



Board of Public Works & Utilities Agenda

Monday, November 4, 2024 @ 4:00 PM

415 Main Street, Onalaska WI 54650

Meeting in person in Council Chambers & remotely on Zoom

Please Note
Date Change

Members of the public wishing to attend remotely and provide public input:
Meeting Link: <https://us06web.zoom.us/j/84311725574?pwd=vnbKEZmbx2rNHFGHeud7MfiryluNtK.1>
Phone Number: 1-312-626-6799 Meeting ID: 843 1172 5574 Password: 54650

1. Call to Order and roll call.
2. Consideration and action on minutes from the previous meeting.
3. Public Input (limited to 3 minutes per individual).

Consideration and possible action on the following items:

PUBLIC WORKS

4. La Crosse Area Planning Committee public input for Metropolitan Transportation Plan.
5. Snow and Ice Control Policy.
6. 2025 [Capital Improvements Budget](#).
 - a. Review and consideration of projects to be included or deleted from proposed 2024 Capital Improvement Budget.
 - b. Set date/time of public hearing on Capital Improvements Budget.
7. Pay Estimates: MSA Professional Services, Inc., Strand Associates, Inc., Short Elliott Hendrickson, Inc., I & S Group, Inc., Davy Engineering, Company, Market & Johnson, Inc., Mathy Construction Company, Ledegar Roofing Company, Inc., Safe Step Construction, LLC, Wisconsin Department of Transportation and any other contractor/developer.

UTILITIES

8. No Report.
9. Adjournment.

Notice is hereby given that members of and possibly a quorum of the Common Council of the City of Onalaska who do not serve on the Board and members of and possibly a quorum of members of other governmental bodies may attend this meeting to gather information about a subject over which they have decision making responsibility. No action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.

Notices also provided to: Board of Public Works (Mayor Kim Smith, Ald. Steven Nott, Ald. Dan Stevens, Jarrod Holter, Sabrina Steger), Common Council (Ald. Shawn McAlister, Ald. Mike Mielke, Ald. Dan Stevens, Ald. Diane Wulf, Ald. Steven Nott, Ald. Larry Jiracek), City Administrator Rick Niemeier, City Attorney Amanda Jackson, Department Heads, Media, & Applicants

In compliance with the Americans with Disabilities Act of 1990, the City of Onalaska will provide reasonable accommodations to qualified individuals with a disability to ensure equal access to public meetings provided notification is given to the City Clerk within seventy-two (72) hours prior to the public meeting and that the requested accommodation does not create an undue hardship for the City.

STAFF REVIEW SUMMARY

CITY OF ONALASKA
BOARD OF PUBLIC WORKS

November 4, 2024

Agenda Item: #4

Project/Item Name: LAPC Metropolitan Transportation Plan

Location: Citywide

Requested Action: Discussion on public input

Staff Report/Description: The La Crosse Area Planning Committee is gathering input for the Metropolitan Transportation Plan (MTP). Public input can be given on their website or at the open house November 13, 2024. This plan will be a guiding document for the region for transportation investments.

Attachments: Flyer

LAPC Metropolitan Transportation Plan (MTP)

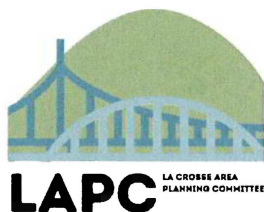
ATTEND THE OPEN HOUSE! Wednesday, November 13

The LAPC is updating its Metropolitan Transportation Plan (MTP) to better serve our community. The MTP will plan transportation investments to make it easier for everyone to get where they need to go.

***Lend your voice and
learn more!***

**Wednesday, November 13,
4 to 6 p.m.**

**La Crosse County
Administrative Building
212 6th Street North,
Room 1107
La Crosse, WI**



Visit the LAPC website to learn more:
www.lacrossecounty.org/MPO

The La Crosse Area Planning Committee (LAPC) is the designated Metropolitan Planning Organization (MPO) for the La Crosse, WI-La Crescent, MN Urbanized Area.



Scan the QR code to take a short survey and add your ideas to the interactive comment map. Help us spread the word to your friends and family!

**LAPC Contact: Erin Duffer, AICP
608-785-5597 | eduffer@lacrossecounty.org**

STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

November 4, 2024

Agenda Item: #5

Project/Item Name: Snow & Ice control policy

Location: Citywide

Requested Action: Discussion on policy

Staff Report/Description: Policy is brought forward for discussion and review. This policy determines level of service for snow & ice events.

Attachments: Snow & Ice Control Policy



PRESS RELEASE

Date:

Contact:

Jarrold Holter
Director of Public Works
608-781-9537

Declaration of Snow Emergency

The City of Onalaska Director of Public Works has declared a Snow Emergency for the City of Onalaska effective from **(DATE & TIME)** until **(DATE & TIME)**. This snow emergency is to ensure that all streets can be cleared safely and effectively.

All City of Onalaska residents are reminded that during this snow emergency, alternate side parking on the street will be enforced for the entire duration. Vehicles found not abiding by alternate side parking during the snow emergency will be ticketed or towed at the owner's expense. Alternate side parking tickets will be enforced at \$50.00 per offence.

Due to the conditions caused by this snow event, residents are encouraged not to travel unless absolutely necessary.

The City of Onalaska would like to thank everyone for the understanding and cooperation with this emergency.



415 Main Street | Onalaska, WI 54650 | (608) 781-9530 | CityofOnalaska.com

City of **Onalaska**[✓]

SNOW & ICE CONTROL POLICY

Public Works Department



C. Jarrod Holter
Director of Public Works

John Wiatt
Assistant Director of Public Works – Operations

October 2024

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7. Anti-Icing Application
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9. Maintenance Service Schedule
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1. INTRODUCTION

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

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

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

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

With recent environmental concerns regarding the usage of salt as a deicing material, the Public Works Department has taken steps to lower the usage of salt during winter operations. The use of salt brine has increased significantly with investment in equipment for the manufacture and placement of salt brine along with incorporating improved equipment for salt placement, use of liquids for de-icing and anti-icing, using improvements in technology and changing levels of service the use of salt in a winter season has been decreased.

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

2. GENERAL POLICY STATEMENT & OBJECTIVES

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

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

3. CLASSES OF STREETS

The City of Onalaska has approximately ninety-one (91) miles of streets, which consist of approximately twenty (20) miles of collectors and arterials. The City is divided into four (4) snow plowing sections. For snow and ice control purposes, there are three (3) distinct classes of streets, which are maintained at different levels under the City's winter maintenance policy. These are listed in priority order as follows:

Main Streets (primary routes):

These include arterial and collector streets for through traffic as well as residential streets having unusual geometry, such as steep slopes. This also includes streets around schools, clinics, and fire stations. These streets will receive service prior to other levels and will have a higher level of expected service.

Residential Streets:

These include lesser traveled, local, neighborhood streets, as well as dead end streets and cul-de-sacs. Streets within the residential district are maintained only after the main streets have been treated and are in acceptable condition. These streets may not have bare pavement during the winter season.

Alleys:

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

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

4. DETERMINATION OF NEED FOR MAINTENANCE

Public Works Department staff will monitor winter weather events as they occur and make determination of need for service. Generally if icing or loss of traction occurs the primary de-icing routes will receive maintenance service and based upon the severity of the event the secondary de-icing routes will be added for maintenance service. Normally two (2) inches of snow or widespread icing of streets is required before maintenance service is performed on all residential streets. Each winter storm has unique characteristics. Climatological factors such as storm intensity and duration, wind, temperature and moisture content affect the total amount of snow and/or ice accumulation and influence the methodology used to combat the resulting snow and/or ice related conditions.

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

5. CUL-DE-SAC'S

Mainline plows will clear two (2) passes in and out, in conjunction with the plowing of the streets. Clearing of the cul-de-sacs will be done utilizing three (3) City owned wheel end loaders w/ reversible front plow and pickup trucks. Public Works staff will clear cul-de-sacs upon completion of snow fall unless the depth or duration of the storm will require action prior to snow stoppage. Due to the mainline street plow proceeding with street clearing prior to completion of cul-de-sacs, at times a snow "ridge" may develop from the main line truck passing in and out of the cul de sac. This snow "ridge" may be in place for some time prior to the wheel end loader clearing the cul-de-sac. Due to the cul-de-sacs not being plowed until the stoppage of snow fall, cul-de-sac plowing may continue after the main line streets have been plowed.

6. PARKING LOTS/ SIDEWALKS / STREET CORNERS/ HYDRANTS / MISCELLENAOUS

Parking lots such as the Public Works Facility, Omni Center, Library, Great River Landing, Irvin Street one way, waysides and City Hall will be plowed, if needed, prior to normal working hours or prior to opening of the building. Parking lots will be cleared utilizing a wheel loader with front blade along with pickup truck with plow. Alleys and bus stops will be plowed as time permits during normal working hours. Sidewalks fronting on City property will be maintained by the Parks & Recreation Department after the completion of other higher priority winter maintenance operations. Sidewalks adjoining private property must have snow & ice removed as outlined in Section 12.01.52 of the City of Onalaska ordinances. City policies state that any property abutting a sidewalk of eight feet in width or greater will have snow & ice removal performed by City staff.

