

1 The Meeting of the Board of Public Works of the City of Onalaska was called to order at 6:30
2 p.m. on Thursday, January 3, 2019. It was noted that the meeting had been announced and a
3 notice posted at City Hall.

4
5 Roll call was taken with the following members present: Ald. Ron Gjertsen, Ald. Kim Smith,
6 Financial Services Director/Treasurer Fred Buehler, City Engineer Jarrod Holter

7
8 Also Present: City Administrator Eric Rindfleisch, Assistant City Engineer Kevin Schubert,
9 Police Chief Troy Miller, Fire Chief Billy Hayes, Parks and Recreation Director Dan Wick, Ald.
10 Jim Binash

11
12 Excused Absence: Mayor Joe Chilsen

13
14 **Item 2 – Approval of minutes from previous meeting**

15
16 Motion by Jarrod, second by Ald. Gjertsen, to approve the minutes from the previous meeting as
17 printed and on file in the City Clerk’s Office.

18
19 On voice vote, motion carried.

20
21 **Item 3 – Public Input (limited to 3 minutes/individual)**

22
23 Ald. Gjertsen called three times for anyone wishing to provide public input and closed that
24 portion of the meeting.

25
26 **Consideration and possible action on the following items:**

27
28 **Item 4 – 2018-2020 Capital Improvements Projects**

- 29
30 A. **Approximately 6:30 P.M. Public Hearing (or immediately following Public Input)** on
31 2018-2020 Capital Improvements Projects
32 B. Consideration, possible recommendation and possible action in regards to the 2018-2020
33 Capital Improvements Projects

34
35 Jarrod noted the proposed 2018-2020 Capital Improvements Budget is included in board
36 members’ packets. Jarrod also noted the Board of Public Works has examined the budget and is
37 coming forward with a recommendation on a proposed list of Capital Improvements Projects.

38
39 Motion by Ald. Smith, second by Ald. Gjertsen, to open the public hearing for the 2018-2020
40 Capital Improvements Projects.

42 Ald. Smith opened the public hearing and called for anyone wishing to either speak in favor of or
43 in opposition to the proposed 2018-2020 Capital Improvements Budget.

44
45 Ald. Gjertsen called three times for anyone wishing to either speak in favor of or in opposition to
46 the proposed 2018-2020 Capital Improvements Budget and closed the public hearing.

47
48 Motion by Jarrod, second by Ald. Smith, to approve the 2018-2020 Capital Improvements
49 Budget and advance it to the January 8, 2019 Common Council meeting.

50
51 On voice vote, motion carried.

52
53 **Item 5 – Review and consideration of dump truck spreader control, feedback sensors and**
54 **rearview cameras for multiple Public Works Department vehicles**

55
56 Jarrod referred to a memo included in board members’ packets that outlines the costs that were
57 budgeted for the GPS and the controls for the plow trucks. The quote includes three units for
58 upgraded spreader controls that will allow better accuracy and placement of materials during
59 winter operations. Jarrod said, “This will track and be able to spread certain pounds of material
60 per lane mile or gallon of brine. This would be for three units within our fleet of dump trucks.
61 This would also add data collection capabilities on the salt rate that is being applied, salt usage if
62 the plow is up or down, and GPS of where the truck went.” Jarrod noted the aforementioned
63 materials were included on a recently received truck and said, “This would bring our total to four
64 units, which would be the main tandem units that are the first ones out on winter operations. We
65 also would be adding seven backup cameras. All eight units would have a backup camera.”
66 Jarrod noted \$15,100 was budgeted for this purchase, and that the total is \$14,968.

67
68 Motion by Ald. Smith, second by Ald. Gjertsen, to approve the purchase of dump truck spreader
69 control, feedback sensors and rearview cameras for multiple Public Works Department vehicles
70 from Universal Truck Equipment, Inc. at a cost not to exceed \$14,968.

71
72 On voice vote, motion carried.

