

| | | | |
|------------------------------|---------------|----|--------------------------------------|
| City-Wide Basin | Probable Cost | | Public Property Construction Impacts |
| Maximum Points | | 15 | 5 |
| Alternative A | | 12 | 1 |
| Alternative B | | 9 | 1 |
| Alternative C | | 15 | 5 |
| Johnson St Outfall | | | |
| Johnson St Outfall | Probable Cost | | Public Property Construction Impacts |
| Maximum Points | | 15 | 5 |
| Alternative 1 | | 12 | 2 |
| Alternative 1a | | 9 | 1 |
| Alternative 2 | | 9 | 1 |
| Alternative 3 | | 6 | 1 |
| Alternative 4 | | 12 | 2 |
| Alternative 5 | | 12 | 2 |
| Alternative 6 (full) | | 6 | 5 |
| North Industrial Park | | | |
| North Industrial Park | Probable Cost | | Public Property Construction Impacts |
| Maximum Points | | 15 | 5 |
| Alternative 1 - 60in | | 12 | 1 |
| Alternative 1 - 72in | | 9 | 1 |
| Alternative 3 | | 15 | 5 |
| Alternative 4 - 36in | | 12 | 3 |
| Alternative 4 - 48in | | 12 | 2 |
| Alternative 7 | | 9 | 5 |
| North La Crosse | | | |
| North La Crosse | | | |
| Maximum Points | | 15 | 5 |
| Alternative 1 | | 15 | 3 |
| Alternative 2 | | 15 | 3 |
| Alternative 3 | | 15 | 4 |
| Alternative 4 | | 9 | 2 |
| Alternative 5 | | 12 | 3 |
| Alternative 6 (full) | | 6 | 5 |

Pammel Creek

| | | |
|----------------|----|---|
| Maximum Points | 15 | 5 |
| Alternative 1a | 6 | 1 |
| Alternative 1b | 9 | 1 |
| Alternative 2 | 9 | 1 |
| Alternative 3 | 9 | 1 |
| Alternative 4 | 9 | 1 |
| Alternative 5 | 9 | 1 |
| Alternative 6 | 6 | 5 |
| Alternative 7 | 15 | 4 |

Pine St

| | Public Property Construction Impacts | Private Property Construction Impacts |
|----------------------|--------------------------------------|---------------------------------------|
| Maximum Points | 5 | 5 |
| Alternative 1a | 4 | 4 |
| Alternative 1b | 3 | 4 |
| Alternative 1c | 4 | 4 |
| Alternative 2a | 2 | 4 |
| Alternative 2b | 1 | 4 |
| Alternative 3 | 2 | 5 |
| Alternative 4 | 2 | 5 |
| Alternative 6 (full) | 1 | 1 |

Alternative 1a

- Alternative 1a
- Alternative 1b
- Alternative 1c
- Alternative 2a
- Alternative 2b
- Alternative 3
- Alternative 4
- Alternative 6 (full)

| Private Property Construction Impacts | Street Flooding Benefits | |
|---------------------------------------|--------------------------|----|
| | 5 | 20 |
| | 5 | 12 |
| | 4 | 12 |
| | 4 | 4 |

| Private Property Construction Impacts | Street Flooding Benefits | |
|---------------------------------------|--------------------------|----|
| | 5 | 20 |
| | 5 | 12 |
| | 5 | 20 |
| | 5 | 20 |
| | 5 | 16 |
| | 5 | 8 |
| | 5 | 12 |
| | 1 | 20 |

| Private Property Construction Impacts | Street Flooding Benefits | |
|---------------------------------------|--------------------------|----|
| | 5 | 20 |
| | 5 | 12 |
| | 4 | 12 |
| | 4 | 4 |
| | 4 | 4 |
| | 4 | 8 |
| | 1 | 20 |