Street corners and fire hydrants will be cleared after snow event has ended and after all streets, parking lots, alleys, etc. have been cleared. Crews will work systematically across the City working on street corners, fire hydrants and catch basins(during normal work hours unless emergency conditions exist). Snow will be dispersed along street right of way, no hauling of snow will occur for these activities.

7. ANTI-ICING

Anti-icing of City streets will be performed using liquid treatments to prevent the formation of frost or bonding of snow or ice to the pavement. The City of Onalaska will typically anti-ice in advance of a storm event but may use anti-icing applications early in a storm event. The City utilizes two separate truck mounted, one dump truck mounted and two dump truck mounted combination units to perform the anti-icing operations. The City strives to apply liquid anti-icing to all Primary De-icing Routes and major intersections. Residential streets may have liquid anti-icing applied based upon conditions and staff availability.

8. DE-ICING / TRACTION CONTROL

There are many factors that must be taken into consideration when determining de-icing and plowing of streets. Therefore, it is very difficult to have a definite written guideline for this purpose.

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

- A. Traffic Count
- B. Class of Street
- C. Temperature (Present and Future)
- D. Weather Conditions (Windy, Cloudy, Sunny)
- E. Time of Year
- F. Time of Day
- G. Amount of Snow
- H. Moisture Content of Snow
- I. Pavement Temperature

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

9. MAINTENANCE SERVICE SCHEDULE

- A) 24 Hour Service: Traffic Signals within the City and other streets having unusual geometry as needed during extreme events.

Grandview Boulevard, Wilson Street, 2nd Avenue & Main Street, Sand Lake Road and Main Street, etc.

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

Main Street/East Main Street (OS) Hwy "35" – 2nd Avenue
Sand Lake Road/12th Avenue S.

Crossing Meadows Drive	Abbey Road
CTH "SS"	Crestwood Lane/Crestwood Circle
Braund Street (PH to Hwy "16")	Wilson Street – Green Street hill
Theater Road	Country Club Lane – East Larkspur
Grandview Boulevard (steep hill)	Green Coulee – Ironwood – Maplewood
S. Kinney to Gundersen Clinic	Wild Rose Lane
Midwest Drive/Market Place	Other priority routes

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

NOTE: There are exceptions to all of the above guidelines. A good example would be if we receive a large snowstorm and the winds would create severe drifting, which could make some streets impassable to emergency vehicles. Under these conditions, the Public Works Department goal would be to have staff on duty twenty-four (24) hours as staff availability permits.

10. SNOW REMOVAL

Snow will be placed to minimize the removal of snow but with certain areas lacking snow storage or with large amounts of snow received, snow removal will be necessitated. Snow removal will only be performed upon the completion of snow plowing operations and no forecast for imminent snowfall.

The downtown area (two block radius around the intersection of STH 35 and Main Street) and right of way along East Main Street retaining wall will be a point of emphasis due to the lack of snow storage and parking for businesses. Snow removal will be utilized in cul de sacs once snow accumulations are affecting operation of street or overflowing outside snow storage easements. Overall Citywide snow removal, on select locations, will only be utilized once large accumulations of snow are present on boulevards and intersections that hinder traffic operation or visibility.

11. FAQ's

When does alternate parking take effect?

Between 1:00 a.m. and 8:00 a.m., vehicles shall be parked only on even-numbered sides of the streets on those nights with an even calendar date and on odd-numbered sides of the streets on those nights with an odd calendar date. "Nights" as used in this section means the period between 1:00 a.m. and 8:00 a.m. Alternate side parking is in affect from December 15 until March 1st .

During such times that alternate side parking is not in effect, whenever in the opinion of the Director of Public Works, or that persons designee, an emergency exists in the City because of snow, freezing rain, sleet, ice, snow drifts, or other natural phenomena which would create or will likely create a hazardous condition the City may declare alternate side parking. Notice of such emergency alternate side parking shall be made through multiple media avenues. Typically emergency alternate side parking will run forty-eight (48) consecutive hours after notice is issued. Notice of emergency alternate side parking will be provided a minimum of six (6) hours prior to the penalties taking effect.

Sidewalk maintenance during the winter?

The City requires that all snow and ice be removed from public sidewalks within 24 hours of any snowfall (City Ordinance 12.01.52 A). In an effort to keep public sidewalks safe, the City enforces this requirement by attempting to inform property owners who have not complied with a courtesy notice on the property. If the sidewalk is not cleared the City will remove the snow or ice and bill the property owner as outlined in the City Fee Schedule.

Mailbox damage?

If City equipment makes contact with a mailbox it will be replaced/repared with a standard galvanized steel mailbox and a 4 x4 treated wood post. Mailboxes damaged by snow/ice making contact with the mailbox will be replaced/repared at the City's discretion.

Can I push, shove or in any way deposit any snow or ice onto any public streets?

Ordinance: Sec. 12.01.52 Snow and ice removal and storage

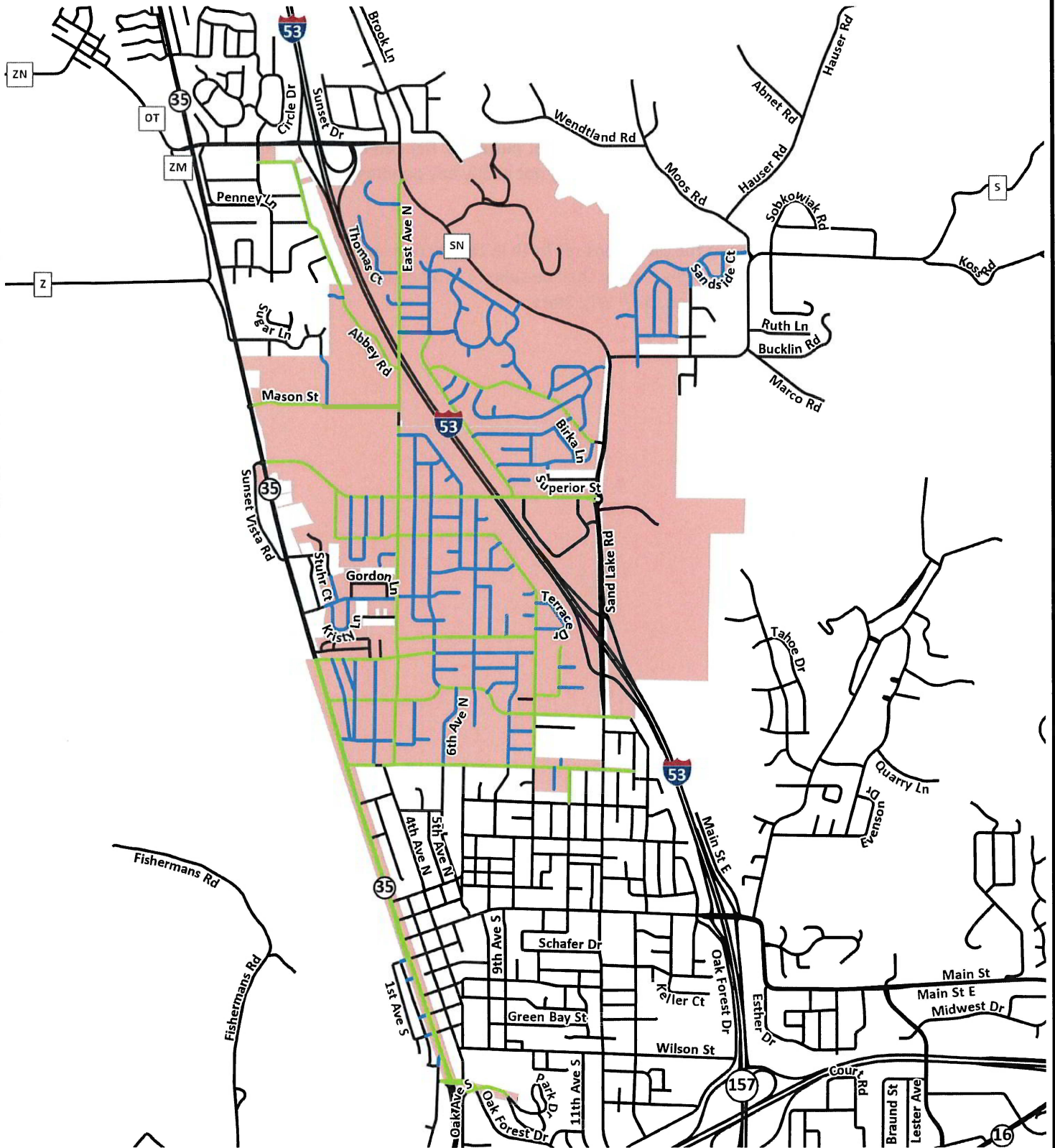
C. Snow and ice not to encroach. No person shall push , shove, plow, throw or in any way deposit any snow or ice onto any public streets, alley, sidewalk, or public lands dedicated to public use except for parcels or lots where existing buildings are constructed within five feet of the street right-of-way and the sidewalks exists from the City right-of-way to the curbline. In such instances, the owners, occupants and/or employees of parcels or lots shall be permitted to deposit snow and ice from their sidewalks only onto the public streets. Snow from public sidewalks shall not be stored in any manner which will obstruct or limit vehicular or pedestrian vision, movement or access. The deposit of any snow or ice upon any sidewalk, alley or public street of the City, contrary to the provisions of this section, is a nuisance; and the City may summarily remove any snow or ice so deposited and cause the cost of said removal to be charged to the owner of the property from which said snow or ice had been removed.

