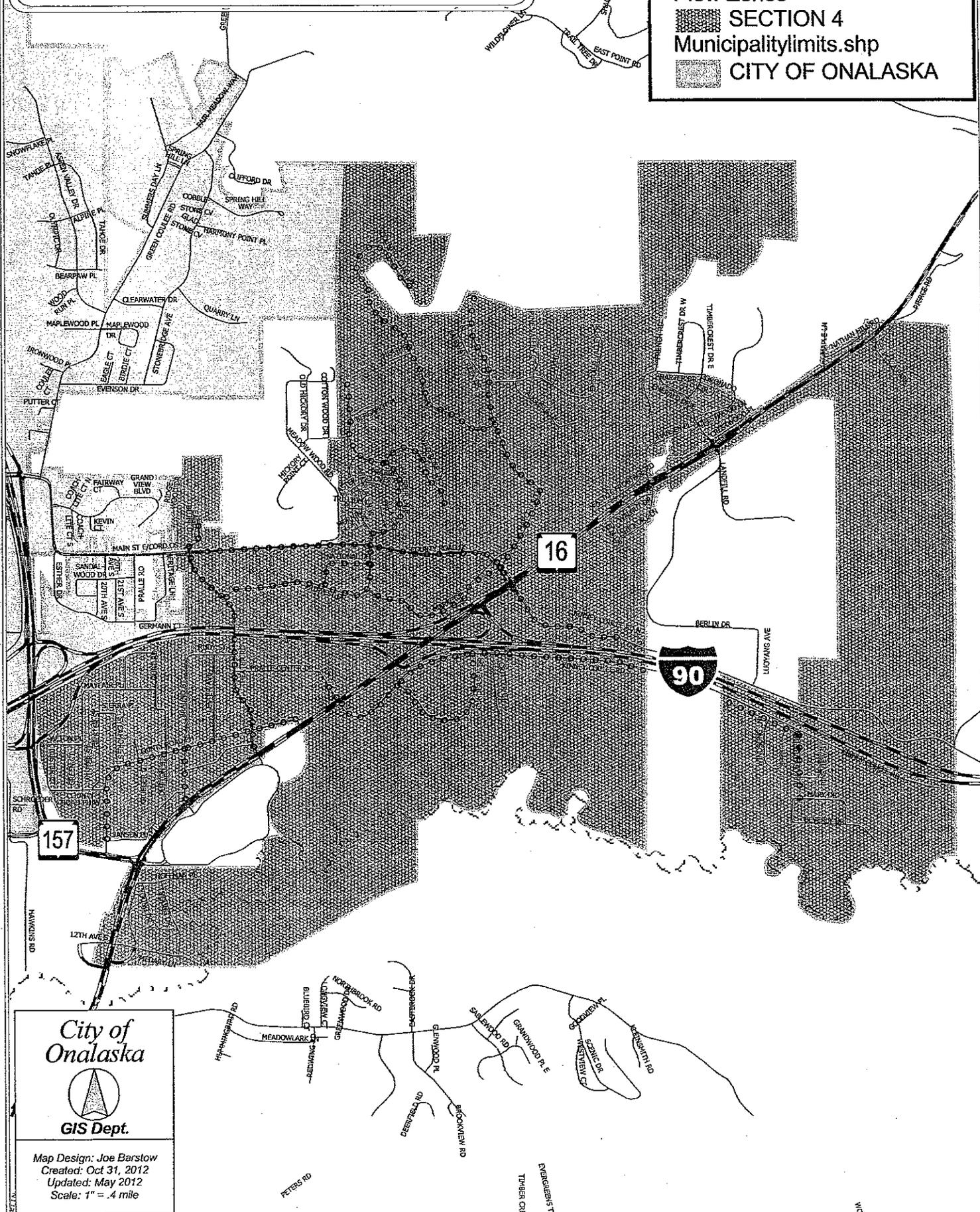
Plow Zones

SECTION 4

Municipalitylimits.shp