| | | |
|--|---|----|
| | 5 | 20 |
|--|---|----|

| | | |
|--|---|----|
| | 5 | 20 |
| | 5 | 8 |

| | | |
|--|---|----|
| | 5 | 12 |
|--|---|----|

| | | |
|--|---|----|
| | 5 | 20 |
|--|---|----|

| | | |
|--|---|----|
| | 5 | 20 |
| | 1 | 20 |



5 20

5 12

5 12

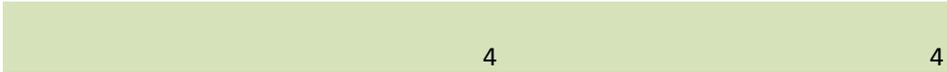
5 12

5 20

4 20

5 20

1 20



4 4



Street Flooding Benefits

Private Property Flooding Benefits

20 20

8 4

8 4

8 4

20 20

20 20

8 20

12 8



20 20



| Private Property Flooding Benefits | Intersection Closure Benefits |
|------------------------------------|-------------------------------|
| 20 | 20 |
| 8 | 16 |
| 12 | 20 |
| 0 | 20 |

| Private Property Flooding Benefits | Intersection Closure Benefits |
|------------------------------------|-------------------------------|
| 20 | 20 |
| 20 | 20 |
| 20 | 20 |
| 20 | 20 |
| 20 | 20 |
| 12 | 12 |
| 16 | 20 |
| 20 | 20 |

| Private Property Flooding Benefits | Intersection Closure Benefits |
|------------------------------------|-------------------------------|
| 20 | 20 |
| 8 | 16 |
| 12 | 20 |
| 0 | 20 |
| 8 | 4 |
| 8 | 12 |
| 20 | 20 |

| | |
|----|----|
| 20 | 20 |
|----|----|

| | |
|----|----|
| 16 | 16 |
| 12 | 20 |

| | |
|----|---|
| 16 | 8 |
|----|---|

| | |
|----|----|
| 20 | 20 |
|----|----|

| | |
|----|----|
| 20 | 20 |
| 20 | 20 |



20 20

20 20

20 20

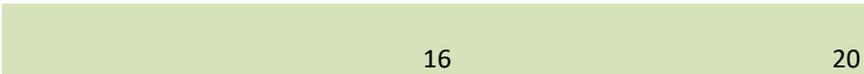
4 20

20 20

20 20

20 20

20 20



16 20



Intersestion Closure Benefits

Street Condition (Pacer Rating)

20 10

16 0

20 0

16 8

20 8

20 8

16 4

16 10



20 0



| Coordination with other CIP Projects | Sustainability | Total | |
|--------------------------------------|----------------|-------|-----|
| | 5 | 10 | 100 |
| | 5 | 2 | 61 |
| | 5 | 2 | 65 |
| | 1 | 2 | 51 |

| Coordination with other CIP Projects | Sustainability | Total | |
|--------------------------------------|----------------|-------|-----|
| | 5 | 10 | 100 |
| | 3 | 2 | 76 |
| | 3 | 2 | 80 |
| | 3 | 2 | 80 |
| | 1 | 2 | 71 |
| | 1 | 2 | 54 |
| | 3 | 2 | 72 |
| | 1 | 10 | 83 |

| Coordination with other CIP Projects | Sustainability | Total | |
|--------------------------------------|----------------|-------|-----|
| | 5 | 10 | 100 |
| | 5 | 2 | 61 |
| | 5 | 2 | 65 |
| | 1 | 2 | 51 |
| | 1 | 2 | 38 |
| | 1 | 2 | 49 |
| | 1 | 10 | 86 |

| | | | |
|--|---|----|-----|
| | 5 | 10 | 100 |
| | 3 | 2 | 80 |
| | 1 | 2 | 66 |
| | 3 | 2 | 75 |
| | 1 | 2 | 79 |
| | 3 | 2 | 85 |
| | 1 | 10 | 83 |



