



# STAFF REVIEW SUMMARY

## CITY OF ONALASKA BOARD OF PUBLIC WORKS

September 4, 2018

Agenda Item:

#4

Project/Item Name: 2019 – 2023 Capital Improvements Budget

Location: Citywide

Requested Action: Discussion on budget

Staff Report/Description: 2019 – 2023 Capital Improvements Budget first draft has been completed. The proposed budget will need to be discussed at the October and November Board of Public Works meetings with reductions made to meet anticipated budget constraints. A public hearing will be scheduled for the December Board of Public Works meeting regarding a final proposed 2019 Capital Improvements budget

Attachments: 2019 - 2023 proposed Capital Improvements budget.

**CITY OF ONALASKA**  
**2019 Capital Improvement Projects - Proposed**

<i>17TH DRAFT 8/28/2018</i>	<u>Sanitary</u> <u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<b><u>I. Public Works Department</u></b>						
1. Sidewalk program (NEW)						
a. Sidewalk replacement program (1/7 City)	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000
b. Miscellaneous repairs throughout City	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
2. Pavement maintenance program w/ La Crosse County Hwy Dept (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
3. Green Coulee intersection improvements at East Main St (2015 #16, 2016 #7, 2017 #6, 2018 #6)						
a. Design						
1) Schematic Design	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
2) Preliminary Design	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
4. Street paving - Irvin St from 2nd Ave S to 3rd Ave S including streetscaping (PASER 2.0) (2018 #26)	\$ -	\$ -	\$ -	\$ -	\$ 186,000	\$ 186,000
5. Sand Lake Rd reconstruction - Redwood St to Riders Club Rd (2016 #14, 2017 #7, 2018 #7)						
a. Design (2019)	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
b. Construction (2021)	\$ -	\$ -	\$ -	\$ -	-	-
c. USH 53 - Access rights along Sand Lake Rd - Future intersection	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ 85,000
6. Stormwater Management pond capacity enhancements @ USH 53 & Sand Lake Rd (2018 CIP #8)	\$ -	\$ -	\$ 137,000	\$ -	-	\$ 137,000
7. Railroad quiet zone study 2nd Ave SW & Irvin St						
a. Design Study (2013 CIP #24, 2017 CIP #3)	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
b. Construction (2017 CIP #3)	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
8. Street paving - Pinecrest Ln, Valley Ct, Fairfield Pl, 13th Ave S (2017 #22, 2018 #10) (PASER 2.5)	\$ -	\$ -	\$ -	\$ -	\$ 145,000	\$ 145,000

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<u>17TH DRAFT 8/28/2018</u>	<u>Sanitary</u>								
	<u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>			
<b><u>I. Public Works Department (cont'd)</u></b>									
9. Street reconstruction - 2nd Ave SW - STH 35 to railroad tracks & Oak Forest Dr - 2nd Ave SW to STH 35 (2017 #23, 2018 #11) (PASER 2.0)	\$ 10,000	\$ 257,000	\$ 78,000	\$ -	\$ 233,000	\$ 578,000			
10. Abbey Rd reconstruction, City limits to Commerce Rd (2017 #26, 2018 #13)									
a. Design	\$ 45,000	\$ 45,000	\$ -	\$ -	\$ -	\$ 90,000			
b. Construction	\$ 445,000	\$ 487,000	\$ 187,000	\$ -	\$ 402,000	\$ 1,521,000			
11. Commerce Road reconstruction (NEW) - Abbey Rd to Abbey Rd	\$ 133,000	\$ 184,000	\$ 86,000	\$ -	\$ 196,000	\$ 599,000			
12. Green Coulee water high service zone improvements Reservoir Design (2016 #9, 2017 #17, 2018 #10)									
a. Design	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000			
b. Construction (2020) Est. \$1,000,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
13. Street paving - Oak Ave N from Vilas St to Westwood Dr, Parkridge Dr, Sunset Pl, Terrace Dr & Sunrise Ct - (2018 #20) (PASER 2.1)	\$ -	\$ -	\$ -	\$ -	\$ 357,000	\$ 357,000			
14. Street paving - Wilson St from 13th Ave S to Oak Forest Dr (2018 #21) (PASER 2.0)	\$ -	\$ -	\$ -	\$ -	\$ 188,000	\$ 188,000			
15. Sanitary sewer slip lining (2018 #23)	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000			
16. Street paving - Pierce St from Oak to 8th, 7th Ave N from Madison to Well St (2018 #27) (PASER 2.3)	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000			
17. 6th Ave lift station - reconstruction (2017 #30, 2018 #28)									
a. Preliminary Design (2017)	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000			
b. Final Design & Bidding (2018)	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000			
c. Construction (2019)	\$ 740,000	\$ -	\$ -	\$ -	\$ -	\$ 740,000			

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	<u>Sanitary</u> <u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<i>17TH DRAFT 8/28/2018</i>						
<b><u>I. Public Works Department (cont'd)</u></b>						
18. Traffic signal replacement/renovation (2018 #29)						
a. 12th & Sand Lake Rd	\$ -	\$ -	\$ -	\$ -	\$ 151,000	\$ 151,000
b. Theater Rd & East Main St	\$ -	\$ -	\$ -	\$ -	\$ 170,000	\$ 170,000
19. John St storm sewer lining & rehabilitation (2018 #32)	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000
20. Sand Lake Rd street lighting - Rolling Oaks to CTH SN (2018 #33)	\$ -	\$ -	\$ -	\$ -	\$ 113,000	\$ 113,000
21. Street reconstruction - Troy St -Hwy 35 to 6th Ave N (PASER 1.9) (2018 proposed #64)	\$ 222,000	\$ 251,000	\$ 699,000	\$ -	\$ 235,000	\$ 1,407,000
22. Street paving - Monica Ct, Monica Ln & Hope Ct (PASER 2.0) (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 139,000	\$ 139,000
23. Court St lift station - replacement (NEW)	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
24. CTH SN - La Crosse County - Onalaska's share for intersection improvements at CTH SN & CTH OT (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 45,000	\$ 45,000
25. Election equipment - electronic poll books (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
26. Cemetery fencing (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000
27. One-ton truck w/plow, box & anti-icing system (NEW)	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ 20,000	\$ 80,000
28. Alley Paving - 2nd - 3rd/Main - King (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
29. Public Works Facility - heated storage addn to west end of bldg (60' X 156') (NEW)	\$ 263,500	\$ 263,500	\$ 263,500	\$ -	\$ 263,500	\$ 1,054,000

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**2019 Capital Improvement Projects - Proposed**

<i>17TH DRAFT 8/28/2018</i>	<u>Sanitary</u>							
	<u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>		
<b><u>I. Public Works Department (cont'd)</u></b>								
30. French Rd/Crestwood Ln areas - (Proposed 2011)								
a. Booster Station	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$	
b. Crestwood Ln - street improvements	\$ 106,000	\$ 285,000	\$ -	\$ -	\$ 170,000	\$ 561,000	\$	
c. Reservoir (2022) Est. \$1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
31. Cemetery Master Plan (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	\$	
32. Street paving - 10th Ave S from Schafer to Green, 11th Ave S from Green to Hickory, Hickory St from 10th Ave S to 12th Ave S, Green St from 10th Ave S to 11th Ave S, Placid Ct, La Crosse St from 9th Ave S to 11th Ave S, Fairfield St & Michael Ct (PASER 2.5) (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 420,000	\$ 420,000	\$	
33. Wellhouse improvements - chemical rooms (NEW)								
a. Design (3 well houses)	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000	\$	
b. Construction (2020) Est. \$250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	
34. Update HVAC controls @ Public Works facility (NEW)	\$ 5,800	\$ 5,800	\$ 5,800	\$ -	\$ 5,800	\$ 23,200	\$	
<b><u>II. Planning Department</u></b>								
35. Urban Forestry - General (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$	
36. Urban Forestry - Tree Planting (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$	
37. Old City Shop site - building removal and site restoration work (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	\$	
38. Bluffland Coalition (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000	\$	

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17TH DRAFT 8/28/2018

	<u>Sanitary Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<b><u>III. Fire Department</u></b>						
39. Land & Facilities (Proposed 2008)						
a. Purchase land (1.5 acres@\$6.00/sq ft) Fire Station #2 - STH 16 & I-90 vicinity	\$ -	\$ -	\$ -	\$ -	\$ 396,000	\$ 396,000
40. Exhaust system for apparatus bay/living quarters (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ 80,000
41. Rapid Deployment Craft (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 8,000
<b><u>IV. Parks &amp; Recreation Department</u></b>						
42. Rowe Park						
a. Parking lot for Shelter #1 (2018 #47)	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000
43. Miscellaneous concrete - accessibility for parks, approx. 400 linear ft (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000
44. Open air shelters						
a. Meier Farm	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
b. Hilltopper Heights	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
45. Rowe Park						
a. Playground replacement (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
b. Window replacement at shop (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 4,000
46. Oak Park playground replacement (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
47. Public art (Proposed 2018 #34)	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ 90,000
<b><u>V. Police</u></b>						
48. Squad car - unmarked (2018 #48)	\$ -	\$ -	\$ -	\$ -	\$ 48,000	\$ 48,000
49. Squad cars (2) (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 121,000	\$ 121,000

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<b><u>VI. Omni Center</u></b>						
50. Close in shelter area west of Arena #1 (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 52,420	\$ 52,420
51. Cabinets & counter in Concession #1 (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 18,500	\$ 18,500
52. Replace main power panels in Building #1 (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 25,490	\$ 25,490
53. Electric edger (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 6,750	\$ 6,750
54. Locker room showers & flooring (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 5,500	\$ 5,500
55. Used ice resurfacer (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000
56. Carpet Arena #2 entry (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000
57. Paint locker rooms A - G (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 4,500	\$ 4,500
<b><u>VII. Library</u></b>						
58. New chairs & foot stools in general areas (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 22,755	\$ 22,755
59. LED lights (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
60. Ceiling fans (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 5,290	\$ 5,290
61. Repaint under walkway (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
<b><u>VIII. City Hall</u></b>						
62. Add dedicated water line to Fire Dept from water main (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 9,500	\$ 9,500
63. Roof replacement over original bldg - Council Chambers & PD and Fire areas (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 44,250	\$ 44,250
64. New kitchen & living area in Fire Dept living area (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000

**CITY OF ONALASKA**  
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17TH DRAFT 8/28/2018	<u>Sanitary</u>								
<u>VIII. City Hall (cont'd)</u>	<u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>			
65. Parking lot maintenance (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000			
66. Cement & brick work around City Hall & Main St pillars (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000			
67. Carpet replacement - Police Dept & Fire Dept living quarters (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000			
68. Paint stairwells (4) & lower level hallways (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 4,500	\$ 4,500			
 <u>IX. Information Technology Dept</u>									
69. Microsoft Windows upgrade & Microsoft Suite update for all computers	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000			
70. Phone system update, includes phones & installation/setup	\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ 175,000			
71. Transfer of new hire info from NeoGov to Tyler Technologies	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000			
72. Emergency Operations Center updating technology in the room (wiring, etc.)	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000			
<b>TOTALS:</b>	<b>\$ 2,790,300</b>	<b>\$ 2,488,300</b>	<b>\$ 1,626,300</b>	<b>\$ -</b>	<b>\$ 6,756,755</b>	<b>\$ 13,661,655</b>			