D. Enforcement. The Public Works Department officers are hereby authorized and directed to enforce the provisions of this section.

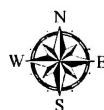
E. Continued violations. Each twenty-four-hour period where a violation occurs shall constitute a separate offense under this section for enforcement purposes. Repeated violations or subsequent additional accumulations of snow and/or ice shall not nullify any pending notice issued under this section.

F. Penalty. In addition to the provisions set forth in this section, any person, firm or corporation which violates the provisions of this section shall be subject to a penalty as provided in Title 1 and per §§ 66.60(16)^[1] and 66.615(3)(f) and (5),^[2] Wis. Stats.

Plow Route 1



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



Map Author: Tim Tarras Date: 10/31/2023

Legend

— Roads

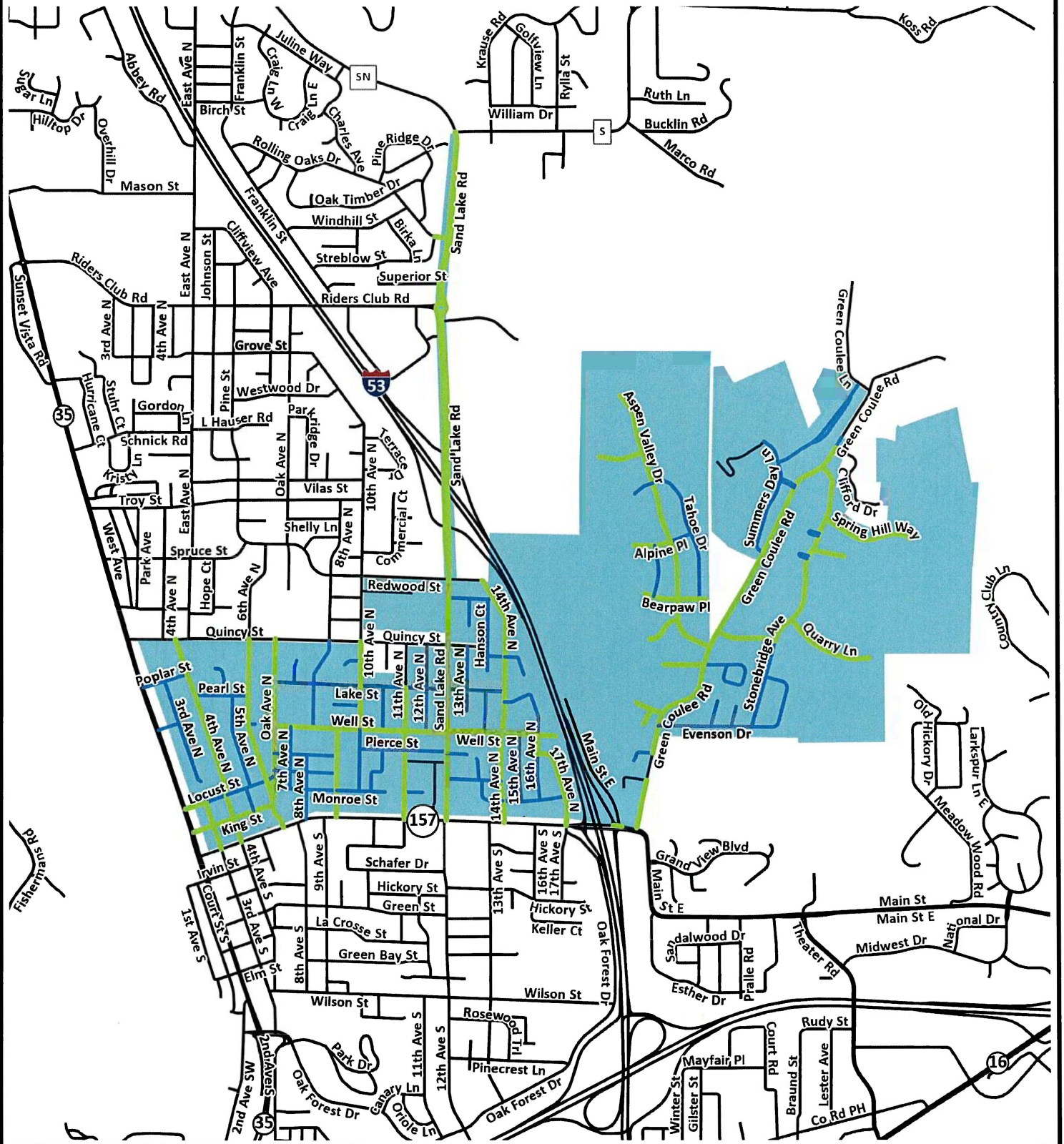
SnowPriority

— Primary

— Secondary

— Plow Route #1

Plow Route 2



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0 1,000 2,000
Feet

Map Author: Tim Tarras Date: 10/31/2023

Legend

— Roads

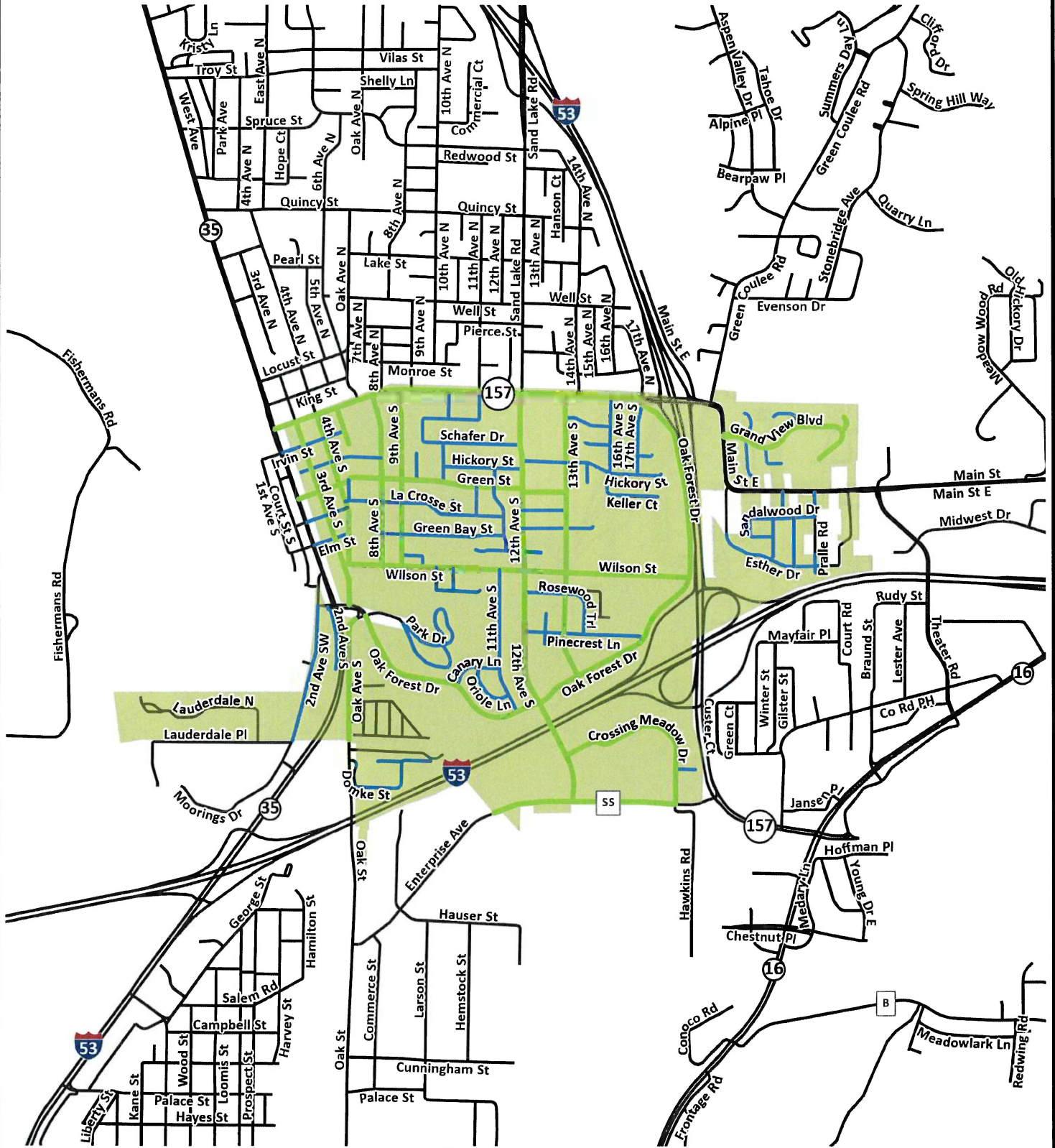
Plowing Priority

Primary

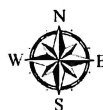
Secondary

Plow Route #2

Plow Route 3



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Legend

— Roads

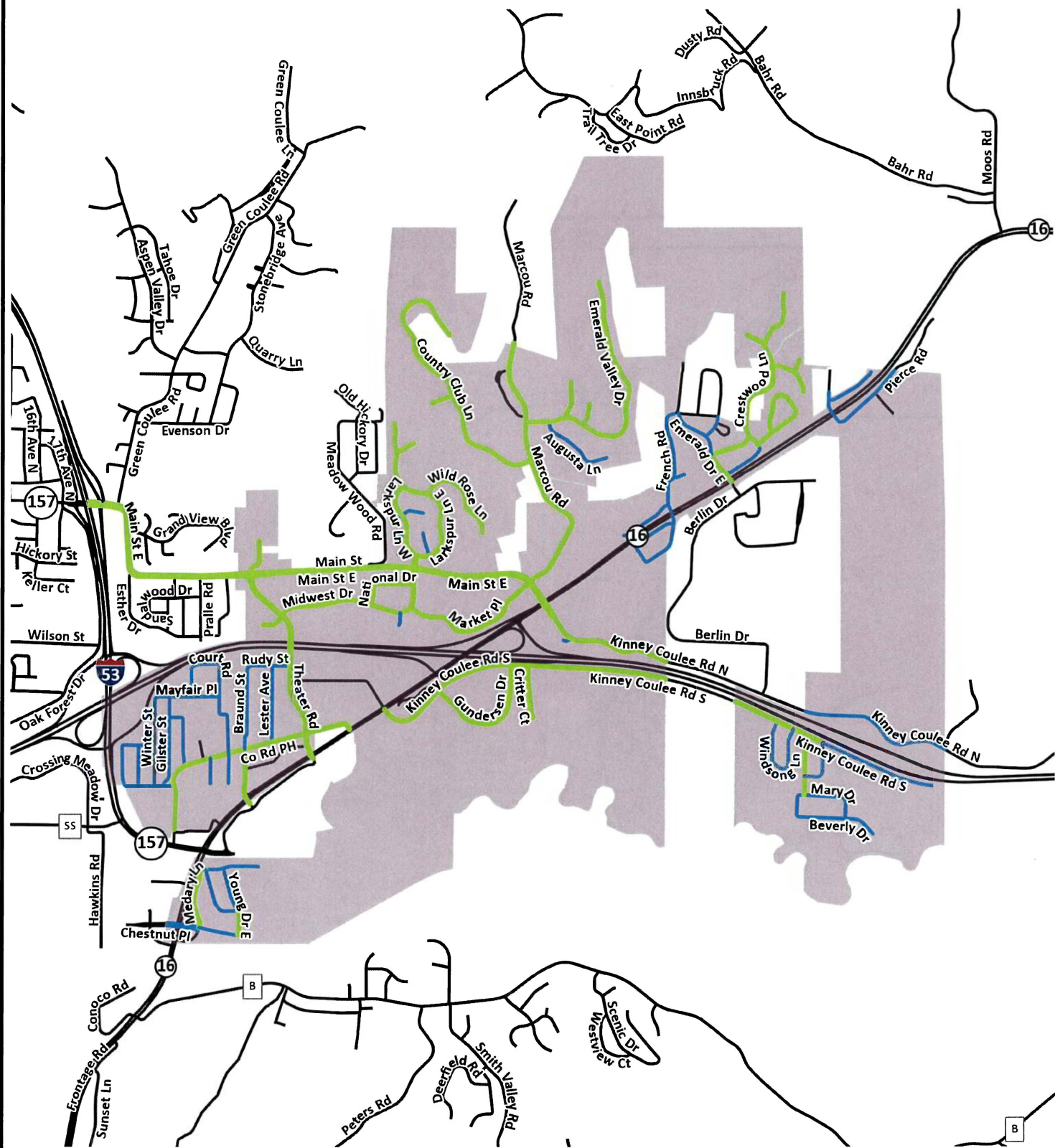
Plowing Priority

Primary

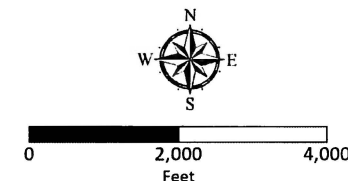
— Secondary

Plow Route #3

Plow Route 4



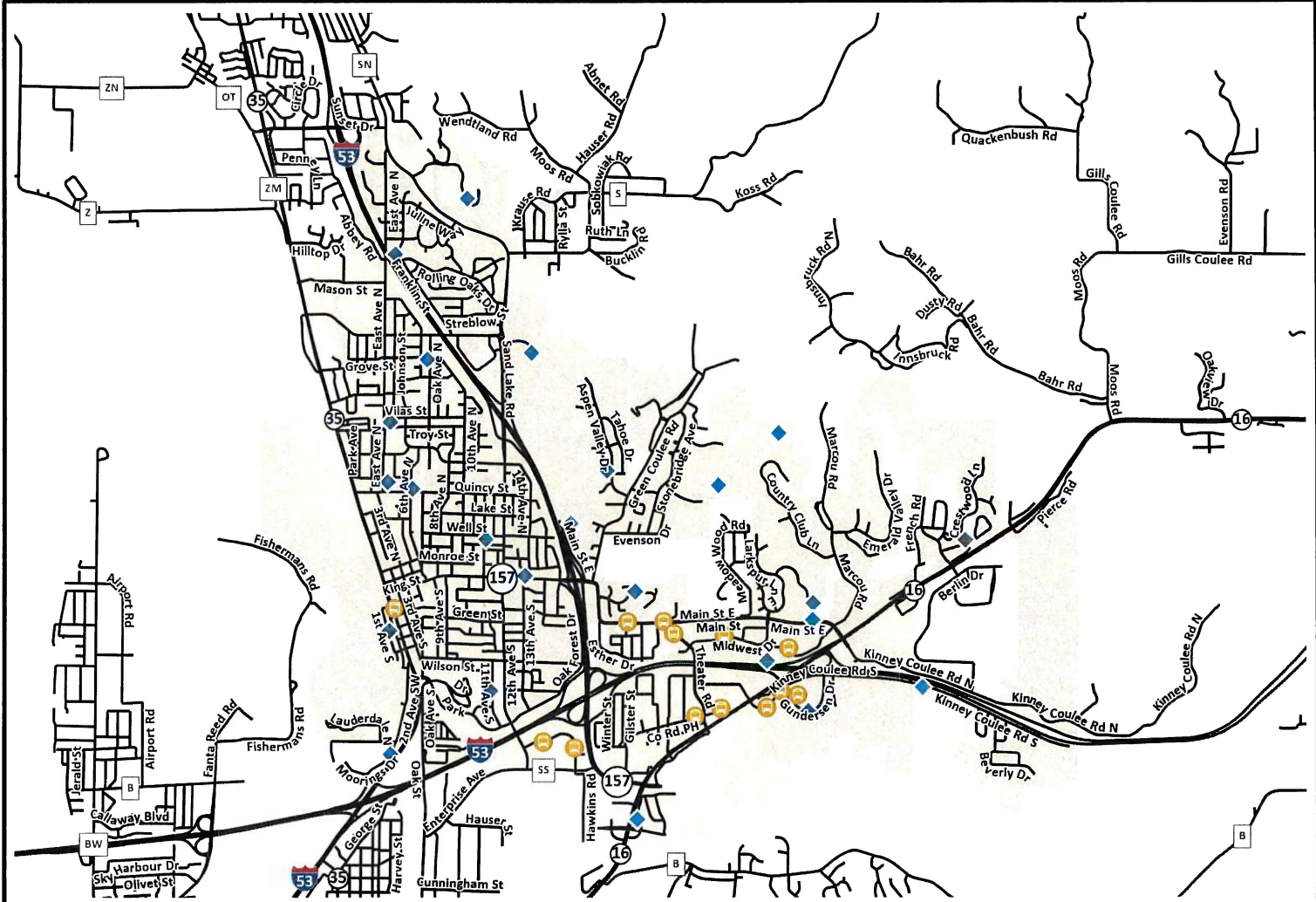
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Map Author: Tim Tarras Date: 10/31/2023

- Legend**
- Roads
 - Plowing Priority**
 - Primary
 - Secondary
 - Plow Route #4