CITY OF ONALASKA

Map D



City of
Onalaska



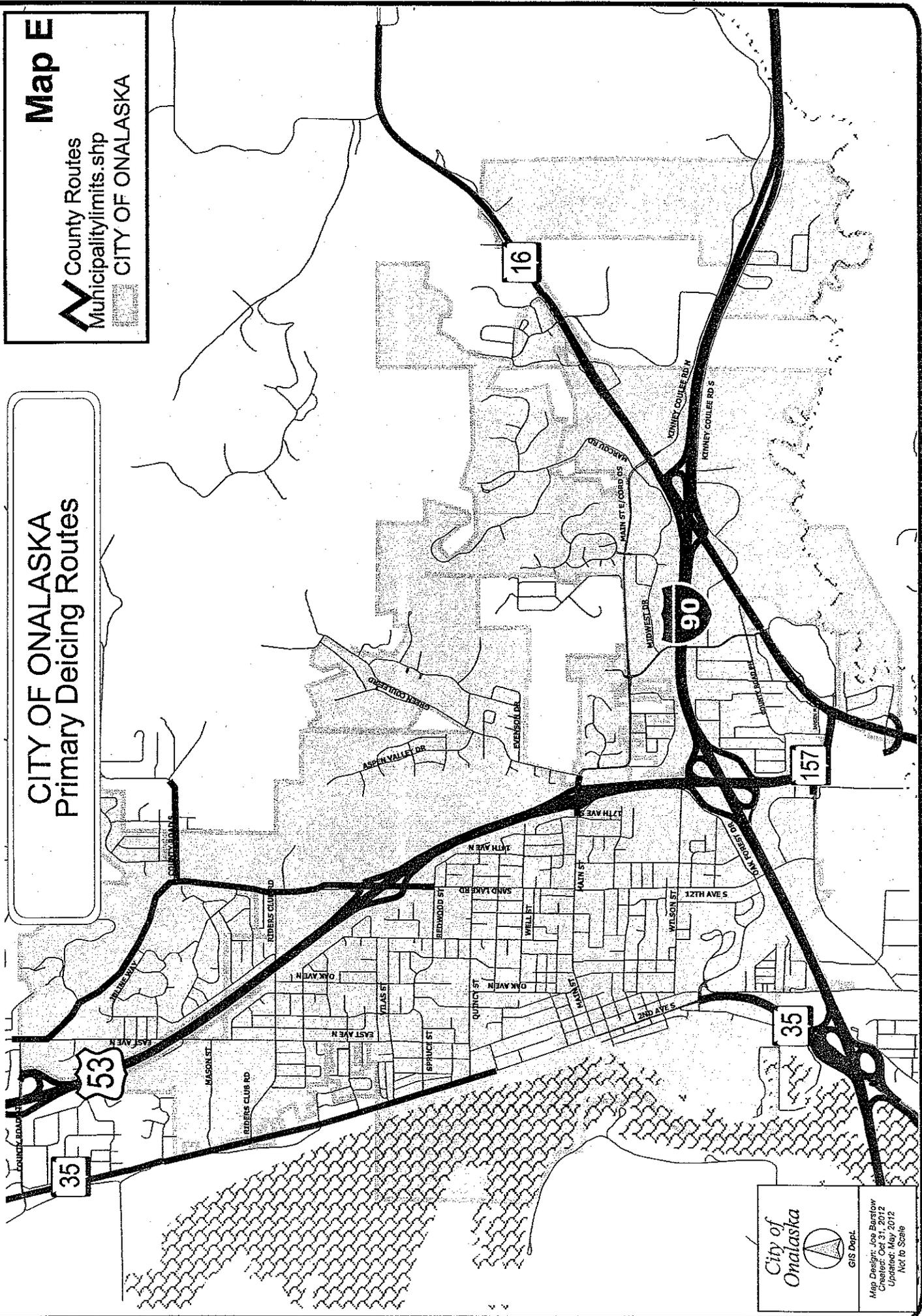
GIS Dept.