**CITY OF ONALASKA**  
**2020 Capital Improvement Projects - *Proposed***

12TH DRAFT - 8/28/2018	<u>Sanitary</u> <u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<b><i>L. Public Works Department</i></b>						
1. Sidewalk program (NEW)						
a. Sidewalk replacement program	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000
b. Miscellaneous repairs throughout City	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
c. City park sidewalk installationa for ADA access	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000
2. Pavement maintenance	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
3. Street paving - 10th Ave N from Monroe to Well, Pierce St from 10th to 11th, Larch, Monroe St from 9th to end	\$ -	\$ -	\$ -	\$ -	\$ 500,000.00	\$ 500,000.00
4. Street paving - 10th Ct , Vaaler Ct, 11th Ave N from Lake to Quincy, 12th Ave N from Lake to Quincy	\$ -	\$ -	\$ -	\$ -	\$ 600,000.00	\$ 600,000.00
5. Green Coulee water high service zone reservoir	\$ -	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ 1,000,000.00
6. Street paving - Parkridge Pl, Oak Ave N from Westwood Dr to Riders Club Rd, Green Ridge Dr, Westwood Dr from Oak Ave N to 10th Ave N & Grove St from Cliffview Ave to 10th Ave N	\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ 450,000
7. Street paving - 10th Ave N from Monroe to Well, Larch Ave, Monroe St from Pierce St to end, & Pierce St from 9th Ave N to 11th Ave N	\$ -	\$ -	\$ -	\$ -	\$ 213,000	\$ 213,000
8. Green Coulee intersection improvments at East Main St (2015 Proposed)						
a. Construction	\$ -	\$ -	\$ 1,200,000	\$ -	\$ 3,000,000	\$ 4,200,000
9. Street paving - Braund St, Lester Ave, Rudy St	\$ -	\$ -	\$ -	\$ -	\$ 354,000	\$ 354,000

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**2020 Capital Improvement Projects - Proposed**

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<u>I. Public Works Department (cont'd)</u>	<u>Sewer</u>					
10. 11th Ave N - forcemain replacement/street reconstruction - Main St to Well St , Monroe St 11th to East, Pierce St 11th to 12th	\$ 204,000	\$ 189,000	\$ 14,000	\$ -	\$ 469,000	\$ 876,000
11. Street paving - Guenther Estates; Oak Ave N, Lake St, 8th Ave N, Guenther Ct	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000
12. SCADA System upgrades	\$ 44,000	\$ 76,000	\$ -	\$ -	\$ -	\$ 120,000
13. Traffic study - Sand Lake Rd / 12th Ave S corridor (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
14. Vacuum Street Sweeper	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000
15. Wellhouse improvements - chemical rooms	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
16. End Loader	\$ -	\$ -	\$ -	\$ -	\$ 193,000	\$ 193,000
17. Street reconstruction - Sunset Vista Subdivision (2018 #62)						
a. West Ave - Troy St to Royal	\$ 95,000	\$ 165,000	\$ 23,000	\$ -	\$ 167,000	\$ 450,000
b. Park Ave W - Troy St to Park	\$ -	\$ -	\$ 39,000	\$ -	\$ 107,000	\$ 146,000
c. Park Ave - Troy St to Royal St	\$ 129,000	\$ 153,000	\$ 25,000	\$ -	\$ 173,000	\$ 80,000
d. 4th Ave N - Troy St to Quincy St	\$ 161,000	\$ 197,000	\$ 19,000	\$ -	\$ 212,000	\$ 589,000
e. Royal St - STH 35 to East Ave	\$ 69,000	\$ 111,000	\$ -	\$ -	\$ 113,000	\$ 293,000
18. Paint offices @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
19. Generator upgrade/update @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
20. Replace air handler VFD's @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000

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<b><u>I. Public Works Department (cont'd)</u></b>						
21. Replace 4 overhead doors @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 24,000
22. Off street trail paving/maintenance	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
<b><u>II. Planning Department</u></b>						
23. Urban forestry - general	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
24. Urban forestry - new tree installation	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
25. Vehicle replacement (1)	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
26. STH 16 bike trail - S Kinney to Landfill Rd	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 750,000
27. Downtown/waterfront - bury existing overhead power lines	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
<b><u>III. Fire Department</u></b>						
28. Command Vehicle	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
29. Fire Station - I90/STH 16 vicinity (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
30. 1st Responder rescue truck - replacement	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
<b><u>IV. Parks &amp; Recreation Department</u></b>						
31. Community Park - community center renovations	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
32. Glenn Fox Park - ballfield renovations	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000

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<u>IV. Parks &amp; Recreation Department (cont'd)</u>						
33. Various shelter & gazebo reroofing - Elmwood gazebo, Pierce Park, VanRiper #2, Robinson Park, Holiday Heights Park	\$ -	\$ -	\$ -	\$ -	\$ 32,050	\$ 32,050
34. Van Riper Park - tennis court resurface	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
35. Holiday Heights Park - fishing pier	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
36. Glenn Fox Park - shelter improvements	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
37. Miscellaneous concrete - accessibility for parks, approx. 400 linear ft	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000
38. Waterfront improvements - Design	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
39. Great River Landing fishing pier/docks (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
<u>V. Police Department</u>						
40. Squad cars (2 ea)	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000
41. Squad car - unmarked	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
<u>VI. Omni Center</u>						
42. Arena roof Arena #2	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ 80,000
43. Replace flat roof between Arenas (2) areas	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
44. Cooling unit Concessions #1	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
45. Generator	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000

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<u>VI. Omni Center (cont'd)</u>						
46. Replace air handler VFD's	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
47. Skate sharpener replacement holders	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
48. Basketball standards (2 sets)	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
49. Boards in Arena #2	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
50. Air handler replacement Building #1	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
51. Roof top air handlers (3 ea)	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
52. Paint inside Arena #1	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
<u>VII. Library</u>						
53. HVAC upgrade	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
54. Roof replacement over original building	\$ -	\$ -	\$ -	\$ -	\$ 76,000	\$ 76,000
55. Parking lot	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
56. Tables & benches in teen area	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
<u>VIII. City Hall</u>						
57. Carpet replacement - Inspection suite	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
58. Roof replacement over addition area - Inspection & Engineering Depts	\$ -	\$ -	\$ -	\$ -	\$ 70,000	\$ 70,000
59. Generator upgrade/update	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000

**CITY OF ONALASKA**  
**2020 Capital Improvement Projects - Proposed**

<i>12TH DRAFT - 8/28/2018</i>	<u>Sanitary</u>								
	<u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>			
<u>VIII. City Hall (cont'd)</u>									
60. Replace air handler VFD's	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000			
61. Replace 4 overhead doors in Police Dept	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 24,000			
<u>IX. Information Technology Dept</u>									
62. Emergency Operations Center updating technology in the room - computers & other equipment, etc.	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000			
<b>TOTALS:</b>	<b>\$ 702,000</b>	<b>\$ 2,141,000</b>	<b>\$ 1,570,000</b>	<b>\$ -</b>	<b>\$ 14,684,050</b>	<b>\$ 18,697,050</b>			

**CITY OF ONALASKA**  
**2021 Capital Improvement Projects - Proposed**

<i>11TH DRAFT - 8/28/2018</i>	<u>Sanitary</u> <u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<b><u>I. Public Works Department</u></b>						
1. Sidewalk program (NEW)						
a. Sidewalk replacement program	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000
b. Miscellaneous repairs throughout City	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
c. City park sidewalk installationa for ADA access	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000
2. Pavement Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000
3. Street Reconstruction - 12th Ave S from Green St to Main St	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000
4. Street Paving - Putter Ct, Ironwood Ct, Coulee Ct and Maplewood Pl	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
5. Street Paving - Midwest Dr - National Dr to west	\$ -	\$ -	\$ -	\$ -	\$ 399,000	\$ 399,000
6. Bucket truck	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
7. Shared Ride maintenance/storage facility	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
8. Street Paving - Pralle Center Rd - STH 16 to north 500 ft	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
9. Street Reconstruction - Lake St from 10th Ave N to Sand Lake Rd, 10th Pl, 11th Ave N from Well St to Lake St, 12th Ave N from Well St to Lake St	\$ 250,000	\$ 250,000	\$ 150,000	\$ -	\$ 700,000	\$ 1,350,000
10. Street Paving - 16th Ave S, Kingswood Ln, Cedar Pl, Hickory St, 17th Ave S, Jennifer Ct and Hickory St	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ 360,000
11. Street paving - Germann Ct from Esther Dr to end	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000

**CITY OF ONALASKA**  
**2021 Capital Improvement Projects - Proposed**

<i>11TH DRAFT - 8/28/2018</i>	<u>Sanitary</u> <u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<u>I. Public Works Department (cont'd)</u>						
12. Cemetery - irrigation/watering system replacement	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
13. Single-axle dump truck w/ plow, spreader, and wing	\$ -	\$ -	\$ -	\$ -	\$ 170,000	\$ 170,000
14. Stormwater quality management Pond 12 - engineered soil bottom	\$ -	\$ -	\$ 800,000	\$ -	\$ -	\$ 800,000
15. Mid-size flat bed truck (NEW)	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ -	\$ 80,000
16. Street Reconstruction - Green Bay St from 9th Ave S to 400 feet west of 11th Ave S (PASER 2.0)	\$ 99,000	\$ 121,000	\$ 46,000	\$ -	\$ 214,000	\$ 480,000
17. Street reconstruction - 5th Ave N - Locust to Pearl (PASER 1.9)	\$ 116,000	\$ 142,000	\$ 88,090	\$ -	\$ 336,000	\$ 630,000
18. Street reconstruction - Well St from Oak Ave N to 11th Ave N	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 200,000	\$ 500,000
19. Theater Rd - PH to STH 16 - reconstruction with widening & signal lights	\$ -	\$ -	\$ 40,000	\$ -	\$ 565,000	\$ 605,000
20. Franklin St. lift station upgrades	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
21. Roof over office & mechanic areas @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000
22. Paint hallways @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
23. Exhaust fan motors @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000

**CITY OF ONALASKA**  
**2021 Capital Improvement Projects - Proposed**

<i>11TH DRAFT - 8/28/2018</i>	<u>Sanitary</u>								
	<u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>			
<b><u>I. Public Works Department (cont'd)</u></b>									
24. Replace 4 heated storage man doors @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 24,000			
<b><u>II. Planning Department</u></b>									
25. Vehicle replacement (1)	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000			
26. Urban forestry - general	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000			
<b><u>III. Fire Department</u></b>									
27. Command Vehicle	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000			
<b><u>IV. Parks &amp; Recreation Department</u></b>									
28. Wellington Greens soccer field development	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000			
29. Playground Replacement - Coachlite Greens	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000			
30. Community Park - playground & batting cage	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ 110,000			
31. Oakwoods Park - basketball court & playground replacement	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000			
32. Pickleball courts - crackfill & resurface	\$ -	\$ -	\$ -	\$ -	\$ 35,000	\$ 35,000			
33. Miscellaneous concrete - accessibility for parks, approx. 400 linear ft	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000			
34. Waterfront improvements	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000			

**CITY OF ONALASKA**  
**2021 Capital Improvement Projects - Proposed**

<i>11TH DRAFT - 8/28/2018</i>	<u>Sanitary</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<u>V. Police Department</u>	<u>Sewer</u>					
35. Squad Cars (2)	\$ -	\$ -	\$ -	\$ -	\$ 130,000	\$ 130,000
36. Portable radio replacement	\$ -	\$ -	\$ -	\$ -	\$ 69,000	\$ 69,000
 <u>VI. Omni Center</u>						
37. Arena #1 - A/C unit	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
38. Parking lot	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
39. Concrete replacement in front of building	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
40. Hockey goals (2 sets)	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
41. Air handler replacement - Building #1	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
42. Chiller #1 maintenance	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
43. Volleyball standard replacement	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
44. Restroom replacement - Building #1	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
45. Window replacement - Arena #1	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
 <u>VII. Library</u>						
46. Air handler #1 & #2 overhaul	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
47. Carpet replacement in meeting rooms	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
48. Table & chair replacement	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000

**CITY OF ONALASKA**  
**2021 Capital Improvement Projects - Proposed**

<i>11TH DRAFT - 8/28/2018</i>	<u>Sanitary</u> <u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<b><u>VIII. City Hall</u></b>						
49. Air handler overhaul	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
50. Parking lot	\$ -	\$ -	\$ -	\$ -	\$ 65,000	\$ 65,000
51. Exhaust fan motors	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
52. Carpet in meeting rooms & council chambers	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
53. Replace 4 overhead doors - W side of Fire Dept	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 24,000
<b><u>IX. Information Technology Dept</u></b>						
54. Updates to City servers & backup servers	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
<b>TOTALS:</b>	<b>\$ 855,000</b>	<b>\$ 703,000</b>	<b>\$ 1,124,090</b>	<b>\$ -</b>	<b>\$ 7,448,000</b>	<b>\$ 10,078,000</b>