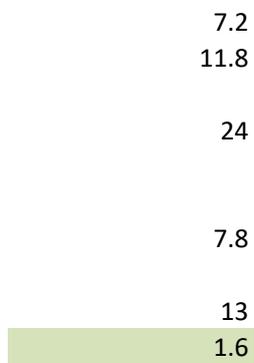
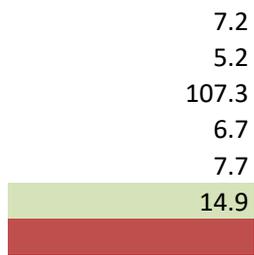
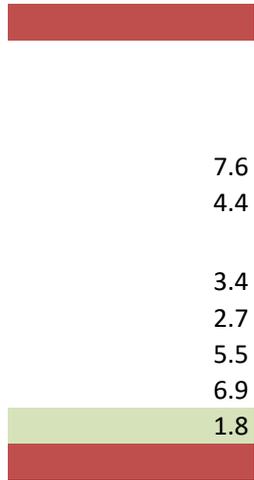
| | | |
|---|----|-----|
| 5 | 10 | 100 |
| 3 | 2 | 69 |
| 3 | 2 | 72 |
| 3 | 2 | 56 |
| 3 | 2 | 80 |
| 3 | 2 | 79 |
| 3 | 2 | 80 |
| 1 | 10 | 83 |
| 1 | 2 | 66 |



| Water Main Condition (Pacer Rating) | Sanitary Sewer Condition (Pacer Rating) | Sustainability |
|-------------------------------------|---|----------------|
| 5 | 5 | 10 |
| 0 | 0 | 2 |
| 0 | 0 | 2 |
| 0 | 0 | 2 |
| 4 | 5 | 2 |
| 5 | 5 | 2 |
| 5 | 5 | 2 |
| 5 | 5 | 2 |
| 0 | 0 | 10 |



Cost Effectiveness
Rating/\$100,000





2.5

4.9

4.1

6.4

4.9

5.2

1.5



12.2



Total

100

38

41

46

85

85

67

65



72

Cost Effectivness



10.91954023

11.20218579

19.49152542

9.330406147

4.654983571

10.06006006

13.85927505

0.280155642

Significantly Affected Intersections

King/10th, Cameron/8th, Cass/15th, Farnam/20th, Green Bay/10th, Travis/West

Cass and 9th

Cass and 9th, king and 10th, Cameron and 8th

Cameron and 8th, King and 10th, Cass and 15th, Farnam and 20th

Cameron and 8th, King and 10th, Cass and 15th

Farnam and 20th

Green Bay and 10th, Travis and West

Oak/Palace, Enterprise/(Oak-City Limits), Cunningham/Hemstock

Oak and Palace

Oak and Palace

Enterprise and Agropur

Enterprise, Oak and Palace

Enterprise, Oak and Palace, Cunningham and Hemstock

George/Stoddard, Camp/Hamilton, Cunningham/Kane, Caledonia/Livingston,
Onlaska/Gohres, Charles/Hayes, Liberty/Island, Charles/Hagar, Monitor/Copeland,
Causeway/Sumner, Buchner/Copeland, West End of Buchner, Milwaukee/(Causeway-
Buchner)

George and Stoddard, Camp and Hamilton

Liberty and Charles

Charles and Hayes

Milwaukee(Buchner-Causeway), W end Buchner, Causeway and Sumner, Buchner and
Copeland

George and Stoddard, Camp and Hamilton

Cass/20, Jackson/19, Green Bay/(East-23), (Weston-East)/(Hyde-21), Garden, Mormon

Cass and 20th S

Cass and 20th S

Farnam and 20th, Jackson and 19th

Hyde and 22nd, Green Bay and East Ave S

Weston and East S, Travis and 20th, Hyde and 20th

Diagonal and Losey, 22nd and Diagonal, 22nd (Garden-Victory), 25th and Hewitt

Mormon Coulee north of Birch, Mormon Coulee and Lakota Court

Front/Pine, Losey/(Vine-Pine), Cass/20th, State/(20th-Losey), 17th/(Main-State)