Bus Stops & Public Works Facilities



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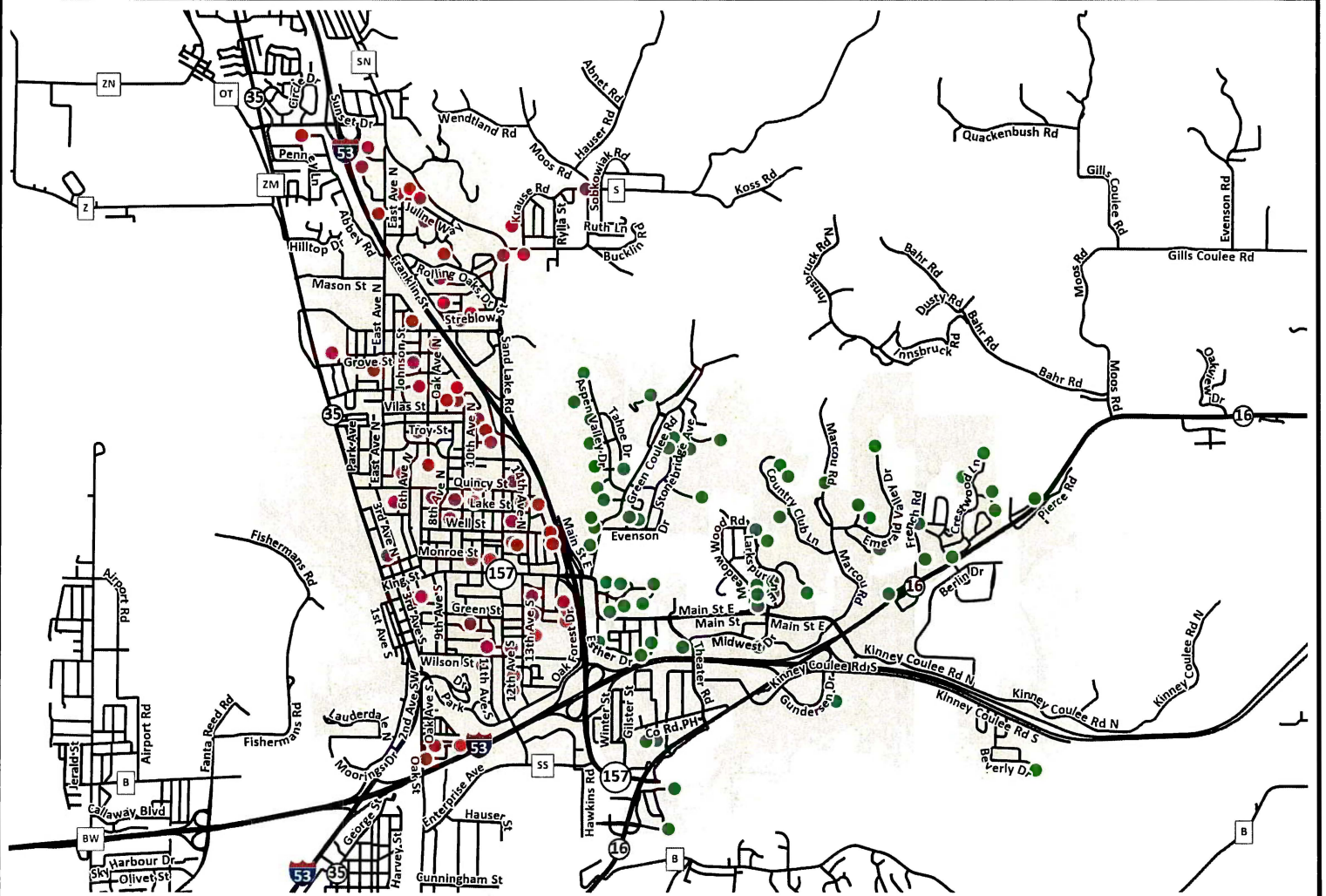


Map Author: Tim Tarras Date: 10/31/2023

Legend

- Utility Facility
- BusStop
- Roads
- Municipal Boundary

Cul de Sac Routes



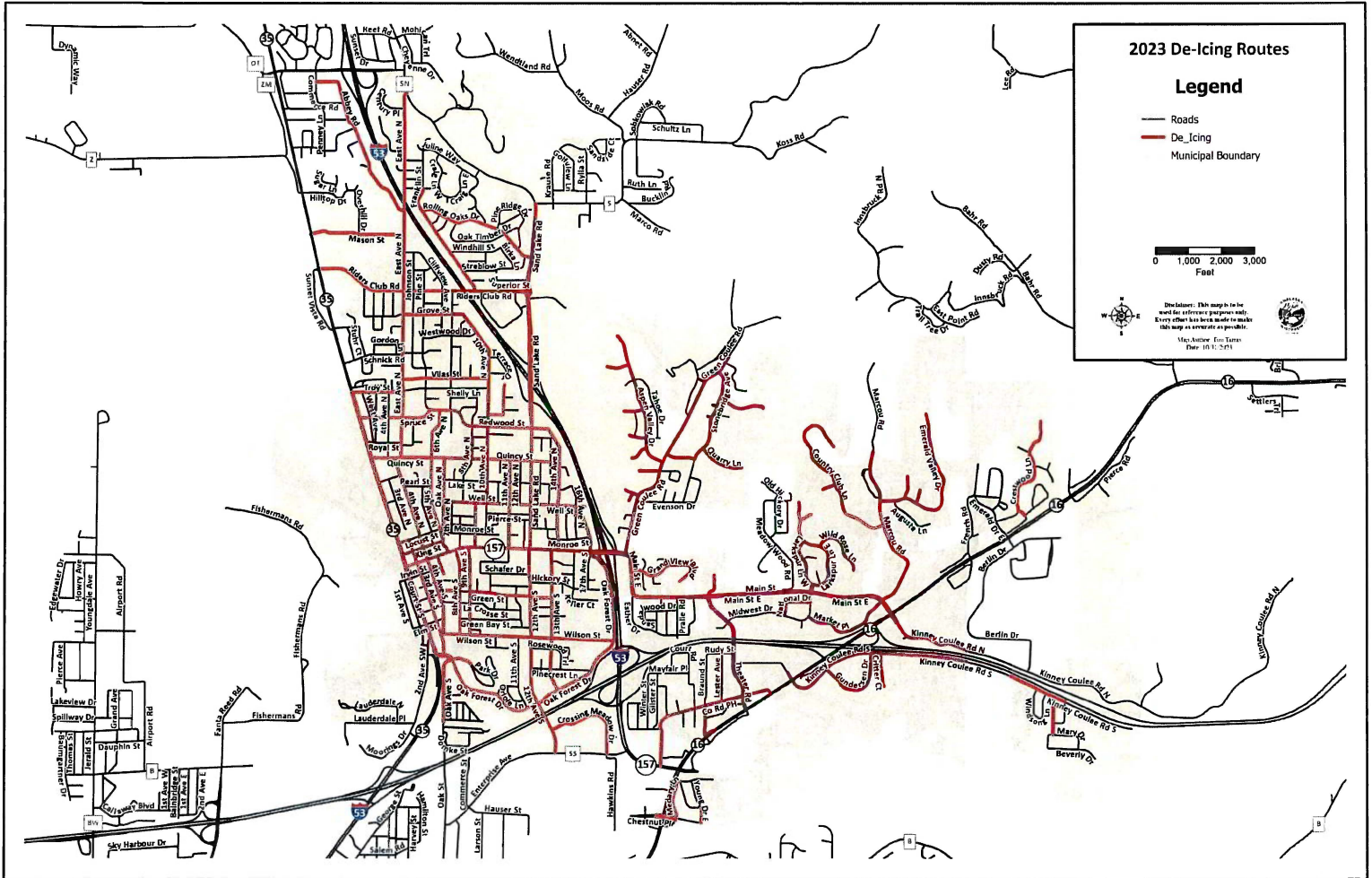
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0 4,000 8,000
Feet
Map Author: Tim Tarras Date: 10/31/2023

Legend

- West Cul De Sac
- East Cul De Sac
- Roads
- Municipal Boundary



CITY OF ONALASKA

SNOW & ICE CONTROL POLICY

Public Works Department

C. Jarrod Holter
Director of Public Works

John Wiatt
Assistant Director of Public Works – Operations

October 202~~4~~³

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3. CLASSES OF STREETS

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These include arterial and collector streets for through traffic as well as residential streets having unusual geometry, such as steep slopes. This also includes streets around schools, clinics, and fire stations. These streets will receive service prior to other levels and will have a higher level of expected service.

Residential Streets:

These include lesser traveled, local, neighborhood streets, as well as dead end streets and cul- de-sacs. Streets within the residential district are maintained only after the main streets have been treated and are in acceptable condition. These streets may not have bare pavement during the winter season.

Alleys:

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

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

4. DETERMINATION OF NEED FOR MAINTENANCE

Public Works Department staff will monitor winter weather events as they occur and make determination of need for service. Generally if icing or loss of traction occurs the primary de-icing routes will receive maintenance service and based upon the severity of the event the secondary de-icing routes will be added for maintenance service. Normally two (2) inches of snow or widespread icing of streets is required before maintenance service is performed on all residential streets. Each winter storm has unique characteristics. Climatological factors such as storm intensity and duration, wind, temperature and moisture content affect the total amount of snow and/or ice accumulation and influence the methodology used to combat the resulting snow and/or ice related conditions.