73
74 **Item 6 – Resolution 2-2019 – preliminary assessments for Abbey Road Project or other**
75 **procedures to collect infrastructure improvement expenditures**

76
77 Jarrod noted a copy of Resolution 2-2019 has been included in board members’ packets, and it
78 outlines proposed preliminary assessments for sanitary sewer, water, curb and gutter, and
79 sidewalks, among other items. Jarrod referred to a copy of an overview map included in board
80 members’ packets and said the assessments area runs from where Abbey Road currently ends in
81 the City of Onalaska to newly annexed Abbey Road area that goes to Commerce Road and ends
82 at the Kwik Trip located at the corner of Commerce Road and Abbey Road. Jarrod said staff and

83 legal counsel still were discussing the correct methodology to utilize with these assessments
84 when the meeting packet was being assembled. Jarrod said he had received a memo from City
85 Attorney Sean O’Flaherty, a copy of which he had distributed this evening, that outlines cost
86 collection infrastructure items that Sean had been working on. Jarrod addressed the following
87 items in the memo:

- 88
- 89 • Per the second paragraph, *“The city may not assess property outside of its municipal*
90 *boundary without the consent of the township in which the property lies.”* Jarrod said,
91 *“The majority of these assessments along Abbey Road lie outside the city corporate*
92 *limits. The parcels reside within the Town of Onalaska. What staff is proposing after*
93 *reading this memo is, we would proceed with this resolution for assessments for the*
94 *Kwik Trip property, which is on the far northern limits of this project. There are actually*
95 *two properties that lie within the city limits on the far southern limits of the project. We*
96 *would proceed with the resolution. We would change the assessment sheets to only*
97 *reflect the properties that lie within the City of Onalaska. We would take off the*
98 *properties that lie within the township area.”*
 - 99 • Per the third paragraph, *“Currently, there are two primary alternatives for the future*
100 *collection of the cost of improvements. The first is to establish a hookup/connection*
101 *charge for each of the projects ... The second alternative is to establish a special zone for*
102 *the collection of the improvements related to the installation of the improvements.”*
103 Jarrod noted special zone fees already exist, citing the Green Coulee High Pressure Zone
104 Area and East Avenue Sanitary Sewer Fee Area as examples of such. Jarrod said staff
105 recommends working with legal counsel in the coming months on bringing forward either
106 a hookup charge or a special zone fee through ordinance for these future annexed areas.
107 Jarrod said, “We would need a special assessment for the city areas, but we would not
108 have a special assessment hearing for the areas in the township. It would take us a few
109 months to work that through the system of getting the ordinances changed, but it does
110 follow what the City Attorney is recommending.”

111

112 Jarrod also said staff is proposing to assess for the watermain, including part of the street costs
113 that would be incurred as part of the watermain installation. Staff also is proposing to assess for
114 the watermain lateral, fire hydrants, and valves; sanitary sewer, including manholes and street
115 costs; curb and gutter; and the installation of a sidewalk along the entire east side of Abbey
116 Road, and also the north side of Abbey Road.

117

118 For clarification, Ald. Smith asked Jarrod if the decision to install sidewalk along the eastern and
119 northern side of Abbey Road is final.

120

121 Jarrod told Ald. Smith the current design has the sidewalk on the eastern and northern side of the
122 street.

123

124 Ald. Smith asked Jarrod, “You are proposing that tonight we theoretically would pass the
125 preliminary resolution regarding the assessments, which would put it into effect for properties
126 that are within the City of Onalaska boundaries. But we would then have to come forward with a
127 secondary plan as to how to later assess incoming properties?”

128
129 Jarrod explained that it would not be an assessment, but rather either a hookup charge or a
130 special area fee to recoup infrastructure costs. Jarrod said, “It would not be an assessment,
131 because with an assessment we would have to follow this process with the resolutions as outlined
132 in the statutes. We would have to work with the [City] Attorney to get an area made. Most
133 likely it would be an ordinance change to get the fees established.”

134
135 Ald. Smith asked, “And that would be due when they petition to annex into the City of
136 Onalaska? We would already have it predetermined how we were going to calculate how much
137 they had to pay?”

138
139 Jarrod told Ald. Smith she is correct, adding, “It would not become due and payable until
140 annexation. We would bill the project and it would be a deferred charge.”

141
142 Ald. Gjertsen addressed the assessments and the fees, asking, “There are going to be properties
143 that are going to feel the brunt of all of it, and there are going to be properties that won’t, right?”

144
145 Jarrod said, “If you go through the assessment charges, there are properties ... Obviously Kwik
146 Trip has a lot of frontage. There are some different properties that have more frontage than
147 others. But with the installation of the curb and gutter and the increased length of main in that
148 frontage, that’s how we determine the assessments. If you read the resolution, we determine the
149 assessments on a lineal foot basis. We did not split it up into a per connection charge. We have
150 done this in a variety of ways through the years when we’ve done assessments in the City of
151 Onalaska. This is the method we moved forward with for this project.”

152
153 Ald. Gjertsen noted property owners who have more frontage will pay more for sidewalk and
154 curb and gutter. Ald. Gjertsen said, “When we start talking about water and sewer – I’m not
155 going to go digging into these numbers [because] I already read them – some of these private
156 residences, when we get into that, you’re going to have people in here complaining.”