Map Design: Joe Barstow
Created: Oct 31, 2012
Updated: May 2012
Scale: 1" = .4 mile

Map E

County Routes
Municipalitylimits.shp
CITY OF ONALASKA

CITY OF ONALASKA Primary Deicing Routes



City of Onalaska

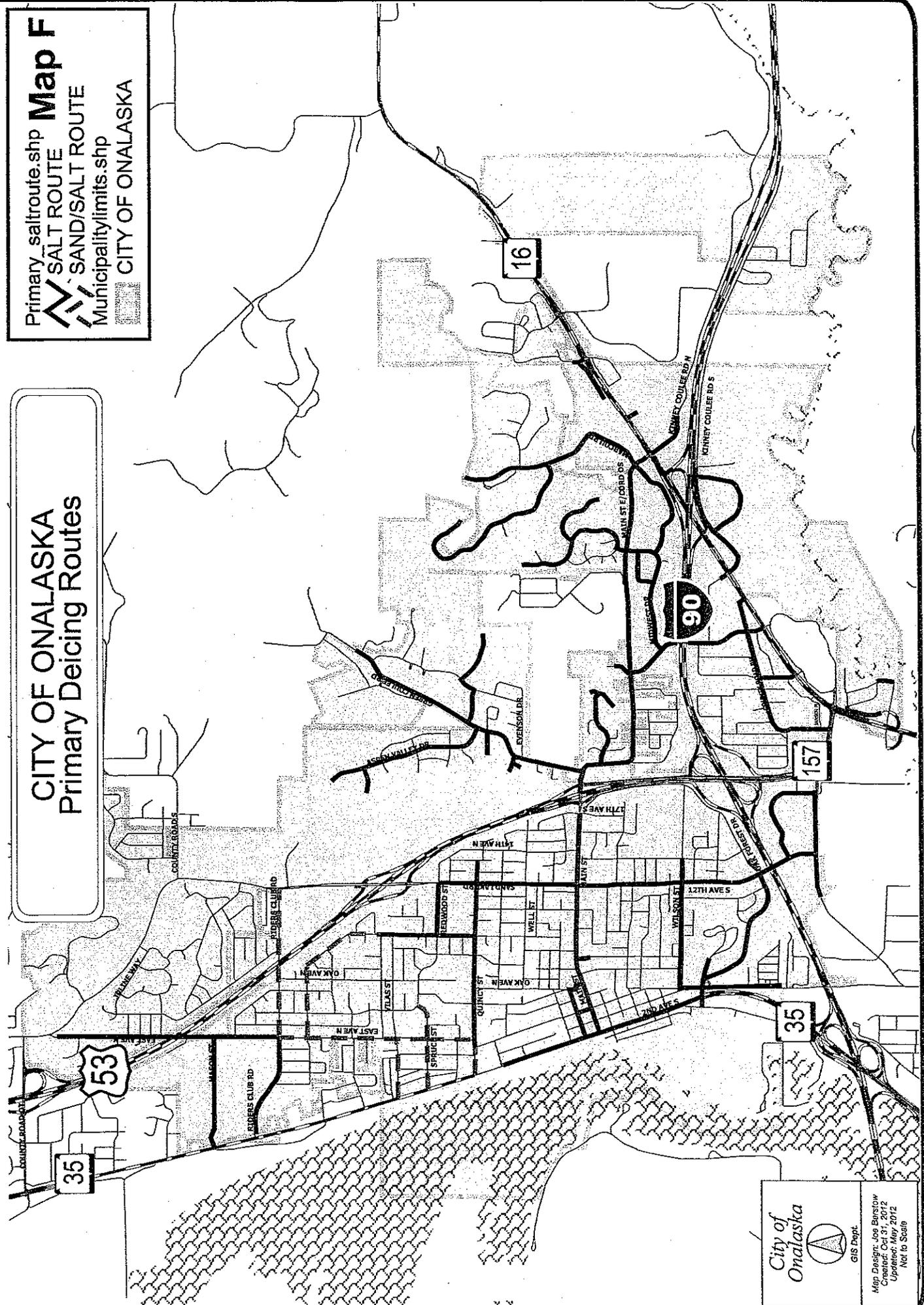


GIS Dept.