**CITY OF ONALASKA**  
**2022 Capital Improvement Projects - *Proposed***

<i>10TH DRAFT - 8/28/2018</i>	<u>Sanitary</u>		<u>Water</u>		<u>Storm Sewer</u>		<u>Tourism</u>		<u>General</u>	<u>Total Cost</u>
	<u>Sewer</u>									
<i>L. Public Works Department</i>										
1. Sidewalk program (NEW)										
a. Sidewalk replacement program	\$	-	\$	-	\$	-	\$	-	\$ 75,000	\$ 75,000
b. Miscellaneous repairs throughout City	\$	-	\$	-	\$	-	\$	-	\$ 25,000	\$ 25,000
c. City park sidewalk installation for ADA access	\$	-	\$	-	\$	-	\$	-	\$ 40,000	\$ 40,000
2. Pavement Maintenance	\$	-	\$	-	\$	-	\$	-	\$ 250,000	\$ 250,000
3. Street Paving - East Ave N - Vilas St to Riders Club Rd	\$	-	\$	-	\$	-	\$	-	\$ 226,000	\$ 226,000
4. Street Paving - Sandalwood Subdivision	\$	-	\$	-	\$	-	\$	-	\$ 700,000	\$ 700,000
5. Street Paving - S Kinney Coulee Rd from Pineview to East	\$	-	\$	-	\$	-	\$	-	\$ 150,000	\$ 150,000
6. Street Paving - Elm St from 2nd Ave to railroad tracks and Beech St	\$	-	\$	-	\$	-	\$	-	\$ 50,000	\$ 50,000
7. Street Paving - Ironwood Pl, Coulee Ct, Maplewood Pl and Putter Ct	\$	-	\$	-	\$	-	\$	-	\$ 300,000	\$ 300,000
8. Street paving - 11th Ave S - Main to Westview Circle Dr	\$	-	\$	-	\$	-	\$	-	\$ 150,000	\$ 150,000
9. Cemetery pavement replacement - including Hickory St, 12th Ave S to 13th Ave S	\$	-	\$	-	\$	-	\$	-	\$ 50,000	\$ 50,000
10. Tandem axle dump truck w/ plow, wing and muni-box	\$	-	\$	-	\$	-	\$	-	\$ 200,000	\$ 200,000
11. Stormwater quality management - pond 5 dry pond to wet pond conversion	\$	-	\$	-	\$ 2,300,000	-	\$	-	\$ -	\$ 2,300,000

**CITY OF ONALASKA**  
**2022 Capital Improvement Projects - Proposed**

<i>10TH DRAFT - 8/28/2018</i>	<u>Sanitary</u> <u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<b><u>I. Public Works Department (cont'd)</u></b>						
12. Street Repaving - 6th Ave N, Troy to Vilas, Troy St - 6th ave N to Oak Ave N (NEW) (PASER 4.0)	\$ -	\$ -	\$ -	\$ -	\$ 63,000	\$ 63,000
13. Midwest Dr Repaving - National Dr to west	\$ -	\$ -	\$ -	\$ -	\$ 399,000	\$ 399,000
14. French Rd reservoir - 300,000 gallons	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000
15. Street Reconstruction - Sand Lake Rd - Main St to Lake St	\$ 400,000	\$ 400,000	\$ 250,000	\$ -	\$ 750,000	\$ 1,800,000
16. CTH S road reconstruction - Sand Lake Rd to 1,350 ft east	\$ 48,000	\$ 72,000	\$ 53,000	\$ -	\$ 410,000	\$ 483,000
17. Street reconstruction 6th Ave N - 250' north of Pearl St to King St w/ repaving Bluebird Ct.	\$ 20,000	\$ 153,000	\$ 141,000	\$ -	\$ 455,000	\$ 769,000
18. Street reconstruction - 3rd Ave N, Poplar St to south - including John St	\$ 174,000	\$ 209,000	\$ 127,000	\$ -	\$ 414,000	\$ 924,000
19. Street reconstruction - Poplar St - - STH 35 to 4th Ave N	\$ 56,000	\$ 72,000	\$ 14,000	\$ -	\$ 141,000	\$ 280,000
20. HVAC upgrade to eliminate R-22 refrigerant unit @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
21. Roof over garage areas @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000
22. Cemetery - fencing & retaining wall replacement - 13th Ave S	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
<b><u>II. Planning Department</u></b>						
23. Vehicle replacement (1)	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000

**CITY OF ONALASKA**  
**2022 Capital Improvement Projects - Proposed**

<u>10TH DRAFT - 8/28/2018</u>	<u>Sanitary</u>								
<u>II. Planning Department (cont'd)</u>	<u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>			
24. Urban forestry - general	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000			
 <u>III. Fire Department</u>									
25. Ladder truck/aerial platform	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000			
 <u>IV. Parks &amp; Recreation Department</u>									
26. Playground Replacement									
a. Elmwood	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000			
b. Community Park	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000			
27. Playground replacement									
a. Oak Knoll	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000			
b. Park Avenue	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000			
c. Park Ridge	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000			
28. Rowe Park									
a. Skate park - LED light upgrades	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000			
b. Ballfield renovations	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000			
29. Miscellaneous concrete - accessibility for parks, approx. 400 linear ft	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000			
30. Waterfront improvements	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000			
 <u>V. Police Department</u>									
31. Squad cars (2)	\$ -	\$ -	\$ -	\$ -	\$ 134,000	\$ 134,000			
32. Radio replacement - vehicles & base units	\$ -	\$ -	\$ -	\$ -	\$ 56,000	\$ 56,000			

**CITY OF ONALASKA**  
**2022 Capital Improvement Projects - Proposed**

<i>10TH DRAFT - 8/28/2018</i>	<u>Sanitary</u> <u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<u>VI. Omni Center</u>						
33. Arena #1 air handlers	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
34. Chiller replacement - Arena #2	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
35. Vestibule addition to main entrance to bldg	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
<u>VII. Library</u>						
36. Boiler replacement to high efficiency	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
37. Parking lot	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
38. Roof over adult section & museum	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
39. Carpet replacement in adult area & main entry	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
<u>VIII. City Hall</u>						
40. Carpet replacement -Eng/Planning Suites	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
41. Doors & frames in garage areas	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
42. Landscaping lights in front of City Hall	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
43. Replace 4 overhead doors E side of Fire Dept	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 24,000
<u>IX. Information Technology Dept</u>						
44. Computer updates	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000
<b>TOTALS:</b>	<b>\$ 698,000</b>	<b>\$ 2,106,000</b>	<b>\$ 2,885,000</b>	<b>\$ -</b>	<b>\$ 7,979,000</b>	<b>\$ 13,565,000</b>

**CITY OF ONALASKA**  
**2023 Capital Improvement Projects - *Proposed***

<i>9TH DRAFT - 8/28/2018</i>	<u>Sanitary Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<b><i>I. Public Works Department</i></b>						
1. Sidewalk Repair Project	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000
2. Pavement Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000
3. Sand Lake Rd/12th Ave S & Main St intersection improvements	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
4. Retaining wall - 12th Ave S at cemetery	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
5. 11th Ave N lift station reconstruction	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
6. Street paving - Westwood Dr from Oak Ave to Pine St, Kelly Pl, Cliffview Ave, Westwood Dr to Riders Club Rd, Grove St from Pine St to Oak Ave N, & Ridgeview Dr	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000
7. Street paving - Theater Rd from PH to Midwest Dr	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000
8. Street paving - Elm Dr, Walnut Dr & Hickory Ln	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000
9. Street Paving - Franklin St, Riders Club Rd to Victoria Ln	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
10. N Kinney Coulee Rd - reconstruct to urban cross section, La Crosse City limit to 1,500 ft east	\$ -	\$ -	\$ 23,000	\$ -	\$ 292,000	\$ 315,000
11. Utility Extension - STH 35 - Troy St to Hilltop Dr	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
12. Street Paving - Stonebridge Greens Addn	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
13. Street Paving - East Ave, USH 53 to CTH SN	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000

CITY OF ONALASKA  
2023 Capital Improvement Projects - Proposed

9TH DRAFT - 8/28/2018	<u>Sanitary Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<b><u>I. Public Works Department (cont'd)</u></b>						
14. Street Paving - Oak park Addn	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 800,000
15. N Kinney Coulee Rd - Woodmans entrance to 700' southeast	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
16. Pralle Rd from CTH OS to Esther Dr - sanitary, storm, curb & gutter, sidewalk, crushed rock, asphalt pavement including Germann Ct	\$ 45,000	\$ -	\$ 65,000	\$ -	\$ 180,000	\$ 290,000
17. Watermain loop - high zone through Meadow Wood Addn	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ 600,000
18. Motor grader	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
19. Street Reconstruction -Elmwood Hills Subd	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ 1,300,000
20. Main St watermain replacement	\$ 400,000	\$ 700,000	\$ -	\$ -	\$ -	\$ 1,100,000
21. Replace original boiler @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
22. Rework hardware 9 overhead doors @ Public Works Facility	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
<b><u>II. Planning Department</u></b>						
23. Vehicle replacement (1)	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
24. Urban forestry - general	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
<b><u>III. Fire Department</u></b>						
25. Engine/pumper	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000

CITY OF ONALASKA  
2023 Capital Improvement Projects - Proposed

9TH DRAFT - 8/28/2018	<u>Sanitary</u> <u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<u>IV. Parks &amp; Recreation Department</u>						
26. Thomas Farm Park						
a. Playground replacement	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000
b. Accessibility	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
27. Northern area of the City						
a. 6 pickleball courts - Engineering	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
b. Construction	\$ -	\$ -	\$ -	\$ -	\$ 135,000	\$ 135,000
28. Van Riper Park						
a. Aquatic Center - sand play area upgrades	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ 80,000
29. Waterfront improvements	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
<u>V. Police Department</u>						
30. Squad cars (2)	\$ -	\$ -	\$ -	\$ -	\$ 139,000	\$ 139,000
31. Squad car - unmarked	\$ -	\$ -	\$ -	\$ -	\$ 57,000	\$ 57,000
<u>VI. Omni Center</u>						
32. Chiller in Arena #1 overhaul	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
33. Overhead doors in out building replaced	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000
34. Parking lot sealer	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000
<u>VII. Library</u>						
35. Water softener replacement	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
36. Carpet replacement in childrens area	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000

CITY OF ONALASKA  
2023 Capital Improvement Projects - Proposed

<u>9TH DRAFT - 8/28/2018</u>	<u>Sanitary</u> <u>Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>
<u>VII. Library (cont'd)</u>						
37. Flat roof replacement						
a. Meeting rooms & between new & old	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
 <u>VIII. City Hall</u>						
38. Replace water heaters in City Hall (3) & Fire Dept	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
39. LED sign by City Hall	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
40. Replace remaining overhead doors	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
 <u>IX. Information Technology Dept</u>						
41. Computer updates	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000
 <b>TOTALS: \$ 1,445,000 \$ 1,800,000 \$ 88,000 \$ - \$ 9,793,000 \$ 12,126,000</b>						

# STAFF REVIEW SUMMARY

## CITY OF ONALASKA BOARD OF PUBLIC WORKS

September 4, 2018

Agenda Item:

#5

Project/Item Name:

2018 quiet zone memo

Location:

2<sup>nd</sup> Ave. SW & Irvin Street

Requested Action:

Discussion on memo and submission of  
quiet zone request

Staff Report/Description:

Quiet zone materials have been updated with the most recent changes at the Great River Landing and recent train data. A diagnostic meeting to look at the crossings was held with the City, Consultant, BNSF, Wis. DOT, OCR, and FRA. Based upon the meeting and updated data a memo was produced by the consultant outlining what future action can be taken. Staff will discuss recommendations at the meeting.