157
158 Jarrod said, “I think when we move forward with this, with the [City] Attorney working through
159 whether we would do a collection of a hookup charge or a special zone charge or a fee, I
160 envision going forward it’s probably going to be more unit based than lineal foot based on the
161 sewer and water. It would remedy what [Ald. Gjertsen’s] question is. It would be a little bit
162 more equal per hookup. But we have to work through those nuances with the [City] Attorney.”

163
164 Fred requested removing the sidewalk from the resolution for the following reasons: The request

165 is for the City of Onalaska to likely carry this for an infinite amount of time. Fred said the
166 expectation is for the city to maintain the sidewalk for that distance, and there also is the
167 expectation that the city will maintain the liability for the sidewalk.
168

169 Jarrod said if a sidewalk is installed in the city right-of-way but there is no abutting city residents
170 or city-owned parcel abutting that property, the City of Onalaska has no jurisdictional powers to
171 enforce its ordinances that the sidewalk must be maintained. Jarrod said the city has chosen in
172 other areas, such as Marcou Road or East Main Street (previously Country Trunk Highway OS),
173 to maintain the sidewalk with snow removal by the Parks Department. Jarrod said, “I do think
174 the sidewalk installation along that area, the businesses really didn’t comment a lot at the public
175 hearing, but the private residences did comment that they were not in favor of it. But from a
176 pedestrian movement standpoint, especially with the park area, it would be a benefit having the
177 sidewalk with the pedestrian movements to the park area or even further up to the area by the
178 Kwik Trip. It would end at the Kwik Trip; it would not tie into any existing sidewalk system to
179 the north currently.”
180

181 Ald. Smith said she disagrees with Fred, stating, “You’ve seen over and over again when any
182 type of development happens and we don’t put in a sidewalk. It causes nothing but problems
183 later on, and I think it’s really important for safety, especially with the Kwik Trip there, the
184 residents and the parks. There are people moving on foot – some of them children – and their
185 safety is really important. And although we will bear the cost of it for an indefinite period of
186 time because we have no way of knowing when those other properties will choose to annex, if
187 they do choose we will have to bear that cost. I think it will be worth it in terms of planning
188 good, multimodal pedestrian safe routes. And there also will be a cost savings by building it
189 when we already have the area torn up. I disagree with removing the sidewalk from the
190 proposal.”
191

192 Ald. Gjertsen said he agrees with Ald. Smith on the safety aspect, adding, “If you want to go the
193 route of annexation, there are going to be costs that you’re going to bear. Is it a moving target or
194 a non-moving target? Properties sell. People fill them. You get them in the tax base, and I
195 guess it’s an investment. You’re invested once you cross that line into annexation.”
196

197 Jarrod said staff is seeking a motion recommending moving the resolution forward for city
198 residents, including establishing a public hearing for the resolution at the February 5 Board of
199 Public Works meeting. Jarrod said, “Also, if the board would choose to move forward with a
200 collection of infrastructure costs via the two methods outlined by the City Attorney.”
201

202 Motion by Jarrod, second by Ald. Smith, to proceed with Resolution 2-2019 for the City of
203 Onalaska parcels located along Abbey Road, to establish a public hearing for Resolution 2-2019
204 at the February 5 Board of Public Works meeting, and to direct city staff to work with City of
205 Onalaska legal counsel on recovering infrastructure costs as outlined in the memo from City

206 Attorney Sean O’Flaherty dated January 3, 2019.

207

208 On voice vote, motion carried, 3-1 (Fred).

209

210 **Item 7 – Resolution 3-2019 – preliminary assessments for Crestwood Lane Project or other**
211 **procedures to collect infrastructure improvement expenditures**

212

213 Jarrod said the Crestwood Lane Project would occur from Crestwood Place to the end of
214 Crestwood Lane. The project would include the installation of watermain and sanitary sewer as
215 part of the booster station project that will serve the 300-acre area within the booster station
216 service area. All the parcels are located within the township, and they all would within Sean’s
217 memo. Jarrod said staff recommends not proceeding with the resolution as there are no City of
218 Onalaska parcels and instead proceeding with Sean’s recommendation to pursue recouping
219 infrastructure costs as outlined in the memo.

220

221 Motion by Jarrod, second by Ald. Smith, not to proceed with Resolution 3-2019 and instead
222 proceed with City Attorney Sean O’Flaherty’s recommendation to pursue recouping
223 infrastructure costs as outlined in Sean’s memo dated January 3, 2019.