Front and Pine

Front and Pine

Front and Pine

Losey and Pine, Losey and Vine, Cass and 20th

Losey and Pine, Losey and Vine, Cass and 20th

10th and King, 10th and Main

17th and State, 17th and Main

10%: Losey and Vine, Front and Pine 40%: 17th and State, 17th and Main,

Average Minutes of Intersection Closure: 10-100-yr



128.3

53.9

50.6

53.7

86.7

53.3

10%:152.8 40%: 107.2



Low: 36.7 High: 94

Low: 33.3 High: 56

0

Low: 34.3 High: 60.7

Low: 1 High: 21

Low: 21.3 High: 37.7



Low: 50 High: 50

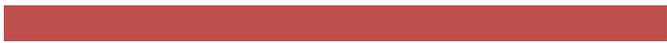
3.33

Low: 0 High: 80

Low: 24.6 High: 99.2

10%(Low: 68.3 High: 102.3) 40%(Low: 0 High: 25.3)





0

0

0

32.8

65

53

10% : 167.7 40%: 96.1



16.7

0

18.3

1.33

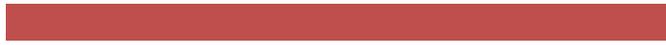
0

20.8

40

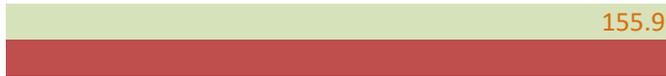


Average Minutes: Baseline 10-100 yr



170
151.7

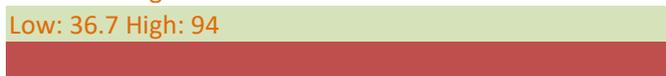
180
180
133.3
110



Low: 113 High: 145.3
Low: 113 High: 145.3

36

Low: 36.7 High: 94
Low: 36.7 High: 94
Low: 36.7 High: 94



110.8
131.2

Low: 21.7 High: 198.3

Low: 115 High: 145.8
Low: 102.6 High: 133.7





253.3

253.3

119.2

182.8

290

185.8

182.9



90

63.3

63.3

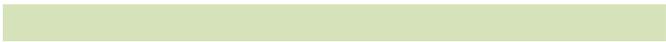
63.3

58.3

58.3

202.5

205



Total Difference

Cost (thousand) Cost/Time Difference

| | | | |
|-------------------|-------|-----------|-------------|
| | | | |
| | 41.7 | 993 | 23.81294964 |
| | 97.8 | 1900 | 19.42740286 |
| | 129.4 | 2440 | 18.85625966 |
| | 126.3 | 2930 | 23.19873317 |
| | 46.6 | 875 | 18.77682403 |
| | 56.7 | 929 | 16.38447972 |
| 10%: 3.1 40%:48.7 | | 2500-5000 | |

| | | | |
|----------------------|----|------|-----------------------|
| Low: 76.3 High: 51 | | 845 | Low: 11.1 High: 16.6 |
| Low: 79.7 High: 89.3 | | 1298 | Low: 16.3 High: 14.5 |
| | 36 | 41 | 1.1 |
| Low: 2.4 High: 33.3 | | 546 | Low: 227.5 High: 16.4 |
| Low: 35.7 High: 73 | | 626 | Low: 17.5 High: 8.6 |
| Low: 15.4 High: 56.3 | - | | |

| | | | |
|----------------------|-------|-----|----------------------|
| Low: 60.8 High: 60.8 | | 494 | Low: 8.13 High: 8.13 |
| | 127.9 | 443 | 3.46 |

Low: 21.7 High: 118.3 217 Low: 10 High: 1.83

1030

| | | | |
|--|--|-----|----------------------|
| Low: 90.4 High: 46.6 | | 539 | Low: 5.96 High: 11.6 |
| 10%(Low: 34.3 High: 0.3) 40%(Low: 102.6 High: 108.4) | | | |



| | | |
|-------|------|-------------|
| 253.3 | 2270 | 8.961705488 |
| 253.3 | 1120 | 4.421634426 |
| 119.2 | 1580 | 13.25503356 |
| 150 | 1490 | 9.933333333 |
| 225 | 1440 | 6.4 |
| 132.8 | 1460 | 10.9939759 |