Map Design: Joe Barstow
Checked: C. S. 2012
Updated: C. S. 2012
Not to Scale

Primary_saltroute.shp
Map F
 SALT ROUTE
 SAND/SALT ROUTE
 Municipalitylimits.shp
 CITY OF ONALASKA

CITY OF ONALASKA
 Primary Deicing Routes



City of Onalaska
 GIS Dept.
 Map Design: Jos Berstow
 Checked: C-M 12/2012
 Updated: C-M 12/2012
 Not to Scale

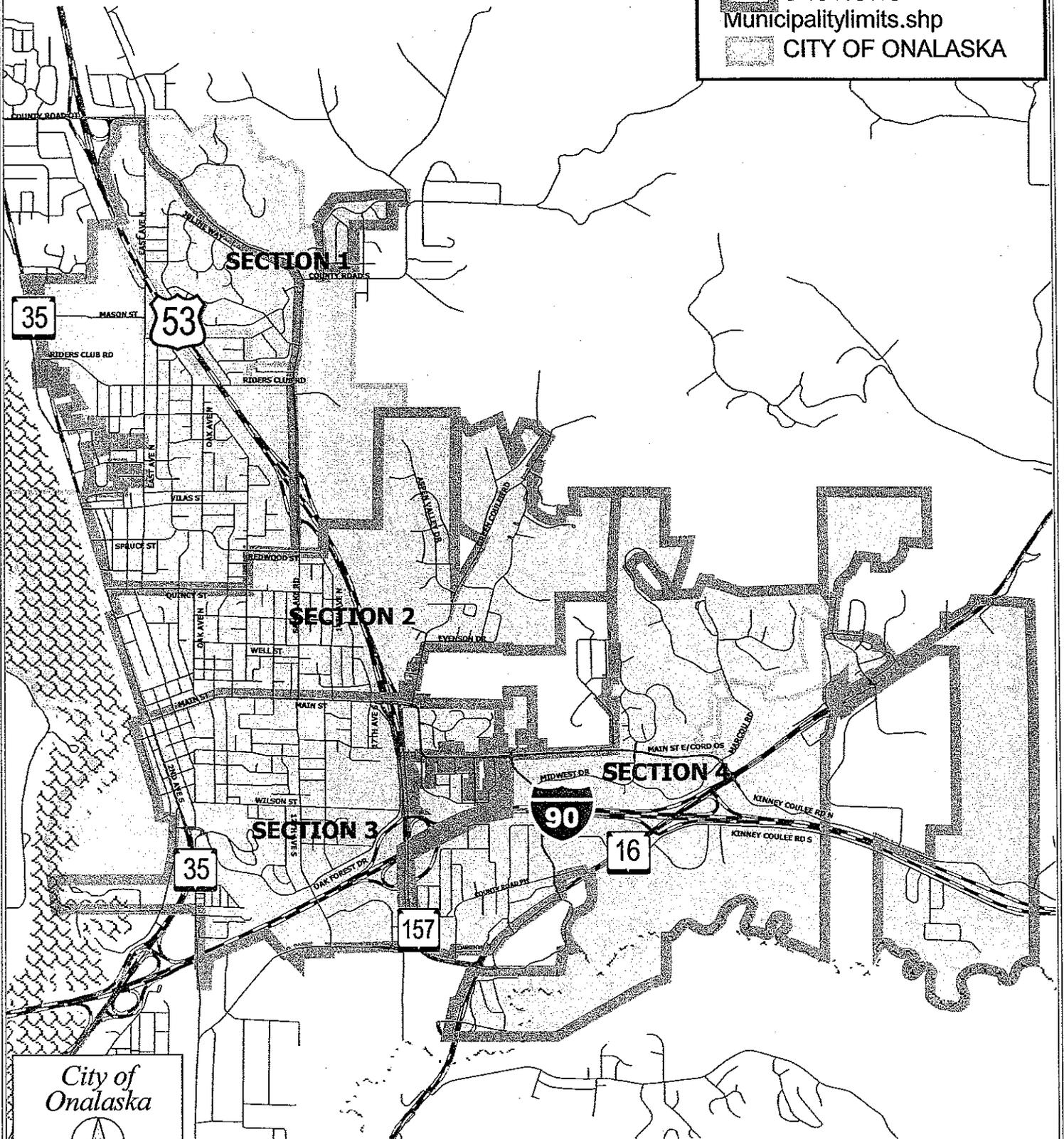
CITY OF ONALASKA SNOW PLOWING SECTION MAP