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

5. CUL-DE-SAC'S

Mainline plows will clear two (2) passes in and out, in conjunction with the plowing of the streets. Clearing of the cul-de-sacs will be done utilizing three (3) City owned wheel end loaders w/ reversible front plow and pickup trucks. Public Works staff will clear cul-de-sacs upon completion of snow fall unless the depth or duration of the storm will require action prior to snow stoppage. Due to the mainline street plow proceeding with street clearing prior to completion of cul-de-sacs, at times a snow "ridge" may develop from the main line truck passing in and out of the cul de sac. This snow "ridge" may be in place for some time prior to the wheel end loader clearing the cul-de-sac. Due to the cul-de-sacs not being plowed until the stoppage of snow fall, cul-de-sac plowing may continue after the main line streets have been plowed.

6. PARKING LOTS/ SIDEWALKS / STREET CORNERS/ HYDRANTS / MISCELLANEOUS

Parking lots such as the Public Works Facility, Omni Center, Library, Great River Landing, Irvin Street one way, waysides and City Hall will be plowed, if needed, prior to normal working hours or prior to opening of the building. Parking lots will be cleared utilizing a wheel loader with front blade along with pickup truck with plow. Alleys and bus stops will be plowed as time permits during normal working hours. Sidewalks fronting on City property will be maintained by the Parks & Recreation Department after the completion of other higher priority winter maintenance operations. Sidewalks adjoining private property must have snow & ice removed as outlined in Section 12.01.52 of the City of Onalaska ordinances. City policies state that any property abutting a sidewalk of eight feet in width or greater will have snow & ice removal performed by City staff.

Street corners and fire hydrants will be cleared after snow event has ended and after all streets, parking lots, alleys, etc. have been cleared. Crews will work systematically across the City working on street corners, fire hydrants and catch basins(during normal work hours unless emergency conditions exist). Snow will be dispersed along street right of way, no hauling of snow will occur for these activities.

7. ANTI-ICING

Anti-icing of City streets will be performed using liquid treatments to prevent the formation of frost or bonding of snow or ice to the pavement. The City of Onalaska will typically anti-

ice in advance of a storm event but may use anti-icing applications early in a storm event. The City utilizes two separate truck mounted, one dump truck mounted and two dump truck mounted combination units to perform the anti-icing operations. The City strives to apply liquid anti-icing to all Primary De-icing Routes and major intersections. Residential streets may have liquid anti-icing applied based upon conditions and staff availability.

8. DE-ICING / TRACTION CONTROL

There are many factors that must be taken into consideration when determining de-icing and plowing of streets. Therefore, it is very difficult to have a definite written guideline for this purpose.

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

- A. Traffic Count
- B. Class of Street
- C. Temperature (Present and Future)
- D. Weather Conditions (Windy, Cloudy, Sunny)
- E. Time of Year
- F. Time of Day
- G. Amount of Snow
- H. Moisture Content of Snow
- I. Pavement Temperature

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

9. MAINTENANCE SERVICE SCHEDULE

- A) 24 Hour Service: Traffic Signals within the City and other streets having unusual geometry as needed during extreme events.

Grandview Boulevard, Wilson Street, 2nd Avenue & Main Street, Sand Lake Road and Main Street, etc.

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

Main Street/East Main Street (OS)	Hwy "35" – 2 nd Avenue
Sand Lake Road/12th Avenue S.	
Crossing Meadows Drive	Abbey Road
CTH "SS"	Crestwood Lane/Crestwood Circle
Braund Street (PH to Hwy "16")	Wilson Street – Green Street hill
Theater Road	Country Club Lane – East Larkspur
Grandview Boulevard (steep hill)	Green Coulee – Ironwood – Maplewood
S. Kinney to Gunderson Clinic	Wild Rose Lane

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

NOTE: There are exceptions to all of the above guidelines. A good example would be if we receive a large snowstorm and the winds would create severe drifting, which could make some streets impassable to emergency vehicles. Under these conditions, the Public Works Department goal would be to have staff on duty twenty-four (24) hours as staff availability permits.

10. SNOW REMOVAL

Snow will be placed to minimize the removal of snow but with certain areas lacking snow storage or with large amounts of snow received, snow removal will be necessitated. Snow removal will only be performed upon the completion of snow plowing operations and no forecast for imminent snowfall.

The downtown area (two block radius around the intersection of STH 35 and Main Street) and right of way along East Main Street retaining wall will be a point of emphasis due to the lack of snow storage and parking for businesses. Snow removal will be utilized in cul de sacs once snow accumulations are affecting operation of street or overflowing outside snow storage easements. Overall Citywide snow removal, on select locations, will only be utilized once large accumulations of snow are present on boulevards and intersections that hinder traffic operation or visibility.

11. FAQ's

When does alternate parking take effect?

Between 1:00 a.m. and 8:00 a.m., vehicles shall be parked only on even-numbered sides of the streets on those nights with an even calendar date and on odd-numbered sides of the streets on those nights with an odd calendar date. "Nights" as used in this section means the period between 1:00 a.m. and 8:00 a.m. Alternate side parking is in affect from December 15 until March 1st every year.

During such times that alternate side parking is not in effect, whenever in the opinion of the Director of Public Works, or that persons designee, an emergency exists in the City because of snow, freezing rain, sleet, ice, snow drifts, or other natural phenomena which would create or will likely create a hazardous condition the City may declare alternate side parking. Notice of such emergency alternate side parking shall be made through multiple media avenues. Typically

emergency alternate side parking will run forty-eight (48) consecutive hours after notice is issued. Notice of emergency alternate side parking will be provided a minimum of six (6) hours prior to the penalties taking effect.

Sidewalk maintenance during the winter?

The City requires that all snow and ice be removed from public sidewalks within 24 hours of any snowfall (City Ordinance 12.01.52 A). In an effort to keep public sidewalks safe, the City enforces this requirement by attemptings to inform property owners who have not complied withby a courtesy notice on the property. If the sidewalk is not cleared the City will remove the snow or ice and bill the property owner as outlined in the City Fee Schedule.

Mailbox damage?

If City equipment makes contact with a mailbox it will be replaced/repared with a standard galvanized steel mailbox and a 4 x4 treated wood post. Mailboxes damaged by snow/ice making contact with the mailbox will be replaced/repared at the City's discretion.

Can I push, shove or in any way deposit any snow or ice onto any public streets?

Ordinance: Sec. 12.01.52 Snow and ice removal and storage

C. Snow and ice not to encroach. No person shall push , shove, plow, throw or in any way deposit any snow or ice onto any public streets, alley, sidewalk, or public lands dedicated to public use except for parcels or lots where existing buildings are constructed within five feet of the street right-of-way and the sidewalks exists from the City right-of-way to the curbline. In such instances, the owners, occupants and/or employees of parcels or lots shall be permitted to deposit snow and ice from their sidewalks only onto the public streets. ~~Snow~~Snow from public sidewalks shall not be stored in any manner which will obstruct or limit vehicular or pedestrian vision, movement or access. The deposit of any snow or ice upon any sidewalk, alley or public street of the City, contrary to the provisions of this section, is a nuisance; and the City may summarily remove any snow or ice so deposited and cause the cost of said removal to be charged to the owner of the property from which said snow or ice had been removed.

D. Enforcement. The Public Works Department officers are hereby authorized and directed to enforce the provisions of this section.

E. Continued violations. Each twenty-four-hour period where a violation occurs shall constitute a separate offense under this section for enforcement purposes. Repeated violations or subsequent additional accumulations of snow and/or ice shall not nullify any pending notice issued under this section.

F. Penalty. In addition to the provisions set forth in this section, any person, firm or corporation which violates the provisions of this section shall be subject to a penalty as provided in Title 1 and per §§ 66.60(16)^[1] and 66.615(3)(f) and (5),^[2] Wis. Stats.

STAFF REVIEW SUMMARY

CITY OF ONALASKA BOARD OF PUBLIC WORKS

November 4, 2024

Agenda Item: #6

Project/Item Name: Capital Improvements Budget

Location: Citywide

Requested Action: Discussion on budget and financing plan

Staff Report/Description: Budget is included in the packet for your review. Projects within the budget must be reviewed and the overall budget must be approved at a level of spending to meet budgetary constraints. The Board of Public Works should pass forward a final proposed 2025 Capital Improvements Budget at the November meeting for public hearing in December.