224

225 Fred noted Item 7 states Resolution 3-2019 and he expressed concern that the board is approving
226 something that is not listed as a resolution. Fred said the board is “detouring to a memo.”

227

228 Ald. Smith noted Resolution 3-2019 states, “or other procedures to collect.”

229

230 Jarrod noted he had conferred with Sean and said, “It was the choice of either/or.”

231

232 Fred said, “I guess when it says ‘other procedures,’ it leaves it what I call ‘very open.’ I’m
233 curious how we’re going to word this on the Council agenda. I understand what you’re saying;
234 you’re moving away from the resolution. But you’re still going to have parts of the resolution.
235 You’re referring to having another mechanism of ...”

236

237 Jarrod said, “We’re not going to have anything to do with the resolution when it goes to the
238 Council meeting. It would not refer to it at all. That’s the intent of my motion.”

239

240 Ald. Smith said it was her understanding staff would be directed to come up with a policy to deal
241 with the situation.

242

243 Jarrod told Ald. Smith she is correct and said, “It would be for staff to move forward with other
244 alternatives for collecting infrastructure costs.”

245

246 Fred asked, “So you would establish a fee?”

247
248 Jarrod told Fred it either could be a fee or a hookup charge.

249
250 Ald. Smith questioned whether action by the Common Council is necessary as the Board of
251 Public Works may direct staff to take action.

252
253 Jarrod said the board could do so.

254
255 Fred asked if it is necessary to have a motion to bring back this item for the February 5 Board of
256 Public Works meeting.

257
258 Ald. Smith said it is her understating staff can come back with a proposal that can be forwarded
259 to the Common Council.

260
261 City Administrator Rindfleisch said, "I would suggest that we still need that motion as we just
262 did in the previous item: approve to direct staff so staff is aware we're going in the proper
263 direction."

264
265 Ald. Gjertsen said it is his understanding the motion and second that is on the floor may stand as
266 is.

267
268 On voice vote, motion carried.

269
270 **Item 8 – Review and consideration of parking restrictions along Irvin Street between 4th**
271 **Avenue North and 5th Avenue North**

272
273 Jarrod referred to a copy of an email included in board members' packets from Mike Peper, the
274 head custodian of First Lutheran Church, who is requesting changes to the parking in the area
275 along Irvin Street that abuts the church. Jarrod referred to the aerial photograph included in
276 board members' packets that outlines the area where parking changes are being requested.
277 Jarrod pointed out the entrance to First Lutheran's daycare/preschool entrance and told board
278 members there currently are difficulties weekday mornings when children are dropped off as
279 automobiles are parked on the majority of the block. Jarrod said the request is to have two-hour
280 parking along Irvin Street between 4th Avenue North and 5th Avenue North, and he told board
281 members the typical practice would be to hold a public hearing at the following month's Board
282 of Public Works meeting. Jarrod said, "If this was to move forward, staff would propose two-
283 hour parking, 7:30 a.m. to 4:30 p.m. on school days to match other areas that the city has parking
284 restrictions around schools."

285
286 Motion by Ald. Gjertsen, second by Jarrod, to schedule a public hearing for the February 5
287 Board of Public Works meeting regarding parking restrictions along Irvin Street between 4th

288 Avenue North and 5th Avenue North.

289

290 On voice vote, motion carried.

291

292 **Item 9 – Resolution 1-2019 – preliminary assessments for Troy Street sidewalk as part of**
293 **2019 Utility Project**

294

295 Jarrod said city staff has examined this area and noted there currently is sidewalk around
296 Northern Hills Elementary School and along East Avenue. The sidewalk comes in at Frances
297 Court, which is part of the trailer park facility. City staff is proposing the installation of sidewalk
298 between State Trunk Highway 35/2nd Avenue North and 4th Avenue North. Jarrod said staff
299 looked into extending the sidewalk to East Avenue; however, there is a large vertical
300 embankment that likely would require the construction of an 8- to 9-foot retaining wall for the
301 sidewalk to be installed. Jarrod said city staff found this to be cost-prohibitive, adding staff
302 would consider installing a marked crosswalk at the intersection of 4th Avenue North. Jarrod
303 said this would be a sidewalk connection between the off-street trail that was installed as part of
304 the STH 35 project. A connection would be established from that trail to the East Avenue area.
305 Jarrod noted there is a worn footpath along West Avenue and Troy Street and said, “I’d rather
306 have it continue all the way along Troy Street. But I think our cost benefit ratio would be better
307 to have [pedestrians] cross and get up into the sidewalk system we have today.”