10%: 15.2 40%:86.8

| | | |
|-------|-----|-------------|
| 89.17 | 320 | 3.588650892 |
|-------|-----|-------------|



| | | |
|-------|------|-------------|
| 46.6 | 348 | 7.467811159 |
| 63.3 | 366 | 5.781990521 |
| 45 | 236 | 5.244444444 |
| 56.97 | 911 | 15.99087239 |
| 58.3 | 1826 | 31.32075472 |
| 181.7 | 666 | 3.665382499 |
| 165 | 469 | 2.842424242 |

62032/25716



| Reconmendation | # of blocks | CIP project year |
|--------------------------|-------------|----------------------|
| Primary Reconmendation | | 4 2017, 2022, x,2017 |
| Secondary Reconmendation | | |



8 x
18 2018, 2019



21 2019, 2019, 2021



x

7 x



6 x



1.5 x

2 x



0 x

3 x

3 x



5 2019

2 x



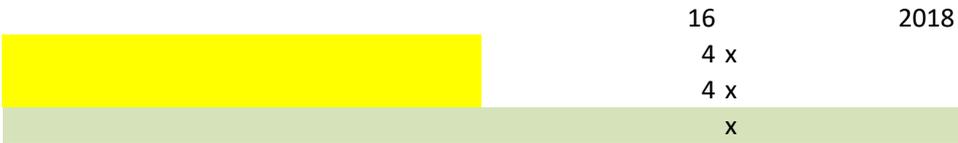
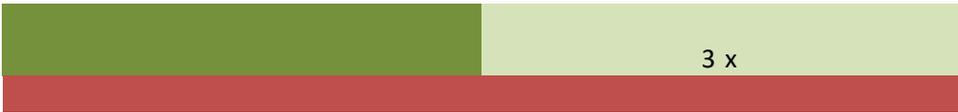
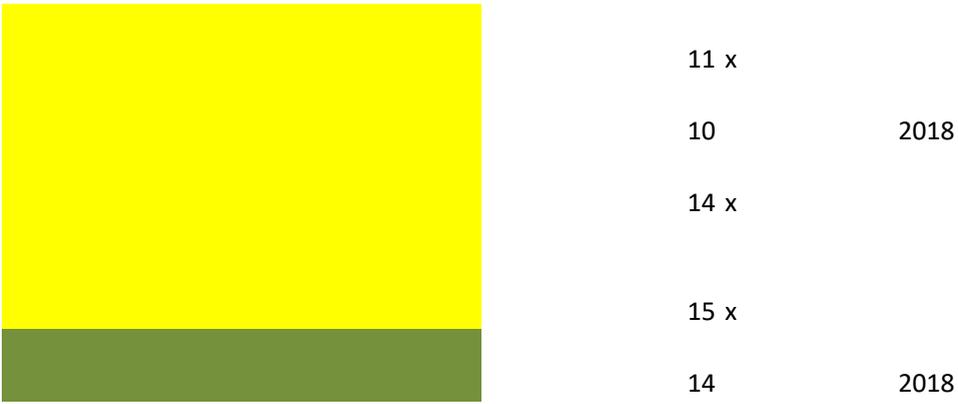
7 x