Attachments:

Quiet zone memo



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## MEMORANDUM

TO: Mr. Jarrod Holter, City Engineer/Director of Public Works  
FROM: Josh Cotter, P.E.  
DATE: August 15, 2018  
RE: Railroad Quiet Zone  
SEH No. ONALA 144842

This memo provides an update to the 2014 Railroad Quiet Zone study and the June 9, 2016 memo regarding implement a City wide quiet zone.

### I. BACKGROUND

The City of Onalaska has been allocating effort to implement a Quiet Zone within its City limits since 2003. There are two railroad-highway grade crossings within the City limits; one is with Irvin Street and the other is with 2<sup>nd</sup> Avenue. Both at grade crossings are on the BNSF Railway Company (BNSF) St Croix Subdivision.

The act of silencing locomotive horns has been determined to increase the train-vehicle collision frequency by 66.8%. The Quiet Zone Rule is designed to prevent collisions that have been found to occur when motorists traverse crossings that locomotive horns are silenced at. To implement a compliant Quiet Zone, the risk index is quantified for each crossing within the proposed Quiet Zone utilizing DOT collision prediction formulas and DOT values for preventing the collisions. Safety Measures are then used to reduce the risk below certain thresholds. One threshold is average risk to the motoring public at public highway-rail grade crossings equipped with flashing lights and gates and at which locomotive horns are sounded (Nationwide Significant Risk Threshold or NSRT), the other is the determined risk to the motoring public when locomotive horns are routinely sounded at every public highway-rail grade crossing within the proposed Quiet Zone (Risk Index With Horns or RIWH). The recognized safety measures are also categorized as either a Supplemental Safety Measure (SSM) or an Alternate Safety Measure (ASM).

- A. A SSM is a safety system or procedure that is determined by the Associate Administrator to be an effective substitute for the locomotive horn in the prevention of highway-rail casualties. Quiet Zones utilizing only SSMs to implement a Quiet Zone are able to be approved by designation of a public authority without the need for formal application to the FRA. There are five recognized SSMs: temporary closure of a highway-rail grade crossing (certain hours of every day), a four-quadrant gate system, gates with medians or channelization, one way street with gates, and permanent closure of the highway-rail grade crossing.
- B. An ASM is a safety system or procedure, other than a SSM, which requires individual review by the Associate Administrator for determination to be an effective substitute for the locomotive horn in the prevention of highway-rail casualties at specific highway-rail grade crossings. Quiet Zones that do not meet the standards for public authority designation and are utilizing risk reduction credit allowed by the installation of ASM/s, are required to be individually reviewed by the FRA Associate Administrator through the Public Authority Application process. There are three recognized ASMs: modified SSMs, non-engineering ASMs, and Engineering ASMs.

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## II. QUIET ZONE UPDATE

Multiple items have changed since the initial study was performed in 2014. Some of the changes include; the large investment in the Great River Landing (which is immediately adjacent to the Irvin Street grade crossing), stakeholder representative changes, and the train/roadway traffic volumes. In addition to these ongoing changes, the initial effort found that SSMs were not a feasible option and that an ASM would be needed to implement a Quiet Zone at 2<sup>nd</sup> Avenue. While ASMs allow for a larger variety of implementation options, they require a formal Public Authority Application and an individualized review by the FRA. A Public Authority Application process is an additional step that requires the public authority (the City of Onalaska) to provide justification for the proposed amount of risk reduction, and it also must include a statement describing efforts taken by the public authority to address comments submitted by each stakeholder in response to the Notice of Intent (NOI). If the FRA determines that any of the comments are not satisfactorily addressed, the FRA may use its discretion with the proposed conditions and the application in general. Each application is reviewed individually by FRA staff in Washington DC, and takes 9+ months to receive feedback.

Given the long timeline of a formal application, the City found value in an additional diagnostic meeting to assemble the stakeholders and discuss the proposed improvements. This allows an opportunity for the City to better understand any comments and to discuss potential solutions. The diagnostic meeting was held on June 18, 2018 and the minutes of the meeting are attached. The sections below summarize the meeting and the remaining options.

### A. PRE-DIAGNOSTIC MEETING

Prior to the diagnostic meeting information was compiled and updates were requested of each stakeholder. SEH assisted the City in determining which options would be presented for discussion at the diagnostic meeting. Using the crossing characteristics and past efforts as a guide, the following proposed improvements were proposed to be evaluated during the diagnostic meeting:

#### 1. **2ND AVENUE**

- a. No changes
- b. Close off the commercial access in SW quadrant and install a 100'+ median on the south side of the tracks
- c. Close off the commercial access in SW quadrant, install a 100'+ median on the south side of the tracks, and install a 70' median on the north side of the tracks
- d. Close off the commercial access in SW quadrant, install a 100'+ median on the south side of the tracks, install a 70' median on the north side of the tracks, and install an additional gate across the commercial drive in the NE quadrant

#### 2. **IRVIN STREET**

- a. No changes
- b. A 60' median to the west, and a 100'+ median to the east of the crossing
- c. The installation of two exit quadrant gates to the existing two quadrant gate system, to allow for a four quadrant gate system
- d. Install fence and gates to allow for a potential partial Quiet Zone

All of the stakeholders attended the diagnostic meeting. The stakeholders consist of the OCR, WisDOT, the FRA, BNSF, and the City of Onalaska. The stakeholders were to either provided the updates prior to or during the diagnostic meeting.

### B. DIAGNOSTIC MEETING

The only update that altered the Quiet Zone Risk Index was a lower train count. The attached FRA Quiet Zone Calculator inputs and output are included to illustrate the current data and crossing risk. Most of the discussion was surrounding the proposed safety measure options for each crossing. While the remainder of the diagnostic meeting discussions can be seen in the attached meeting minutes, any additional consideration for each crossing is noted below:

**1. ADDITIONAL CONSIDERATIONS AT 2<sup>ND</sup> AVENUE**

- a. Forklift use across this crossing was noted.
- b. A pedestrian crossing the tracks at a location outside of the designated grade crossing was observed.
- c. Restricted vision due to placement of dumpsters.
- d. The lack of ability to restrict left turn movements out of the commercial driveway in the NE quadrant of the crossing.

**2. ADDITIONAL CONSIDERATIONS AT IRVIN STREET**

- a. The stated intent of this crossing is for pedestrian use and for: safety response, maintenance, vendors and/or special events.
- b. Pedestrian traffic was noted at this crossing.
- c. There is a high potential for the adjacent land to be developed, in an unknown manner, in the near future.

**C. REMAINING IMPROVEMENT OPTIONS**

Upon conclusion of the diagnostic meeting each of the options were considered in tandem with the recommendations and concerns that were documented during the diagnostic meeting. The remaining safety measure options were narrowed as depicted in the attached Table 1 "Onalaska Quiet Zone Scenario Options".

When reviewing the remaining options it is important to note that the comments made during the diagnostic meeting are not final and are only indicative of the formal concerns that may be offered during the NOI comment period. The discussion below includes potential methods to address the comments offered during the diagnostic meeting. Because decisions at Irvin Street reduces the options at 2<sup>nd</sup> Ave, its discussion is presented first.

**1. IRVIN STREET**

Temporary closure was eliminated due to the concern of closing off pedestrian access for ingress/egress from 10pm until 7am, and the perpetual horn blowing that would be allowed from 7am to 10pm. Four Quadrant Gates was not desirable due to the high infrastructure costs. SSM medians are not feasible due to the location of 1<sup>st</sup> Street. ASM medians are of interest, but not until the use adjacent to the crossing is better understood. The only remaining option currently available is to install no safety measures. Due to the amount of risk with this remaining option Irvin Street could be a standalone Quiet Zone or paired with 2<sup>nd</sup> Avenue.

**a. No Safety Measure Option**

While on site the BNSF concurred that the installation of fence from the crossing to the tree line to the north, along the east side of the tracks, may be an amenable amount of fence to deter path users from crossing at non designated locations.

**2. 2<sup>ND</sup> AVENUE**

Due to the amount of risk at 2<sup>nd</sup> Avenue some sort of safety measure is required whether it is a standalone Quiet Zone or paired with Irvin Street. All of the remaining options have the following considerations in common: forklift use, restricted vision due to the placement of dumpsters, and pedestrians not using the designated crossing area.

Due to the audible warning of forklifts during backing movements, the assumed common occurrence of this forklift use, and the restricted vision of a reverse movement; there was a concern that the train horn is a substantial warning device for this crossing user. One potential means to reduce this concern would be to ensure that companies adjacent to the grade crossing implement grade crossing safety into their safety program, and also to implement a watchman/lookout for any movements over the crossing. The placement of dumpsters should be discussed with the company, and restricted on any public property. The unrestricted pedestrian crossings could be addressed by either the implementation of safety programs by the adjacent companies or by the installation of fencing.

**a. ASM Median Options**

The least objectionable portion of the ASM median options was the proposed modifications on the south side of the crossing. The main concern with the ASM median proposals was the lack of the ability to restrict left turn movements out of the commercial driveway in the NE quadrant of the crossing. Considerations should be given to taking steps to ensure that motorists exiting the driveways are not able to move against the flow of traffic to circumvent the purpose of the median and drive around lowered gates. This may be accomplished by the posting of "no left turn" signs or other means of notification.

Utilizing an assumption that the proposed non-traversable medians meet all of the conditions of a SSM median, other than length, it would be reasonable to propose a risk reduction that corresponds with the proportion of the proposed median length to that of an SSM median length. Once additional conditions are not met the amount of risk reduction is much more difficult to justify. One means to do so is through video observation. The method to obtain risk reduction credit through this means is to perform observation traffic violations during a minimum of 600 gate activations prior to any proposed safety measures, and then again after safety measures are installed. Assuming 36 activations per day this would correlate to approximately 3 weeks of observations. The proposed risk reduction would be in line with the observed violation reduction multiplied by 0.78.

Using the aforementioned method to determine ASM median risk reduction means a SSM type median on the south side of the crossing would result in a 40% risk reduction, but any median on the north side of the crossing would require video observation evidence to obtain additional risk reduction.

**b. 3 Quadrant Gates and Median Option**

This option would utilize SSM type medians on one side of the crossing and exit gates on the other approach. This combination of the four quadrant gate and non-traversable median SSMs is considered an ASM and requires a Public Authority Application. To implement this option the southbound approach would have to be modified to include a median to accommodate the gates needed to restrict access on the north side of the crossing. While this option would address the concern regarding left turn movements out of the northeastern quadrant of the crossing, it is currently unknown if exit gates would require further signal upgrades. Any required signal modifications could substantially increase the cost of implementation.

**c. Wayside Horn Option**

This option of replacing the audible warning source can be employed within or outside of a Quiet Zone. Further, crossings with wayside horns are not included in the Quiet Zone Risk Index calculation. While this option does not completely silence the audible warning of an oncoming train, it does reduce the volume, and the footprint of the impact. This option would concentrate the audible warning for a minimum of 15 seconds at the crossing, instead of the full approach. A wayside horn would be installed and maintained by the City.

**D. POTENTIAL QUIET ZONE COMBINATIONS**

The attached Table 2 "Risk Index Summary" demonstrates the remaining possible crossing combinations. Some notable items shown in the table include: that every option that includes 2<sup>nd</sup> Avenue will require a safety measure to be implemented, and that a Quiet Zone at Irvin Street alone is feasible without any further risk reduction. Since the risk at Irvin Street is only estimated, there is a possibility that future use of this crossing could elevate the risk high enough that will require safety measures to be installed.

**E. CONCLUSION**

While Irvin Street is Quiet Zone eligible with the installation of some fencing, 2<sup>nd</sup> Avenue is not as straight forward. When considering a Quiet Zone at Irvin Street without the inclusion of 2<sup>nd</sup> Avenue, it is recommended to first determine the path forward at 2<sup>nd</sup> Avenue. Considerations include: the potential additional difficulty of implementing a Quiet at 2<sup>nd</sup> Avenue without being combined with Irvin Street, the restriction of an implemented Quiet Zone to not be able to include additional crossings at a later date, and the amount of time to obtain a response for an ASM application. If a Public Authority Application is desired it is recommended to involve the FRA throughout the process.