Plow Zones

SECTIONS

Municipalitylimits.shp

CITY OF ONALASKA

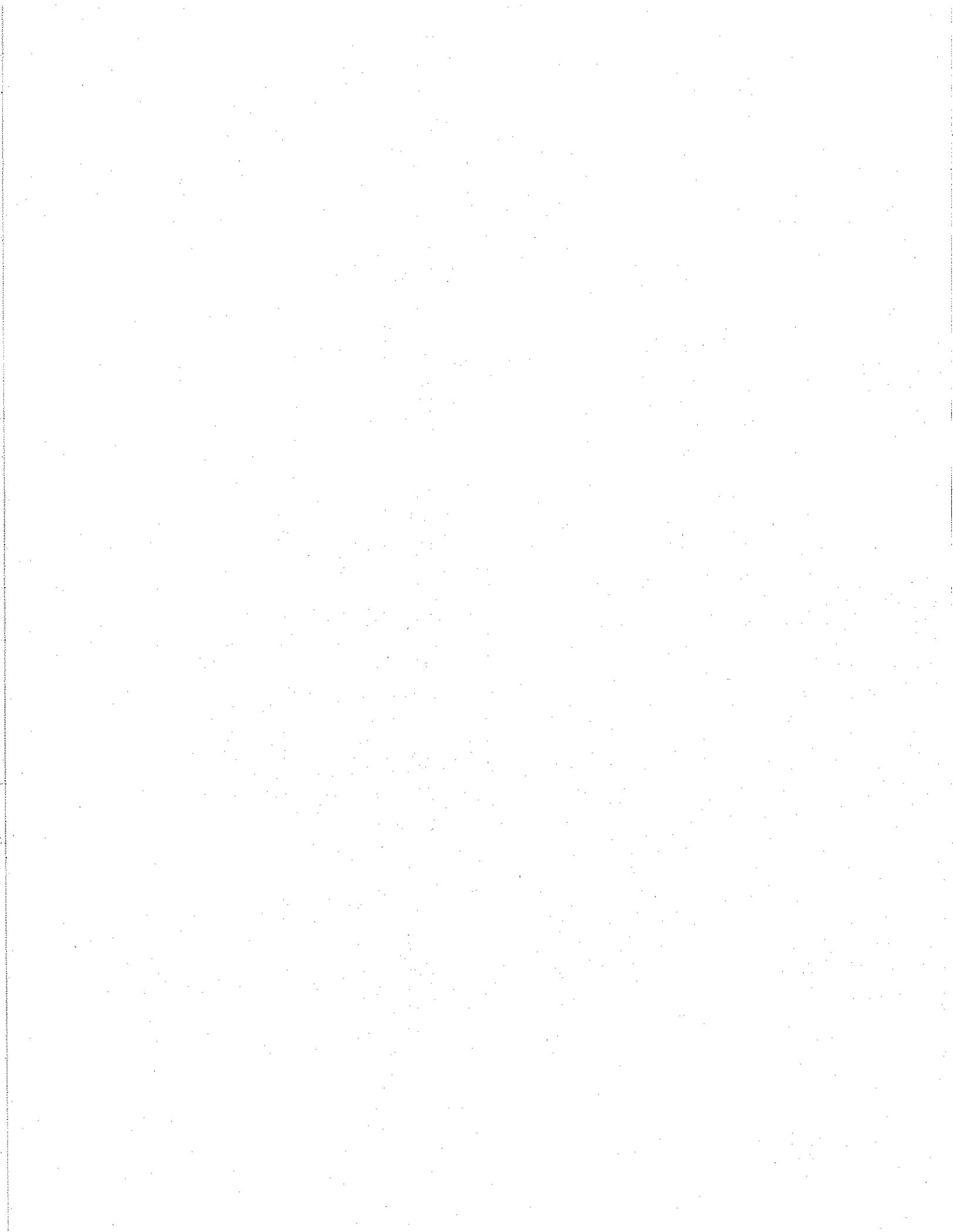


City of
Onalaska



GIS Dept.