6 x



5 x



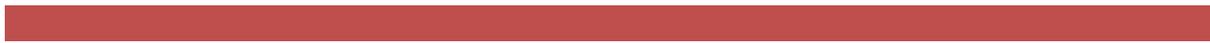


| Block Order | Curb Rating | Pacer rating 3,5,9,3 | Private property disturbance? |
|-------------|-------------|-------------------------|-------------------------------|
|-------------|-------------|-------------------------|-------------------------------|

| | | | |
|-------------------|-----------------|------------------|--------|
| Ferry to Cass | G,x,G,G,G, | 6,V,6,6,6, | N N |
| 10th to Cass | G,G,P,F,F,G,G,G | 6,6,3,5,5,8,8,10 | N N |
| Johnson to Farnam | P,G,F,G,G,G,G | 5,7,7,9,9,10,10 | N |
| Green Bay to Cook | G,G,x,x,G,G | 4,9,x,x,10,4 | N |

| | | | |
|---------------------|-------|--------|-----|
| Kwik Trip to Kramer | G,G | 10,2 | N |
| Kwik Trip to Kramer | G,G | 10,2 | Y |
| | G | | 3 N |
| West to East | x,G,G | 10,5,7 | N |
| West to East | x,G,G | 10,5,7 | N |

| | | | |
|---|---------------|---------------|---|
| George, Onalaska, Talor to Camp | G,F,F,G,F | 9,5,3,7,4 | N |
| Bridgeview Service to Rose | G,G,G | 8,9,4 | N |
| Hayes from Charles to Kane, Moore St to Onalaska | F,F,G,G,F,G,G | 5,3,7,5,5,6,9 | N |
| Monitor (West to East, Gould(W to E), Liberty, Cahrles (S to N) | G,G,G,G,F,P, | 6,6,6,7,3,6, | N |
| Buchner to Causeway, East Causeway, Copeland | F,F,G,G,G | 3,6,6,7,7 | N |



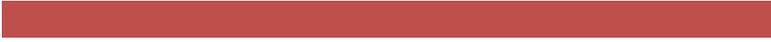
| | | | |
|-----------------------------|----------------------|--------------------|-------------|
| | F,G,G,G,G,G,G,G, | 3,7,8,8,7,7,10,3,6 | |
| Cass to Farnam | G,G,G,G | ,5,5,4,4 | N |
| | G,G,G,G,F,G,G,G,F, | 7,7,7,7,6,7,7,7,7, | |
| Cass to Main | G,F | 4,10 | Golf Course |
| Farnam from 20 to State, | | 10,9,5,5,5,5,5,4 | |
| Jackson to Farnam at 27th | G,G,F,F,F,F,G,G,G | ,4 | N |
| | F,F,F,G,G,F,G,G,G,G, | 4,4,4,5,3,7,8,8,6, | |
| Green Bay to Farnam,22ND | G,G,G,F | 5,4,4,4,3 | Y |
| Thompson to Horton, 20th | | | |
| from Weston to Hyde, Travis | G,G,F,G,F,G,G,G,G, | 6,10,6,6,3,9,9,9,9 | |
| from East to 20th | G,F,F,F,G,G | ,9,6,6,5,4,7 | Y |
| | G,G,F,F,F,G,G,G,G,G | 3,3,4,4,4,7,10,10, | |
| 21st to Hass, 22nd to Losey | ,G,F,F | 3,3,3,4,4, | Y |

| | | | |
|-----------------------------|-----|-------|---|
| Mormon Coulee to Woodbridge | G,G | 10,10 | Y |
|-----------------------------|-----|-------|---|

| | | | |
|-------------------------------------|----------------------|--------------------|------|
| Front (S to N) | G,G | 4,6 | Y |
| x | x | x | Park |
| Front (S to N) | G,G | 4,6 | Y |
| Vine to 24th | G,G,F,F,G,P | 8,8,7,7,7,3 | N |
| 20th to 24th, Vine to 24th and Pine | G,G,G,G,G,G,G,F,F,F, | 7,7,7,7,7,7,7,7,7, | |
| | ,F,F,G,P,G,G | 7,7,7,7,3,8,8 | N |
| Pine to King | G,G,G,F | 8,9,9,4 | N |
| Main to Vine | G,F,G,G | 10,2,7,7 | UWL |



Notes



See 2017 Project
See 2017 Project

Ferry from 10th to Cass