**F. NON QUIET ZONE RELATED RECOMMENDATIONS**

The BNSF and OCR are currently in the process of upgrading the existing signal and warning devices at 2<sup>nd</sup> Avenue. This allows the City an opportunity to provide input on the proposed gate mast locations. It is recommended that the City review any planned improvement and propose for the gates to be installed at a location that will accommodate the proposed improvements. If the gate masts are relocated in the future it will: cost around \$70k, require approximately one year of lead time, and take a reasonable amount of coordination effort.

Additionally, as the City progresses with the planned roadway project in the vicinity of the 2<sup>nd</sup> Avenue grade crossing it is recommended to reduce the risk of a collision at the crossing by altering the commercial driveway in the southwest quadrant and installing a median on the south side of the crossing. Considering the northwest and southeast crossing quadrant angles are near or less than 30 degrees, another method to improve safety at this crossing would be realign the approaches to be closer to perpendicular with the railroad tracks.

**Attachments:**

Diagnostic Meeting Minutes  
FRA Quiet Zone Calculator Output/Input  
Table 1 - Onalaska Quiet Zone Scenario Options  
Table 2 - Risk Index Summary



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## MINUTES

### Onalaska QZ Field Diagnostic

June 18, 2018

1:00 p.m.

Onalaska, WI

Meeting Chair: Josh Cotter

Present: Jarrod Holter, Onalaska; Calvin Nutt & Carl, BNSF; Tammy Wagner, FRA; Scott Willinger & Peggy Wischhoff, WisDOT; Kasey Kohlhart, OCR; Jeremy Tomesh, SEH; Josh Cotter, SEH

#### I. Introductions

A meeting was held at the City of Onalaska's City Hall located at 415 Main Street and the attendees are listed above. A handout containing FRA Quiet Zone Calculator pages, crossing inventory forms, a table summarizing the information to be considered, exhibits of the existing conditions, and exhibits of the proposed conditions for both public grade crossings were supplied to aid in the discussion.

#### II. Purpose

The purpose of the meeting was to discuss the proposed Quiet Zone and to perform a diagnostic review of the two grade public grade crossings within the proposed Quiet Zone: 2<sup>nd</sup> Avenue (City jurisdiction) and Irvin Street (City Jurisdiction).

#### III. Background and Process

The City of Onalaska has been allocating effort to implement a Quiet Zone within its City limits since 2003. The previous diagnostic meeting was approximately 5 years ago, and involved different stakeholder representatives. In addition to personnel changes the City recently made a large investment in the Great River Landing, which is immediately east of the Irvin Street grade crossing. This effort included substantial considerations to reduce the amount of pedestrian trespassing and illegal crossing of the BNSF's tracks.

One of the items discussed, regarding past efforts, was that SSMs have not been found to be feasible at 2nd Ave. This has led to proposed Alternative Safety Measures at 2nd Ave, which would require a public authority application for formal approval. The extended process of a public authority application was discussed and illustrated in a flow chart. Given the required processes, it was estimated that the Quiet Zone was desired to be implemented in the next year or two.

#### IV. Review Grade Crossing Information and Proposed Improvements

The existing crossing information was reviewed and the only present update was that the current train counts are 36 trains per day, as opposed to the 44 trains per day that is shown in the US DOT Inventory Form dated from 2016. It was also noted that updated traffic counts will be needed near the end of the application process to ensure accurate risk calculations at the time of the Notice of Establishment.

The group then discussed upcoming projects that could impact either crossing. The City noted that with the Great River Landing improvements complete, the City is seeing interest in further development near Irvin Street. They also mentioned that some road/utility maintenance work is likely adjacent to the 2nd Avenue grade crossing. The impact of these future improvements is currently unknown, but they would consider any input from this Quiet Zone effort. WisDOT and BNSF noted that the existing crossing warning devices and circuitry at the 2<sup>nd</sup> Avenue grade crossing is planned to be upgraded in the near future. It was recommended that any City planned roadway widening improvements adjacent to the 2<sup>nd</sup> Avenue grade crossing be coordinated with the grade crossing signal upgrade.

With the team now able to consider the crossing information updates and proposed projects, the proposed improvement options were discussed for both crossings. The following options were presented by the City:

- A. 2<sup>nd</sup> Avenue
  - a. No changes
  - b. Close off the commercial access in SW quadrant and install a 100'+ median on the south side of the tracks
  - c. Close off the commercial access in SW quadrant, install a 100'+ median on the south side of the tracks, and install a 70' median on the north side of the tracks
  - d. Close off the commercial access in SW quadrant, install a 100'+ median on the south side of the tracks, install a 70' median on the north side of the tracks, and install an additional gate across the commercial drive in the NE quadrant

In response to the City's proposed improvement options at 2<sup>nd</sup> Avenue additional options were proposed to be considered. These included: reevaluating a one way street scenario with the traffic being limited to northbound only in the vicinity of the crossing, closing off the commercial access driveway in the NE quadrant of the crossing, more extensive use of non-traversable medians to restrict left turn movements out of the NE quadrant of the crossing, and an exit quadrant gate on the north side of the crossing.

While creative, the one way traffic proposal was met with opposition. The main reason being that Midwest Hardwoods' facility is bisected by the railroad tracks, and they travel extensively in both directions over the crossing. This proposal would limit their ability to operate their business. Closing off commercial access to the NE quadrant was then discussed. It was determined that there are four businesses that use this driveway, and that the adjacent roadway to the east is approximately 15' higher than 2nd Avenue. While there were headwinds with this option, it was to be evaluated in the field. Next non-traversable medians were discussed. Due to the anticipated WB-62 truck traffic there was difficulty in finding a configuration that would restrict the left turn movement out of the NE quadrant. This was determined to potentially be feasible if the vehicle size was restricted. Finally, an exit quadrant gate was determined to have merit, and it would be evaluated in the field.

- B. Irvin Street
  - a. No changes
  - b. A 60' median to the west, and a 100'+ median to the east of the crossing
  - c. The installation of two exit quadrant gates to the existing two quadrant gate system, to allow for a four quadrant gate system
  - d. Install fence and gates to allow for a potential partial Quiet Zone

The floor was open after the City presented its' proposed improvement options at Irvin Street. The BNSF notified the City that the existing signal system at Irvin would need to be replaced to accommodate four quadrant gates. It was noted that the proposed SSM median option would create issues due to the lack of consideration for access to 1<sup>st</sup> Avenue. It was also noted that a partial Quiet Zone would not likely create the desired benefit to the users of the Great River Landing, or the adjacent developments, so the partial quiet zone option was determined to not be a viable option.

## V. Site Visit

The group then visited the crossings in the field to further explore the discussed safety improvements. Once everyone reconvened, Calvin led the safety briefing and Carl was the watchman/lookout. The diagnostic team then evaluated the proposed options for implementation issues. The following comments are those discussed during the site visits to each of the crossings:

### A. 2<sup>nd</sup> Avenue (DOT # 079897G, MP 303.019)

- 2<sup>nd</sup> Avenue is a 2 lane urban local City Street with flashing light signals, gates, and CWT circuitry.
- The 2016 AADT was 1,155
- Fork lift use across this crossing was noted
- The City's proposed median and relocation of the existing commercial driveway in the SW quadrant of the crossing was a generally accepted method to address the south side of the crossing
- The majority of the conversation at this crossing focused heavily on the ability of the proposed options to restrict left turn movements out of the commercial driveway in the NE quadrant of the crossing. Of the remaining options that restrict left turns out this commercial driveway, in general it was found that:
  - Alternate access was not apparent, therefore closing this commercial access drive did not appear to be feasible
  - The City would need to work with the four industries to determine if the size of the vehicles that use this commercial driveway can be restricted, to approximately 40' single unit trucks, so access could be restricted by non-traversable medians to right-in right-out movements
  - Due to the skew of the crossing there is approximately 120' between feasible gate mast locations. This option would require the installation of three or four 30' gates, at least one of which would have to be in a newly constructed median, and possibly minor the widening of the existing grade crossing panel surface to accommodate the new median.
    - It was noted that BNSF was opposed to implementing this specific proposed safety measure, by means of revoking BNSF funds from a 50/50 OCR agreement that would otherwise fund the planned upgrade of this grade crossing warning system
- Potential fencing adjacent to Northwest Lumber to restrict any pedestrian movements
- Potential safety training for Northwest Lumber due to the extensive crossing use

### B. Irvin Street (DOT # 079898N, MP 303.609)

- Irvin Street is a 2 lane urban local City Street with flashing light signals, gates, and CWT circuitry.
- Due to the recent change in planned use of this crossing to: safety response, maintenance, vendors and/or special events; the projected AADT is 10
- Pedestrian traffic was noted at this crossing
  - A recommendation was made to install a fence to the north between the crossing and the adjacent wooded area to the north to better funnel pedestrians to the Irvin Street crossing
- The four quadrant gate option will require the upgrading of railroad signal circuitry, but it is a feasible option
- Any proposed median would depend on the future development of the land on both sides of the crossing
  - A new proposal was to consider converting 1<sup>st</sup> Avenue into a one way street with right turn only access onto Irvin
  - The use of a cul-de-sac on the west side of the crossing was contemplated to allow for a full 100' median

VI. Next steps/action items

- A. SEH and the City will work together and decide the scope of the proposed Quiet Zone based on this meeting.

SEH believes that this document accurately reflects the business transacted during the meeting. If any attendee believes that there are any inconsistencies, omissions or errors in the minutes, they should notify the writer at once. Unless objections are raised within seven (7) days, we will consider this account accurate and acceptable to all.

**If there are errors contained in this document, or if relevant information has been omitted, please contact Josh Cotter at 651 765 2917.**

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Cancel
Change Scenario: ONALASKA - 53117 v
Continue

	Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
<b>Create New Zone</b>	079897G	2ND AVE	1155	Gates	0	0	24,651.07	MODIFY
<b>Manage Existing Zones</b>	079898N	IRVIN ST	10	Gates	0	0	9,592.38	MODIFY

**Log Off** \* Only Public At Grade Crossings are listed.  
 Click for [Supplementary Safety Measures \[SSM\]](#)  
 Click for ASM spreadsheet: ASM \* Note: The use of ASMs requires an application to and approval from the FRA.

**Step by Step Instructions:**

- Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button
- Step 2:** Select proposed warning device or SSM. Then click the [UPDATE](#) button. To generate a spreadsheet of the values on this page, click on [ASM](#) button—This spreadsheet can then be used for ASM calculations.
- Step 3:** Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.
- Step 4:** To save the scenario and continue, click the SELECT button

Summary	
<b>Proposed Quiet Zone:</b>	ONALASKA - UPDATE
<b>Type:</b>	New 24-hour QZ
<b>Scenario:</b>	ONALASKA -_53117
<b>Estimated Total Cost:</b>	\$0.00
<b>Nationwide Significant Risk Threshold:</b>	14723 .00
<b>Risk Index with Horns:</b>	10264.82
<b>Quiet Zone Risk Index:</b>	17121.72

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### Update and Verify Crossing Information

CONTINUE

- Create New Zone
- Manage Existing Zones
- Log Off

Zone:  
 Quiet Zone Type : New 24-hour Quiet Zone

079897G 2ND AVE

079898N IRVIN ST

Present warn device: Gates	<input type="text" value="Gates"/>
Number of highway vehicles per day: 000450	<input type="text" value="1155"/>
Total trains: 44	<input type="text" value="36"/>
Day through trains : 22	<input type="text" value="18"/>
Total Switching Trains : 0	<input type="text" value="0"/>
Number of main tracks: 2	<input type="text" value="2"/>
Number of other tracks: 2	<input type="text" value="1"/>
Urban(U.)/Rural(R.): U.Local	<input type="text" value="U.Local"/>
Highways paved: Yes	<input type="text" value="Yes"/>
Maximum timetable speed mph: 35	<input type="text" value="35"/>
Number of highway lanes: 2	<input type="text" value="2"/>
Number of years accident data: 5	<input type="text" value="5"/>
Number of accidents in accident data years: 0	<input type="text" value="0"/>
Wayside horn:	<input type="text" value="No"/>
<b>Pre-Existing SSM:</b>	<input type="text" value="No"/>

**Step by Step Instructions:**

**Step 1:** To add more crossings to the zone Click the ADD CROSSING.

**Step 2:** To Make changes to the default information, select the crossing from list. Enter the changes in the appropriate box, then click the UPDATE button.