Map Design: Joe Barstow
Created: Oct 31, 2012
Updated: May 2012
Not to Scale



STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

December 2, 2014

Agenda Item: #13

Project/Item Name: Well #9 reconstruction

Location: 860 11th Avenue South

Requested Action: Discussion on timeline

Staff Report/Description: Project timeline for Well #9 reconstruction project, including bid and award is attached within packet. Discussion is needed on interim financing of project until Safe Drinking Water Loan Program funding.

Attachments: E-mail

Holter, Jarrod

From: Bilskemper, Justin <Justin.Bilskemper@strand.com>
Sent: Wednesday, November 12, 2014 10:15 AM
To: Holter, Jarrod
Cc: Mullendore, Andy; Schubert, Kevin
Subject: Prequalification Submittal Requirements
Attachments: Onalaska Bidder's Proof of Responsibility.pdf

Jarrold,

I know we discussed some possible advertisement (01/16 and 01/23) and bid opening dates (early February), but I wanted to nail down a schedule for this winter.

Based on the advertisement dates of 01/16 and 01/23, we propose the following schedule:

- Bidder's Proof of Responsibility submittal deadline = 01/27 (10 days after first advertisement date)
- Public Works Board meeting to review and approve Bidder's Proof of Responsibility = 02/03 (1 week after submittal deadline)
- Bid Opening = 02/18 (approximately 2 weeks after Board approval of prequalifications)
- Public Works Board meeting to approve winning bid = 03/03
- Common Council meeting to award bid = 03/10
- Contractor to sign and return contract documents within 15 days = 03/25
- City to sign contract documents within 10 days = 04/04

The Bidder's Proof of Responsibility also states that in order for a Contractor to receive the bidding documents, they need to receive approval of the form. It is my understanding the Bidder's Proof of Responsibility will be bundled with the bidding documents.

The Bidder's Proof of Responsibility submittal deadline could always be moved up a week to the same day as the Public Works Board meeting, which has happened in previous projects.

Please let me know if you have any questions or concerns over our proposal schedule.

Thanks!

Justin

Justin R. Bilskemper, P.E.
Strand Associates, Inc.
910 West Wingra Drive
Madison, WI 53715
Office: (608) 251-4843
Fax: (608) 251-8655
Direct: (608) 251-2129 ext. 1011

**BOARD OF PUBLIC WORKS
MONTHLY ESTIMATES
December 2, 2014**

<u>Contractor</u>	<u>Original Contract Amount</u>	<u>Change Orders</u>	<u>Paid to Date</u>	<u>Due this Estimate</u>
1. PEMBER COMPANIES Misc. Concrete Project Construction Estimate #5	\$ 94,333.50	\$ -	\$ 70,721.57	\$ 8,975.05
2. WAPASHA CONSTRUCTION 2013 Reservoir Improvements Construction Estimate #11	\$ 294,991.99	\$ -	\$ 274,441.51	\$ 5,240.00
3. MATHY CONSTRUCTION 2014 Paving Project Construction Estimate #4	\$ 610,900.50	\$ -	\$ 516,057.43	\$ 70,046.43
4. COULEE REGION MECHANICAL Omni Center Boiler Replacement Construction Estimate #3	\$ 189,949.00	\$ -	\$ 78,806.49	\$ 29,003.40
5. STRAND ASSOCIATES Well #9 - Reconstruct/Filter Design Estimate #3	\$ 132,700.00	\$ -	\$ 48,600.00	\$ 41,200.00
6. FAHRNER ASPHALT Saw/Seal - City Wide Estimate #1	\$ 20,000.00	\$ -	\$ -	\$ 17,178.50
7. CHOSEN VALLEY TESTING Well #9 - Design Geotechnical Services Estimate #1	\$ 3,065.00	\$ -	\$ -	\$ 3,065.00
8. FAHRNER ASPHALT Fiber Patching - City Wide Estimate #3	\$ 51,120.00	\$ -	\$ 24,689.54	\$ 16,273.20