A public hearing will be scheduled for the December Board of Public Works meeting regarding a final proposed 2025 Capital Improvements budget

Attachments: 2025 proposed Capital Improvements budget

2025 Capital Improvements Projects - Proposed

	<u>Sanitary Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>	<u>Less Amount Already Bonded</u>	<u>Less Amount Other Sources</u>	<u>Amount Needed by Borrowing</u>
<u>I. Public Works Department</u>									
1 Pavement Maintenance (New)	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ 400,000
2 Sidewalk program (New)									
a. Sidewalk replacement program	\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ 175,000	\$ -	\$ -	\$ 175,000
b. Miscellaneous repairs throughout City	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ 50,000
c. City park sidewalk installation for ADA access	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 40,000
3 East Avenue Sidewalk connection - Century Place to Flint Street Wis. DOT Carbon Reduction Grant - (5991-xx-xx)(2021 #1, 2022 #2, 2023 #2D, 2024 #2D)									
a. Design	\$ -	\$ -	\$ -	\$ -	\$ 55,000	\$ 55,000	\$ -	\$ -	\$ 55,000
b. Construction (2027)(Est. \$489,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4 Street paving - Ironwood Pl & Coulee Ct (2022 #8, 2023 #8, 2024 #3) (PASER 2.3)(0.13 Miles)	\$ -	\$ -	\$ -	\$ -	\$ 143,500	\$ 143,500	\$ -	\$ -	\$ 143,500
5 Street Paving - Maplewood Pl (NEW)(PASER 3.0)(0.13 Miles)	\$ -	\$ -	\$ -	\$ -	\$ 107,000	\$ 107,000	\$ -	\$ -	\$ 107,000
6 Theater Road & East Main St. - Traffic Signal Renovation/ Paving Theater Road (STP-U)(5991-02-70/71) (2018 #29, 2019 #18, 2020 #9, 2021 #4, 2022 #3, 2024 #5)									
a. Design (125,000)	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ 125,000	\$ -	\$ -
b. Construction (2025)(STP-U funding \$349,077)	\$ -	\$ -	\$ -	\$ -	\$ 442,000	\$ 442,000	\$ -	\$ 349,077	\$ 92,923
7 STH 157 - Main Street, Wis. DOT Project 5991-02-03									
a. Design (continuing through 2027) (2023 #6) Wis. DOT & consultant design fees	\$ 60,000	\$ 60,000	\$ -	\$ -	\$ 45,000	\$ 165,000	\$ 25,000	\$ -	\$ 140,000
b. Construction 2028									
8 Theater Rd - PH intersection w/Roundabout and Paving PH to Midwest Dr - LRIP-discretionary grant(2023 #7, 2024 #4)(0.36 Miles)									
a. Design	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ -
b. Right-of-way	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ -	\$ -
c. Construction	\$ -	\$ -	\$ -		\$ 880,000	\$ 880,000	\$ -	\$ 384,500	\$ 495,500
9 Street paving - Well St from Oak Ave N to 10th Ave N (2022 #10, 2023 #10, 2024 #7)(PASER 3.0)(0.25 Miles)	\$ -	\$ 48,000	\$ 58,000	\$ -	\$ 175,000	\$ 281,000	\$ -	\$ -	\$ 281,000
10 Street reconstruction - Pierce St from Oak to 8th, 7th Ave N from Madison to Well St (2018 #27, 2019 #16, 2021 #15, 2022 #14, 2023 #11, 2024 #8)(PASER 2.3)(0.25 Miles)	\$ 136,000	\$ 176,000	\$ 152,000	\$ -	\$ 225,000	\$ 689,000	\$ -	\$ -	\$ 689,000
11 Bucket/Boom Truck (2023 #24, 2024 #9)	\$ -	\$ -	\$ -	\$ -	\$ 253,000	\$ 253,000	\$ 100,000	\$ 5,000	\$ 148,000
12 Beverly Drive - Storm sewer, Outfall repairs/pipe replacement (2023 #20, 2024 #11)	\$ -	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000
13 STH 16 Watermain crossing (2024 #23)	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ 350,000	\$ 250,000		\$ 100,000
14 Street reconstruction - East Plaza Park, Pierce Road to End (NEW) (PASER N/A)(0.11 Miles)	\$ 92,000	\$ 16,000	\$ 14,000	\$ -	\$ 99,500	\$ 221,500	\$ -	\$ -	\$ 221,500
15 Street reconstruction 6th Ave N - 250' north of Pearl St to Locust St w/ repaving Bluebird Ct. & 6th to Quincy St. (PASER 3.0)(0.48 Miles) (2023 #23, 2024 #12)	\$ 81,000	\$ 319,000	\$ 90,000	\$ -	\$ 542,000	\$ 1,032,000	\$ -	\$ -	\$ 1,032,000

2025 Capital Improvements Projects - Proposed

	<u>Sanitary Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>	<u>Less Amount Already Bonded</u>	<u>Less Amount Other Sources</u>	<u>Amount Needed by Borrowing</u>
I. Public Works Department (Cont'd)									
16 Cemetery Improvements Phase 1 Columbarium & Remove Hickory Street (2022 #24, 2023 #26, 2024 #13)									
a. Design	\$ -	\$ -	\$ -	\$ -	\$ 45,000	\$ 45,000	\$ 45,000	\$ -	\$ -
b. Construction (Phase I)	\$ -	\$ -	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ -	\$ -	\$ 390,000
17 Street paving - N Kinney Coulee Rd - Woodman's entrance to 600' southeast (2023 #14)(0.10 Miles)(PASER 4.0)	\$ -	\$ -	\$ -	\$ -	\$ 96,000	\$ 96,000	\$ -	\$ 42,987	\$ 53,013
LRIP									
18 Sand Lake Rd area infrastructure improvements - Riders Club Rd to CTH SN (2022 #33, 2023 #34, 2024 #16) (TID #6)									
a. Sand Lake Rd Street Lighting									(TID #6)
Rolling Oaks to CTH SN (Design 2025, Construction 2025)	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ -
b. Round-a-bout at Sand Lake Rd (CTH S) & CTH SN (Design 2027)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
c. Round-a-bout at Sand Lake Rd & CTH SN									
w/road construction to Krause RD (Construction 2028) (\$1,800,000 est.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
d. Regional storm sewer - USH 53/Sand Lake Rd									(TID #6)
ponding area to eastern drainage area (1/2 Design Cost 2024, 1/2 2025)	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ 125,000	\$ -	\$ 125,000	\$ -
e. Regional storm sewer - USH 53/Sand Lake Rd ponding area to eastern drainage area (Construction 2026)									
1. Pond Construction (\$1,242,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2. Storm Sewer under Sand Lake Rd (\$1,023,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3. Storm Sewer - east side northerly line (\$552,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
f. Access improvements & additional capacity (2031)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
g. Utility & street oversizing reimbursement for Fields development (2024)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19 SS - Crossing Meadow Drive to 12th Avenue South paving & intersection control (STP-U)(5991-02-77/78) (PASER 4.0)(0.3 Miles)(2024 #17)									
a. Design (125,000) (\$75,000 - 2025/\$50,000 - 2026)	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ 75,000
b. Construction (2028)(STP-U funding \$379,100)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20 Street Sweeper - Mechanical Pickup (2024 #18)	\$ -	\$ -	\$ 455,000	\$ -	\$ -	\$ 455,000	\$ 230,000	\$ 25,000	\$ 200,000
21 North Kinney Coulee Sanitary Lift Station (2024 #20)	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ 650,000	\$ -	\$ -	\$ 650,000
22 East Main Street Drainage Improvements (2024 #21)	\$ -	\$ -	\$ 186,000	\$ -	\$ -	\$ 186,000	\$ -	\$ -	\$ 186,000
23 Mid-size single axle flat bed truck w/landscape dump box (2024 #22)	\$ 35,000	\$ 35,000	\$ 35,000	\$ -	\$ 35,000	\$ 140,000	\$ -	\$ 140,000	\$ -
24 S.T.H. 16 Off Street Path - P.H. to South Kinney (2022 #13, 2024 #24)									
a. Design	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ -	\$ -
b. Right of Way	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ -	\$ -
c. Construction	\$ -	\$ -	\$ -	\$ -	\$ 220,000	\$ 220,000	\$ -	\$ -	\$ 220,000
25 Off street trail paving/maintenance - paving Crossing Meadows path (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000
26 Street paving - Skyview Addition - Kelly Pl, Cliffview Ave from Westwood Dr to Riders Club Road, Grove St from Pine St to Cliffview & Ridgeview Dr (PASER 3-4)(NEW)	\$ -	\$ -	\$ -	\$ -	\$ 304,000	\$ 304,000	\$ -	\$ -	\$ 304,000
27 Irvin Street pedestrian crossing improvements - including Rapid Flashing Beacon (New)	\$ -	\$ -	\$ -	\$ -	\$ 65,000	\$ 65,000	\$ -	\$ -	\$ 65,000
28 French Road - La Crosse Country Club Watermain crossing - Design	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ -
29 Abbey Road Westerly extension	\$ 92,000	\$ 53,000	\$ -	\$ -	\$ 102,000	\$ 247,000	\$ -	\$ -	\$ 247,000
30 South Kinney Coulee lift station forcemain - design & analysis	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -
31 Pedestrian study - Citywide	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ 85,000	\$ -	\$ -	\$ 85,000
32 Esther Drive retaining wall extension	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000
Equip Replacement									
Sewer operating budget									