**Step 3:** To permanently remove a crossing from the zone, select Crossing from list. Click the DELETE CROSSING button.

**Step 4:** Verify All Crossing Information Provided is correct. Then Click the Check Box, then CONTINUE button .

**\* Note:** To see a list of SSMs, click on "Pre-Existing SSM".

\* = Not Public At Grade Crossing  
 \*\* = Closed Crossing

To verify ALL CROSSING INFORMATION PROVIDED is correct, click on the check box here.

ADD CROSSING

DELETE CROSSING

UPDATE

Note: Updating Crossing information on the Quiet Zone Calculator **DOES NOT** update the crossing inventory. Be sure that an updated current and accurate inventory form is also submitted.

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### Update and Verify Crossing Information

[CONTINUE](#)

[Create New Zone](#)

[Manage Existing Zones](#)

[Log Off](#)

Zone:

Quiet Zone Type : **New 24-hour Quiet Zone**

**079898N IRVIN ST**

079897G 2ND AVE

Present warn device: **Gates**

Number of highway vehicles per day: **000250**

Total trains: **44**

Day through trains : **22**

Total Switching Trains : **0**

Number of main tracks: **2**

Number of other tracks: **0**

Urban(U.)/Rural(R.): **U.Local**

Highways paved: **Yes**

Maximum timetable speed mph: **60**

Number of highway lanes: **2**

Number of years accident data: **5**

Number of accidents in accident data years: **0**

Wayside horn: **No**

**Pre-Existing SSM:**

[UPDATE](#)

Note: Updating Crossing information on the Quiet Zone Calculator **DOES NOT** update the crossing inventory. Be sure that an updated current and accurate inventory form is also submitted.

#### Step by Step Instructions:

**Step 1:** To add more crossings to the zone Click the ADD CROSSING.

**Step 2:** To Make changes to the default information, select the crossing from list. Enter the changes in the appropriate box, then click the UPDATE button.

**Step 3:** To permanently remove a crossing from the zone, select Crossing from list. Click the DELETE CROSSING button.

**Step 4:** Verify All Crossing Information Provided is correct. Then Click the Check Box, then CONTINUE button .

**\* Note:** To see a list of SSMs, click on "Pre-Existing SSM".

\* = Not Public At Grade Crossing  
\*\* = Closed Crossing

**To verify ALL CROSSING INFORMATION PROVIDED is correct, click on the check box here.**

[ADD CROSSING](#)

[DELETE CROSSING](#)

Table 1 - Onalaska Quiet Zone Scenario Options

ZONE	SUB ZONE	OPTION	RIWH	QZRI	STREET	MINIMUM QUIET ZONE UPGRADE	PROPOSED SAFETY MEASURE	QZRI WITH PROPOSED SAFETY MEASURE	ESTIMATED COST	NOTES
1	A	1	14,779	24,651	2nd Avenue	None (2Q + CWT Exist)	None	24,651	\$ -	Existing condition.
		2					ASM Median^	14,791	\$ 45,000	100' median on south side of crossing and closure of adjacent driveway.
		3					ASM Medians^	12,326	\$ 100,000	The implementation of SSM type medians, would not meet the requirements due to the location of commercial access driveways. The effectiveness would need to be determined through video monitoring of gate violations before and after installation.
		4					3Q Gates & Median (ASM)	4,684	\$ 210,000	The additional exit gates on the north side of the road, this option may require the lengthening of existing crossing surfaces to accommodate a median on the north side of the crossing. This option includes closing of the commercial access drive in the southwest quadrant.
		5					Wayside Horn	N/A	\$ 150,000	This option is not technically a "Quiet Zone" but allows for a substitution of a locomotive horn.
		6					One Way Streets (SSM)	4,437	N/A	A one way street would not be conducive to the existing business that bisected by the railroad tracks.
		7					Nightly Closure (SSM)	0	\$ 60,000	The access provided by the roadway does not allow for a temporary night time closure.
		8					4Q Gate (SSM)	4,437	\$ 670,000	Four quadrant gates was evaluated and because of the crossing geometry, the design became impractical. The road would need to be widened to accomodate four gates on each approach due to the skew of the crossing.
		9					Closure (SSM)	0	\$ 25,000	The permanent closure was considered but a full signalized access point at George Street and Highway 53 was rejected by the WisDOT because of operational issues on Highway 53. Even if this was acceptable, the closure would have imposed a hardship on the local business that has facilities on both sides of the track and would need a private industrial crossing.
		10					SSM Medians	4,930	\$ 600,000	A 100' raised median on the south side of the crossing is practical if he commercial driveway in the southwest quadrant is closed. The commercial driveway in the northeast quadrant serves four businesses, which does not allow for it to be closed. Relocating this driveway would require the aquisition and demolition of an active business.
	B	1	5,751	9,592	Irving Street	None (2Q + CWT Exist)	None	9,592	\$ 20,000	Existing condition. Estimated cost is an allocation for pedestrian fencing. The estimated risk of this option would allow for this crossing to be a stand alone Quiet Zone, or to be paired with 2nd Ave.
		2					ASM Medians^	5,755	\$ 50,000	Multiple options exist, with varying levels of risk reduction. One that was discussed at the diagnostic meeting was converting 1st Avenue to a one way road with a right only turn allowed at the Irving Street intersection. Plans to develop the area adjacent to Irvin Street were also discussed. There was interest to impliment this option, but not until adjacent development plans are completed
		3					4Q Gate (SSM)	1,727	\$ 525,000	This option will require a full crossing rebuild, which is cost prohibitive.
		4					Nightly Closure (SSM)	0	\$ 60,000	The concern with this option is that when the crossing closes, it includes closing off pedestrian access. Due to the proposed use of this crossing this option was not found to be desirable.
		5					Wayside Horn	N/A	\$ 150,000	This option is not technically a "Quiet Zone" but allows for a substitution of a locomotive horn. Due to the proposed use of this crossing this option was not found to be desirable.
		6					SSM Medians	1,918	\$ 75,000	The location of 1st street on the east side of the crossing prohibits the ability for an SSM median to be installed. Additional pavement and traffic patterns would also need to be investigated to allow for the installation of compliant medians on the west side of the crossing.
		7					Conversion to Private/Ped Crossing	0	\$ -	While feasible, this legal alteration would not restrict locomotive horns. It would also limit the available options for a Quiet Zone at 2nd Ave.
		8					One Way Streets (SSM)	1,727	N/A	The roadway system in Onalaska, because of the terrain and river, does not provide logical pairing streets with 2nd Avenue that would allow for one way streets.
		9					Closure (SSM)	0	\$ -	Vehicular access is desired for maintenance, event deliveries, pedestrians, and safety response. Therefore this is not a feasible option.

Cell Highlighting Key

- Remaining options
- Alternate Quiet Zone options
- Options that were eliminated

ASM = Alternative Safety Measure  
 SSM = Supplementary Safety Measure  
 RIWH = Risk Index With Horns  
 QZRI = Quiet Zone Risk Index  
 NSRT = National Significant Risk Threshold (14,723)  
 \* Data not available

^ A Public Authority Application is required to determine the risk reduction value

Approximate Cost Estimates

Channelization Devices - \$20,000 per crossing  
 Non Traversable Medians = Two 100' medians - \$75,000  
 2Q = Two Quadrant Gates - \$150,000  
 4Q = Four Quadrant Gates - \$250,000  
 CWT = Constant Warning Time - \$100,000  
 Closure = Closing a railroad/public road crossing - \$25,000

Table 2 – Risk Index Summary

	Proposed Safety Measure	2 <sup>nd</sup> Avenue	Irvin Street	RIWH	QZRI	Comment
Seperated Options	1 Irvin St. - None	N/A	9,592	5,751	9,592	QZRI < NSRT
	2 2 <sup>ND</sup> Ave - None	24,651	N/A	14,779	24,651	QZRI > RIWH and QZRI > NSRT Needs additional safety measures
	3 2 <sup>ND</sup> Ave - South Median^	14,791	N/A	14,779	14,791	QZRI > RIWH and QZRI > NSRT Needs additional safety measures
	4 2 <sup>ND</sup> Ave - North & South Median^	12,326	N/A	14,779	12,326	QZRI < NSRT and QZRI < RIWH
	5 2 <sup>ND</sup> Ave – 3Q Gates & Median^	4,684	N/A	14,779	4,684	QZRI < NSRT and QZRI < RIWH
Combined Options	6 2 <sup>ND</sup> Ave - None Irvin St. - None	24,651	9,592	20,530	17,122	QZRI > RIWH and QZRI > NSRT Needs additional safety measures
	7 2 <sup>ND</sup> Ave - South Median^ Irvin St. - None	14,791	9,592	20,530	12,192	QZRI < NSRT and QZRI < RIWH
	8 2 <sup>ND</sup> Ave - North & South Median^ Irvin St. - None	12,326	9,592	20,530	10,959	QZRI < NSRT and QZRI < RIWH
	9 2 <sup>ND</sup> Ave – 3Q Gates & Median^ Irvin St. - None	4,684	9,592	20,530	7,138	QZRI < NSRT and QZRI < RIWH

Cell Highlighting Key

- Unacceptable level of risk for a proposed Quiet Zone
- Acceptable level of risk for a proposed Quiet Zone

ASM = Alternative Safety Measure

SSM = Supplementary Safety Measure

RIWH = Risk Index With Horns

QZRI = Quiet Zone Risk Index

NSRT = National Significant Risk Threshold (14,723)

^ A Public Authority Application is required to determine the risk reduction value

# STAFF REVIEW SUMMARY

## CITY OF ONALASKA BOARD OF PUBLIC WORKS

September 4, 2018

Agenda Item:

#6

Project/Item Name:

Plastic recycling

Location:

Citywide

Requested Action:

Discussion on removing plastics #3, #6 & #7

Staff Report/Description:

Harter's Quick Clean-up has recently requested the removal of plastics #3, #6 and #7 from the recycling stream. Staff does not feel this will hinder the overall recycling effort as these items make up less than one half of one percent of the recycling.

Attachments:

E-mail and recycling chart

**Holter, Jarrod**

---

**From:** Bosworth, Vicky  
**Sent:** Monday, August 20, 2018 3:06 PM  
**To:** Holter, Jarrod  
**Subject:** FW: Emailing: 2018 Recycler

Matt's response to my e-mail. When I receive the list of materials it will make more sense to me. Thank you!

-----Original Message-----

From: Mathias Harter [<mailto:mwharter@harters.net>]  
Sent: Monday, August 20, 2018 3:02 PM  
To: Bosworth, Vicky  
Cc: Gary Harter  
Subject: RE: Emailing: 2018 Recycler

Hi Vicky,  
Basically, the only change needed is in the first line under plastics. It should read:

Plastics #1, #2, #4, & #5 (must be labeled with the recycling symbol and #)

The next three lines in the 'Plastic' section should remain unchanged.

I don't think residents will be concerned that their carts are oversized if this change is put into effect. The #3, #6, & #7's are an extremely small portion of the stream (less than half of one percent). Including or excluding them will not make a recognizable difference in the fill level of any cart(s).

*Remove*



Mathias Harter  
General Manager  
Green Circle Recycling, LLC

2850 Larson Street  
La Crosse, WI 54603  
Office: (608) 782-2082  
Cell: (608) 304-0845

# Smart Plastics Guide

# NATIONAL GEOGRAPHIC'S STRANGEDAYS ON PLANET EARTH

## PLASTIC #5 - POLYPROPYLENE (PP)



- deli soups, syrup, yogurt and margarine containers
- disposable diapers
- outdoor carpet
- house wrap
- clouded plastic containers, e.g. baby bottles, straws

PP is not easily recycled. Differences in the varieties of type and grade, mean achieving consistent quality during recycling is difficult.

No known health issues.

## PLASTIC #6 - POLYSTYRENE (PS)



### Rigid Polystyrene

- CD cases
  - disposable cutlery
- ### Formed Polystyrene (Styrofoam)
- food containers
  - packaging
  - insulation
  - egg cartons
  - building insulation

Recycling PS is possible, but not normally economically viable.

Styrene can leach from polystyrene. Over the long term, this can act as a neurotoxin. Studies on animals report harmful effects of styrene on red-blood cells, the liver, kidney, and stomach organs<sup>1</sup>.

<sup>1</sup> US Environmental Protection Agency (1992) "Styrene". Air Toxics Website. Retrieved on 31/1/2008 from <http://www.epa.gov/ttn/atw/hlthef/styrene.html>

Styrene can be absorbed by food, and once ingested can be stored in body fat. It is thought that repeated exposure could lead to bioaccumulation<sup>2</sup>.

<sup>2</sup> WHO International Programme On Chemical Safety. "Styrene". Environmental Health Criteria 26. Retrieved on 31/1/2008 <http://www.inchem.org/documents/ehc/ehc/ehc26.htm>

Try reusing styrofoam packing peanuts, and polystyrene cutlery where practical.

## PLASTIC #7 - MIXED (OTHER)



- lids
- medical storage containers
- electronics
- most plastic baby bottles
- 5-gallon water bottles
- "sport" water bottles
- metal food can liners
- clear plastic "sippy" cups
- some clear plastic cutlery

Mixed resin plastics like #7 are difficult, if not impossible, to recycle.

Health effects vary depending on the resin and plasticizers in this plastic that often includes polycarbonates. Polycarbonate plastic leaches bisphenol A (BPA) a known endocrine disruptor. By mimicking the action of the hormone, estrogen, bisphenol A has been found to: effect the development of young animals; play a role in certain types of cancer; create genetic damage and behavioral changes in a variety of species.

bisphenol A is widespread--one study found BPA in 95% of American adults sampled<sup>3</sup>.

<sup>3</sup> Calafat, A.M., Kuklennyik, Z., Reidy, J.A., Caudill, S.P., Ekong, J. & Needham, L.L. (2005) "Urinary Concentrations of Bisphenol A and 4-Nonylphenol in a Human Reference Population" Environmental Health Perspectives 113: 391-395. Retrieved 31/1/2008 from <http://www.ehponline.org/members/2004/7534/7534.html>

The number of studies documenting the detrimental effects between BPA and health are increasing.

## TIPS FOR USE OF PLASTIC CONTAINERS WITH FOOD

- **Avoid heating food in plastic containers.** Heat can release chemicals so avoid heating food in plastic containers. For the same reason, only drink cold liquids from plastic containers.
- **Wash plastic containers in mild detergents.** Harsh detergents help liberate chemical from plastics making the container much more likely to leach chemicals into food.
- **Avoid using plastic packaging where you can.** For example, bring reusable bags when grocery shopping, and your own "to-go" containers when dining out.
- **Select safe plastics for food storage.** Only use plastic containers with the recycling #1, #2, #4 and #5 for food storage. Consider switching to glass storage containers since plastic containers can leach chemicals into the environment and your food as they age and become used.

# Smart Plastics Guide

# NATIONAL GEOGRAPHIC'S STRANGEDAYS ON PLANET EARTH

Plastic products are typically labeled with a number surrounded by the recycling symbol. These numbers and labels identify both the type of resin used to make the plastic and the products' recyclability. Associated with the different types of resin are potential health risks. The following table summarizes seven different types of commonly used plastics, product examples, recyclability, and potential health risks.

USED FOR	RECYCLABILITY	HEALTH	NOTES
<b>PLASTIC #1 - POLYETHYLENE TEREPHTHALATE (PET)</b>			
 <ul style="list-style-type: none"> <li>• soft drink, water, and other beverage bottles</li> <li>• detergent and cleaning containers</li> <li>• peanut butter and other food containers and bottles</li> </ul>	PET is recycled into: new bottles, polyester for fabrics and carpet, fill for bumper cars and fiberfill for sleeping bags and jackets.	No known health issues.	PET is one of the most easily recycled plastic.
<b>PLASTIC #2 - HIGH DENSITY POLYETHYLENE (HDPE)</b>			
 <ul style="list-style-type: none"> <li>• milk and water jugs</li> <li>• laundry detergents, shampoo, and motor oil containers</li> <li>• shampoo bottles</li> <li>• some plastic bags</li> </ul>	Clear HDPE containers are easily recycled back into new containers. Colored HDPE are converted into plastic lumber, lawn and garden edging, pipes, rope, and toys.	No known health issues.	HDPE is easily recycled.
<b>PLASTIC #3 - POLYVINYL CHLORIDE (PVC OR V)</b>			
 <ul style="list-style-type: none"> <li>• clear food packaging, cling wrap</li> <li>• detergents and window cleaner bottles</li> <li>• some plastic squeeze bottles, cooking oil and peanut butter jars</li> <li>• vinyl pipes</li> <li>• shower curtains</li> <li>• flooring, home siding, and window and door frames</li> </ul>	PVC is one of the least recyclable plastic due to additives. Potentially harmful substances are also created by its disposal.	Many harmful chemicals are produced in the manufacturing, disposal, or destruction of PVC including: <ul style="list-style-type: none"> <li>• Lead</li> <li>• DEHA (di(2ethylhexyl)adipate)</li> <li>• Dioxins</li> <li>• Ethylene dichloride</li> <li>• Vinyl chloride</li> </ul> Effects of exposure to these chemicals may include: decreased birth weight, learning and behavioral problems in children, suppressed immune function and disruption of hormones in the body, cancer and birth defects, genetic changes.	Harmful chemicals created as a byproduct of PVC can also settle on grassland, where they can be consumed by livestock, and accumulate in meat and dairy products that are directly ingested by us.
<b>PLASTIC #4 - LOW DENSITY POLYETHYLENE (LDPE)</b>			
 <ul style="list-style-type: none"> <li>• bread, frozen food, and grocery bags</li> <li>• most plastic wraps</li> <li>• some bottles</li> </ul>	LDPE is not usually recycled.	No known health issues.	While no known health effects associated with the use of this plastic are known, organic pollutants are formed during manufacturing.

Just because the recycling number on a plastic object indicates that it is potentially recyclable doesn't necessarily mean that it is. Normally, only #1 and #2 plastic bottles with narrow necks are recycled. Check to see what plastics your local waste management organization recycles. The Earth911 Web site is a good place to start your search: [www.earth911.org](http://www.earth911.org)

# STAFF REVIEW SUMMARY

## CITY OF ONALASKA BOARD OF PUBLIC WORKS

September 4, 2018

Agenda Item:

#7

Project/Item Name:

SCADA computer upgrade

Location:

Citywide

Requested Action:

Approval of engineering services

Staff Report/Description:

The existing two SCADA computers have been purchased for replacement. Due to the programming and software on these computers staff is proposing to hire Strand Associates to install the programs and software along with physical set up of the computers. Strand performed the same work as part of the original SCADA installation

Attachments:

Task Order 18-05 and e-mail



# OWNER REVIEW

Strand Associates, Inc.  
910 West Wingra Drive  
Madison, WI 53715  
(P) 608-251-4843  
(F) 608-251-8655

Task Order No. 18-05  
City of Onalaska, Wisconsin (OWNER)  
and Strand Associates, Inc.® (ENGINEER)  
Pursuant to Technical Services Agreement dated December 19, 2014

### Project Information

Project Name: Water Utility Supervisory Control and Data Acquisition (SCADA) Computer and Software Upgrade

Services Description: Assist OWNER in upgrading its SCADA system.

### Scope of Services

ENGINEER will provide the following services to OWNER:

1. Assist OWNER with ordering two desktop computers and Wonderware upgrades for direct OWNER purchase.
2. Install Wonderware software and related drivers on desktop computers. Convert the Wonderware software application to 1920x1080 resolution and upgrade to the latest version.
3. Copy reporting application to new desktop computers and convert to latest version.
4. Visit the site one time to install new SCADA computers and train OWNER's staff on the new system.

### Compensation

OWNER shall compensate ENGINEER for Services under this Task Order a lump sum of \$8,000.

### Schedule

Services will begin upon execution of this Task Order, which is anticipated on August 10, 2018. Services are scheduled for completion on November 30, 2018.

### TASK ORDER AUTHORIZATION AND ACCEPTANCE:

ENGINEER:

STRAND ASSOCIATES, INC.®

**DRAFT**

Matthew S. Richards  
Corporate Secretary

Date

OWNER:

CITY OF ONALASKA

**DRAFT**

Joe Chilsen  
Mayor

Date

**DRAFT**

Caroline Burmaster  
City Clerk

Date

## Holter, Jarrod

---

**From:** Carden, Jason <Jason.Carden@strand.com>  
**Sent:** Thursday, August 09, 2018 7:16 AM  
**To:** Holter, Jarrod; Zenz, Shane  
**Cc:** Schubert, Kevin  
**Subject:** RE: SCADA Computers and software upgrade

Here is a breakdown of the hours we budgeted. If you have any questions at all, please call to discuss.

<u>Task</u>	<u>Hours</u>
Project Management	6
Specify Computers & Software	2
Setup computers and install software	12
Copy reports and update as needed	2
Convert graphics to 1920x1080	6
Install computers on site	10
Follow up troubleshooting and support	8
Expenses	\$300

*Handwritten in red: A bracket groups the hours for Project Management, Specify Computers & Software, Setup computers and install software, Copy reports and update as needed, Convert graphics to 1920x1080, and Install computers on site. To the right of the bracket, it says "46 Hours".*

---

**From:** Holter, Jarrod <[jholter@cityofalaska.com](mailto:jholter@cityofalaska.com)>  
**Sent:** Wednesday, August 8, 2018 4:03 PM  
**To:** Zenz, Shane <[Shane.Zenz@strand.com](mailto:Shane.Zenz@strand.com)>  
**Cc:** Holter, Jarrod <[jholter@cityofalaska.com](mailto:jholter@cityofalaska.com)>; Carden, Jason <[Jason.Carden@strand.com](mailto:Jason.Carden@strand.com)>; Schubert, Kevin <[kschubert@cityofalaska.com](mailto:kschubert@cityofalaska.com)>  
**Subject:** Re: SCADA Computers and software upgrade

Shane,

Can you elaborate on the cost? I know you have a travel day but will need further explanation.

Thanks,

Jarrod

Sent from [BlueMail](#)

On Aug 8, 2018, at 3:48 PM, "Zenz, Shane" <[shane.zenz@strand.com](mailto:shane.zenz@strand.com)> wrote:

Jarrold,

Attached is a draft task order for upgrading your existing SCADA computers and software. Please let me know if you have any comments or concerns.

Thanks,

Shane



**Shane Zenz, P.E. | Senior Associate**

Strand Associates, Inc.®

608.251.4843 ext. 1057

[Shane.Zenz@strand.com](mailto:Shane.Zenz@strand.com) | [www.strand.com](http://www.strand.com)

*Excellence in Engineering Since 1946.*

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# **STAFF REVIEW SUMMARY**

## CITY OF ONALASKA BOARD OF PUBLIC WORKS

September 4, 2018

Agenda Item:

**#8**

Project/Item Name: 12<sup>th</sup> Avenue/Sand Lake Road Traffic Signal Project

Location: 12<sup>th</sup> Avenue and Main Street

Requested Action: Approval of engineering services

Staff Report/Description: Services are needed for shop drawing review for traffic signal and electrical components for the project and a final site visit to ensure all items are installed and operating to specifications. Cost would be paid from the 2018 C/P budgeted for project.