2025 Capital Improvements Projects - Proposed

	<u>Sanitary Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>	<u>Less Amount Already Bonded</u>	<u>Less Amount Other Sources</u>	<u>Amount Needed by Borrowing</u>
<u>II. Planning Department</u>									
33 Urban Forestry - General	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ 30,000
34 Urban Forestry - Planting zone	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ 50,000
35 Vehicle replacement (1)	\$ -	\$ -	\$ -	\$ -	\$ 35,000	\$ 35,000	\$ -	\$ -	\$ 35,000
36 Green house gas inventory / renewable energy plan (2021 #36, 2022 #29, 2023 #41)	\$ -	\$ -	\$ -	\$ -	\$ 35,000	\$ 35,000	\$ -	\$ -	\$ 35,000
<u>III. Fire Department</u>									
37 Pumper/tender fire truck	\$ -	\$ -	\$ -	\$ -	\$ 1,425,000	\$ 1,425,000	\$ -	\$ -	\$ 1,425,000
38 Land & Facilities (Proposed 2008)	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ 600,000
a. Purchase land Fire Station #2 - Location to be determined	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ 600,000
39 Rescue Unit One - loose equipment	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ 75,000
40 Dispatch office remodel	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 40,000
<u>IV. Parks & Recreation Department</u>									
41 Playground Replacement (NEW)									
a. Glenn Fox Park	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ 200,000
b. Elmwood Hills	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ 200,000
42 Van Riper Park									
a. Aquatic Center - Sand play area upgrades (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 35,000	\$ 35,000	\$ -	\$ -	\$ 35,000
43 Van Riper Volleyball Court Remodel (2024 #36)	\$ -	\$ -	\$ -	\$ -	\$ 65,000	\$ 65,000	\$ -	\$ -	\$ 65,000
44 Wellington Greens Park	\$ -	\$ -	\$ -	\$ -	\$ 234,000	\$ 234,000	\$ -	\$ -	\$ 234,000
Soccer field improvements (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 234,000	\$ 234,000	\$ -	\$ -	\$ 234,000
45 Splash pad - location to be determined (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 300,000
46 Community Park - Community Center Renovations (2024 #30)	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000
<u>V. Police Department</u>									
47 Marked Police vehicles (2) (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ 160,000	\$ -	\$ -	\$ 160,000
48 Portable radio booster - Omni Center (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ -	\$ -	\$ 125,000
49 EV charging station (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 12,500	\$ 12,500	\$ -	\$ -	\$ 12,500
50 Police Department Storage (Shares with Parks Department)(2024 #42)	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000
<u>VI. Omni Center</u>									
51 Upgrade HVAC controls (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 160,000	\$ 160,000	\$ -	\$ -	\$ 160,000
52 Event equipment - lighting movers, lighting truss, tables, chairs, etc. (NEW)	\$ -	\$ -	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -	\$ -	\$ 70,000
53 Restrooms - electric hand dryers (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 22,500	\$ 22,500	\$ -	\$ -	\$ 22,500
54 Mezzanine level (deck) in storage shed (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ 80,000	\$ -	\$ -	\$ 80,000
55 Arena 1 - A/C Unit condensing/chiller unit (2023 #66, 2024 #53)	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ 600,000
56 Rink # 2 - Ice sheet chiller (2020 #41, 2021 #65, 2023 #67, 2024 #52)	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ 1,100,000
57 Carpet Entry #2 (2024 #50)	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 20,000
58 Omni Center back up power generator (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ 400,000

2025 Capital Improvements Projects - Proposed

	<u>Sanitary Sewer</u>	<u>Water</u>	<u>Storm Sewer</u>	<u>Tourism</u>	<u>General</u>	<u>Total Cost</u>	<u>Less Amount Already Bonded</u>	<u>Less Amount Other Sources</u>	<u>Amount Needed by Borrowing</u>
<u>VII. Library</u>									
60 Flat roof replacement (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ 200,000
61 Table and Benches in teen area (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 7,500	\$ 7,500	\$ -	\$ -	\$ 7,500
62 Carpeting meeting rooms and entrance to meeting rooms (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000
63 Concrete walkway to (2) staff picnic tables ADA (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 8,000	\$ -	\$ -	\$ 8,000
<u>VIII. City Hall</u>									
64 Elevator operating system & power replacement (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ 400,000
65 Building Envelope Project - wall flashing (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ 250,000
66 Building Envelope Project - PD Foundation Repair South West Side (2024 #63)	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 40,000
67 Replace 50-ton A/C condensing unit (remover R-22) (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 150,000
68 Building Envelope Project - window replacement - partial (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 100,000
69 Landscape Replacement (2024 #62)	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ 25,000
70 Painting - Interior Police Department (2024 #64)	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000			\$ 12,000
71 FOB sally-port, East side PD man doors and FD doors by Chiefs cars	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000		Equip Replacement \$ 15,000	\$ -
<u>IX. Information Technology Dept</u>									
72 Extension of City fiber optic cable network - Well #9 (2024 #65)	\$ -	\$ 86,000	\$ -	\$ -	\$ -	\$ 86,000	\$ -	\$ -	\$ 86,000
73 Downtown/Dash Park Security Cameras (2022 #80, 2023 #84, 2024 #66)	\$ -	\$ -	\$ -	\$ -	\$ 35,000	\$ 35,000	\$ -	\$ -	\$ 35,000
74 FOB - Door Controllers - Install at Omni Center (2022 #83, 2023 #86, 2024 #67)	\$ -	\$ -	\$ -	\$ -	\$ 65,000	\$ 65,000	\$ -	\$ -	\$ 65,000
75 Extend Fiber Optic System	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ 200,000
<u>X. City Administration</u>									
76 City signage									
a. Outdoor signage - highway wayfinding, tourism, light pole banners, Park facilities, etc.	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ 75,000
b. Replace City Hall sign with branded digital sign	\$ -	\$ -	\$ -	\$ -	\$ 56,000	\$ 56,000	\$ -	\$ -	\$ 56,000
TOTALS:	\$ 95,000	\$ 520,000	\$ 615,000	\$ 70,000	\$ 13,117,500	\$ 14,417,500	\$ 1,010,000	\$ 1,844,064	\$ 11,563,436

**PUBLIC WORKS
MONTHLY ESTIMATES
November 4, 2024**

Contractor	Original Contract Amount	Change Orders	Paid to Date	Due this Estimate
1 STRAND ASSOCIATES Franklin Street Lift Station Project Design Estimate #18	\$ 103,500.00	\$ -	\$ 80,034.20	\$ 419.72
2 STRAND ASSOCIATES City Hall Generator Project Design Estimate #24	\$ 85,300.00	\$ -	\$ 79,532.89	\$ 989.21
3 STRAND ASSOCIATES 2024 Stormwater Program Services Design Estimate #4	\$ 34,000.00	\$ -	\$ 29,547.26	\$ 1,517.55
4 STATE OF WI - DOT Midwest Drive STP-Urban Construction (5991-02-68) Estimate #5	\$ 599,611.89	\$ -	\$ 466,553.76	\$ 28,283.44
5 STATE OF WI - DOT Midwest Drive STP-Urban Design - oversight (5991-02-67) Estimate #8	\$ 11,760.00	\$ -	\$ 5,319.40	\$ 2.73
6 STRAND ASSOCIATES Sand Lake Road/USH 53 Hydrology Project Design Estimate #5	\$ 58,000.00	\$ -	\$ 10,173.25	\$ 2,065.62
7 SEH INC. General Engineering Design Estimate #3	\$ 15,000.00	\$ -	\$ 5,832.89	\$ 521.70
8 DAVY ENGINEERING 2024 stormwater BMP report Design Estimate #1	\$ 7,500.00	\$ -	\$ -	\$ 2,048.40

**PUBLIC WORKS
MONTHLY ESTIMATES
November 4, 2024**

	Contractor	Original Contract Amount	Change Orders	Paid to Date	Due this Estimate
9	STATE OF WI - DOT STH 157 - Main Street Reconstruction Design (5991-02-03) Estimate #8	\$ 125,000.00	\$ -	\$ 12,325.38	\$ 1,298.22
10	STATE OF WI - DOT East Avenue & Riders Club Road Roundabout - HSIP Construction (5991-02-62) Estimate #9	\$ 188,410.48	\$ -	\$ 185,157.85	\$ 2,787.56
11	MARKET & JOHNSON Community Center Project Construction Estimate #1	\$ 4,798,151.00	\$ 17,889.22	\$ -	\$ 610,586.94
12	MATHY CONSTRUCTION 2024 Pavement Project Construction Estimate #3	\$ 597,793.44	\$ -	\$ 476,652.61	\$ 106,273.26
13	MARKET & JOHNSON 2024 City Hall Masonry Repairs Construction Estimate #3	\$ 59,483.00	\$ -	\$ 31,223.42	\$ 21,349.59
14	STRAND ASSOCIATES General Engineering Design Estimate #2	\$ 15,000.00	\$ -	\$ 371.57	\$ 543.34
15	I & S Group Community Center Design Estimate #16	\$ 560,187.00	\$ 55,190.00	\$ 569,271.27	\$ 10,406.25
16	MSA PROFESSIONAL SERVICES Theater Road & PH R/W Services Estimate #5	\$ 45,500.00		\$ 40,187.22	\$ 1,601.95

**PUBLIC WORKS
MONTHLY ESTIMATES
November 4, 2024**

Contractor		Original Contract Amount	Change Orders	Paid to Date	Due this Estimate
17	LEDEGAR ROOFING City Hall Solar Project Construction Estimate #1	\$ 21,000.00	\$ -	\$ -	\$ 20,179.00
18	SAFE STEP Sidewalk maintenance Construction Estimate #1	\$ 10,000.00	\$ -	\$ -	\$ 8,182.92
19	Fowler & Hammer Inc Park concrete curbin Construction Estimate #1	\$ 10,271.00	\$ -	\$ -	\$ 10,271.00