Attachments: E-mail

## Holter, Jarrod

---

**From:** Henderson, Kyle R. <Kyle.Henderson@strand.com>  
**Sent:** Tuesday, August 28, 2018 1:29 PM  
**To:** Schubert, Kevin  
**Cc:** Holman, Luke; Holter, Jarrod  
**Subject:** RE: 957---Onalaska Signals Main St & Sand Lake

Hi Kevin

Here are our proposed amendment details

Scope:

1. Perform us to 30 hours of shop drawing submittal review.
2. One site visit to observe traffic signal operations and document traffic signal equipment list of items to be corrected or completed.

Fee:

\$4,900

Schedule:

Services anticipated to start: September 15, 2018

Services anticipated to be completed: November 15, 2018

Thanks

Kyle

---

**From:** Schubert, Kevin <kschubert@onalaskawi.gov>  
**Sent:** Tuesday, August 28, 2018 8:09 AM  
**To:** Henderson, Kyle R. <Kyle.Henderson@strand.com>  
**Cc:** Holman, Luke <Luke.Holman@strand.com>; Holter, Jarrod <jholter@onalaskawi.gov>  
**Subject:** RE: 957---Onalaska Signals Main St & Sand Lake

Kyle,

Please put together and amendment to provide 30 hours of shop drawing review time and one site visit at the end of the project for a punchlist. If possible could you have this to us by the end of the day so we can include it into our September Board of Public Works meeting packet that we have to turn in tomorrow.

Thanks,  
Kevin

**Kevin Schubert, P.E.**  
Assistant City Engineer

City of Onalaska  
415 Main St.  
Onalaska, WI 54650  
Cell: 608-769-6061  
Office: 608-781-9537  
Fax: 608-781-9506

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**From:** Henderson, Kyle R. [<mailto:Kyle.Henderson@strand.com>]  
**Sent:** Monday, August 27, 2018 3:31 PM  
**To:** Schubert, Kevin  
**Cc:** Holman, Luke  
**Subject:** RE: 957---Onalaska Signals Main St & Sand Lake

Hi Kevin

I will review these shop drawings and get them returned to you by Wednesday.

One item for you. The contract we had for the design and bidding did not have any scope for construction services like reviewing shop drawings. Would you like me to put together an amendment to provide for these shop drawing reviews and possibly a site visit for the traffic signal turn on like we did for Theater Road and Midwest Drive?

Thanks  
Kyle

---

**From:** Schubert, Kevin <[kschubert@onalaskawi.gov](mailto:kschubert@onalaskawi.gov)>  
**Sent:** Monday, August 27, 2018 11:26 AM  
**To:** Henderson, Kyle R. <[Kyle.Henderson@strand.com](mailto:Kyle.Henderson@strand.com)>  
**Subject:** FW: 957---Onalaska Signals Main St & Sand Lake

# STAFF REVIEW SUMMARY

## CITY OF ONALASKA BOARD OF PUBLIC WORKS

September 4, 2018

Agenda Item:

#9

Project/Item Name:

Abbey Road Project

Location:

Abbey Road & Commerce Road

Requested Action:

Approval of engineering services

Staff Report/Description:

The City has hired SEH for the Abbey Road design. The proposed Amendment #1 would add Commerce Drive to the design. This would allow bidding of the Abbey Road and Commerce Road projects together. Currently the City has been approached by parcels that wish to annex along Commerce Drive and this design would allow possible installation of water and sanitary sewer service to the Commerce Drive area.

Attachments:

Amendment #1



Building a Better World  
for All of Us®

August 28, 2018

RE: Proposal for Professional Services  
Amendment 1 to Abbey Road  
Reconstruction - Commerce Street Design  
SEH No. ONALA 147925

Jarrod Holter, PE  
City Engineer/Director of Public Works  
City of Onalaska  
415 Main Street  
Onalaska, WI 54650

Dear Mr. Holter:

Short Elliott Hendrickson Inc. (SEH®) is pleased to continue working on the design engineering services for the reconstruction of the Abbey Road. Our original contract for these services dated July 6, 2018 was approved and continues to be in effect. You have recently asked our design team to provide additional work on Commerce Road from the north intersection with Abbey Road, to the south intersection with Abbey Road. Below are the following changes and additions:

## SCOPE OF SERVICE

### Street and Utility Design

Conduct topographic survey, prepare a map of survey, prepare street and utility plans, project management, coordination, specifications, estimate, and all necessary permits required to obtain regulatory agency approvals for the complete final biddable plans for the project. The design of Commerce Road will be done in conjunction with the Abbey Road design. One permit, plan, and specification package will be submitted for both roadways. Review of plans and cost estimates with the Project Team will be coordinated at the 35% and 65% document levels.

- I. Topographic Survey
  - a. Contact Diggers Hotline to mark existing utilities
  - b. Complete topographic survey
  - c. Survey existing utilities
  - d. Provide existing storm sewer inventory & confirmation of depths and outfalls

*Subtotal: \$5,400 (36 hours – includes equipment and vehicle expenses)*

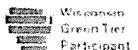
- II. Coordination and Project Management

Monitor and direct resources to achieve the deliverables, and meet the project schedule and budget. Other items associated with this task will include:

  - a. Provide monthly project schedule update and progress of work with in-person meetings

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 329 Jay Street, Suite 301, La Crosse, WI 54601-4034  
SEH is 100% employee-owned | [sehinc.com](http://sehinc.com) | 608.782.3161 | 888.908.8166 fax



- b. Quality Assurance and Quality Control (QA/QC)

*Subtotal: \$1,200 (8 hours)*

III. Utility Coordination (private)

- a. Utility conflicts will be identified during the design process and communicated with the affected utility
- b. Coordination of utility conflicts (electric, gas, communication)
- c. Review private well and sewer locations

*Subtotal: \$700 (6 hours)*

IV. Map of Survey (Locate Right-of-Way)

- a. Survey Record Research
- b. Develop and establish Right of Way Limits (points, corners)
- c. Draft map of survey (2 sheets)
- d. Conduct field work to locate pins and right of way points
- e. Stake right of way points with pins.
- f. Writing of legal descriptions or creating CSM's or plats are NOT included in this scope of work.

*Subtotal: \$2,400 (18 hours)*

V. Drainage Easement (Between Commerce Rd. and Penny Ln.)

- a. Draft easement documentation
- b. Create exhibit
- c. Submit for recording

*Subtotal: \$800 (6 hours)*

VI. Water Model Update

- a. Update the City's water model incorporating the proposed work
- b. Provide summary of results of the extension

*Subtotal: \$800 (8 hours)*

VII. Street Design

- a. Identify removals and match-in points
- b. Set street alignment and profile
- c. Provide cross-sections and earthwork volumes
- d. Review driveways for proper slope and drainage
- e. Draft construction details and plan sheets
- f. Design sidewalk is NOT included in this scope of work.
- g. Develop traffic control details
- h. Develop plans to include: utility plan and profile, removals, erosion control, traffic control, details, cross-sections, and typical sections.
- i. Develop specifications
- j. Compute preliminary and final construction cost estimates

*Subtotal: \$7,200 (68 hours)*

VIII. Water Main and Sanitary Sewer Design

- a. Set water main and sanitary sewer alignment and profile
- b. Resolve conflict locations and include details
- c. Draft construction details and plan sheets
- d. Identify lateral locations

*Subtotal: \$5,800 (56 hours)*

IX. Storm water design

- a. Delineate watersheds
- b. Calculate curve numbers and time of concentration
- c. Review drainage areas outside of project limits for future storm sewer sizing
- d. Prepare StormCAD model and size storm sewers
- e. Prepare WinSLAMM model and size water quality facilities
- f. Draw storm sewers and water quality facilities in design basemap
- g. Provide storm sewer plan and profile details on plan sheets

*Subtotal: \$3,200 (24 hours)*

**Total Design Services: \$27,500**

All expenses including mileage, survey equipment, and office expenses are included in the total.

**SCHEDULE**

Our experienced Design Team can begin work on this additional work immediately after the City has given notice to proceed with the services listed above. This schedule may change based on project information and agency review that is not known at the time of this proposal.

<b>Task</b>	<b>Milestone</b>
Project Award	September 2018
Topographic Survey	September 2018
Preliminary Design	September 2018
Final Design	November 2018
WDNR Permitting Submittal	December 2018
Bidding	February 2019
Begin Construction	May 2019

**ENGINEERING FEES**

Our fees will continue to be invoiced for the additional time, equipment, and materials on an hourly basis. We have estimated the additional fees for the design of Commece Road at \$27,500. As agreed upon in the original agreement, and in this amendment, the new fee is **\$112,000.00**

It is recommended that you review this Amendment 1 as outlined above. If the scope differs significantly from what you anticipated, please advise us and we will review the scope of services and adjust the fee accordingly. If it is acceptable, please sign one copy of this proposal and return it. We appreciate the opportunity to submit these extra services, and we look forward to continuing our work with you on this project. If you have any questions or need additional information, please contact me at 608.498.4947 or by e-mail [jtomesh@sehinc.com](mailto:jtomesh@sehinc.com).

Sincerely,

SHORT ELLIOTT HENDRICKSON INC.



Jeremy Tomesh  
Project Manager

JJT

City of Onalaska

By: \_\_\_\_\_  
Authorized Client Signature

Date: \_\_\_\_\_

**BOARD OF PUBLIC WORKS**  
**MONTHLY ESTIMATES**  
**September 4, 2018**

<u>Contractor</u>	<u>Original Contract Amount</u>	<u>Change Orders</u>	<u>Paid to Date</u>	<u>Due this Estimate</u>
1. <b>STRAND ASSOCIATES</b> 6th & Quincy Lift Station Design Estimate #7	\$ 59,900.00	\$ 18,000.00	\$ 35,615.19	\$ 3,688.58
2. <b>STRAND ASSOCIATES</b> 12th/Sand Lake & Main St Traffic Signal Design Estimate #6	\$ 27,900.00	\$ -	\$ 26,450.00	\$ 780.00
3. <b>SEH INC.</b> Railroad Quiet Zone study Design Estimate #5	\$ 11,900.00	\$ -	\$ 5,419.02	\$ 1,160.60
4. <b>MATHY CONSTRUCTION</b> 2018 Pavement Project Construction Estimate #4	\$ 1,184,065.45	\$ -	\$ 722,672.62	\$ 218,769.95
5. <b>GERKE EXCAVATING</b> 2018 Utility Project Construction Estimate #4	\$ 1,708,611.00	\$ -	\$ 766,099.29	\$ 205,341.54
6. <b>STEIGER CONSTRUCTION</b> 2018 Misc. Concrete Project Construction Estimate #3	\$ 85,087.50	\$ -	\$ 14,964.16	\$ 25,204.45
7. <b>PHILLIPS OUTDOOR SERVICES</b> Cemetery Fence Project Construction Estimate #2	\$ 57,435.00	\$ -	\$ 55,099.13	\$ 2,335.88
8. <b>SEH INC.</b> 2018 Utility Project Construction Estimate #2	\$ 19,601.16	\$ -	\$ 9,649.99	\$ 9,450.09
9. <b>SEH INC</b> Green Coulee Reservoir Project Design Estimate #3	\$ 10,000.00	\$ -	\$ 3,116.96	\$ 3,000.06

**BOARD OF PUBLIC WORKS  
MONTHLY ESTIMATES  
September 4, 2018**

<u>Contractor</u>	<u>Original Contract Amount</u>	<u>Change Orders</u>	<u>Paid to Date</u>	<u>Due this Estimate</u>
10. <b>ST JOSEPH CONSTRUCTION</b> Pond #17 Construction Estimate #1	\$ 174,102.50	\$ -	\$ -	\$ 11,043.75
11. <b>HYDROKLEAN</b> Tillman St Manhole Repairs Construction Estimate #1	\$ 7,760.00	\$ -	\$ -	\$ 7,760.00
12. <b>STRAND ASSOCIATES</b> SCADA Remote Access Design Estimate #1	\$ 4,500.00	\$ -	\$ -	\$ 550.00
13. <b>SEH INC</b> East Main Traffic/Speed Study Design Estimate #2	\$ 3,900.00	\$ 3,400.00	\$ 2,645.60	\$ 4,649.71