308

309 Ald. Smith said that while she would attempt to install a sidewalk on both sides of the street, “I
310 agree the way that the trailer court there is, it just isn’t going to work. But at least having it on
311 one side of the street will be an improvement because I know for a fact there is a lot of foot
312 traffic in that neighborhood. There are a lot of people walking and going to Kwik Trip and
313 various places. I think even just having it on one side will really be a nice benefit for the
314 neighborhood.”

315

316 Motion by Jarrod, second by Fred, to approve Resolution 1-2019 – preliminary assessments for
317 Troy Street sidewalk as part of 2019 Utility Project and establish a public hearing at the February
318 5 Board of Public Works meeting.

319

320 On voice vote, motion carried.

321

322 **Item 10 – Review and consideration of Irvin Street conceptual plans for parking, amenities**
323 **and layout, including recommendation on alternatives**

324

325 Jarrod referred to copies of the concept alternatives in board members’ packets that were created
326 by Hoisington Koegler Group, Inc., the consulting firm that has been working on the Downtown
327 Master Plan for the area. Jarrod noted this project was included in the 2018 Capital
328 Improvements Budget, and it also is funded in the 2019 CIB. Jarrod said, “With the

329 improvements to Dash-Park and the Great River Landing, we are looking at an extension of the
330 streetscaping you see along Highway 35, Dash-Park and the Great River Landing.” Jarrod said
331 he believes the first decision board members must make is how to address parking in this area,
332 referring them to Alternatives A, A1, and A2 and noting all three are basically the same
333 streetscaping alternative. However, all three have different parking alternatives. Alternative A
334 has what Jarrod called “typical city street parallel parking diagram.” Alternative A1 is a one-
335 way street with angled parking. Alternative A2 has angled parking with two-way traffic.

336
337 Jarrod said, “Looking at this from a standpoint of Alternative A2 with traffic in both directions, it
338 gets very tight. Those are down to minimum widths for two vehicles passing. It would be very
339 tight for this area with that. You also can see that the cars in that alternative have to park
340 overhanging the sidewalk in those alternatives. That is a very tough alternative in terms of trying
341 to get that to work. I think it would be very congested if we did that alternative.” Jarrod said he
342 believes Alternative A and Alternative A1 would be realistic, adding, “It comes down to what
343 does the city want to envision this area? Do we want it to be more of a parking area? Do we
344 want to keep it as a more pedestrian-friendly, streetscaped area that is more inviting to the
345 public?”

346
347 City Administrator Rindfleisch told board members there have been conversations regarding
348 converting Irvin Street to a one-way street in that location, asking if doing so would eliminate
349 traffic flow issues and create more parking spaces. City Administrator Rindfleisch said, “I think
350 in the final analysis, realizing we have connection difficulties between 3rd [Avenue] and [STH]
351 35, if you were to travel north on [STH] 35 to come to our downtown to look for parking, [if
352 you] turn east on Main Street, turn south on 3rd [Avenue], the only way back to downtown, you’d
353 be halfway to La Crosse again. I have become an advocate for keeping Irvin Street two-way for
354 that block street so there are more options for vehicles as they’re traversing that.

355
356 Having said that, looking at the angled parking, which I have also been an advocate for, the two-
357 way solution that is [Alternative] A2, keep in mind you get more spots in there, but for the most
358 part, as cars are backing back into traffic to get out of that spot you’re backing directly into a
359 vehicle you cannot see on that angled parking. It’s similar to what some parking lots have, and I
360 would believe that’s where many accidents occur in private parking lots. I would not suggest the
361 two-way with the angled parking. In my opinion, that leaves Option B or Option C, which is the
362 two-way streets and parallel parking.”

363
364 Fred asked City Administrator Rindfleisch if Alternative A is two-way parking.

365
366 Jarrod told Fred any of the parking options may be done with Alternative A, Alternative B,
367 Alternative C, or Alternative D. Jarrod noted both Alternative A1 and Alternative A2 are
368 modifications of Alternative A, and may be incorporated with Alternatives B, C, or D.

369

**Board of Public Works
of the City of Onalaska**

Thursday, January 3, 2019

10

370 Jarrod addressed parking and said, “When I look at this, I think it comes down to, would Option
371 A2 work? Kevin just pointed out the cars actually overhang into the 2-foot strip that’s outside
372 the sidewalk, but it’s into the concrete area. Looking at what is here, is our goal to have an area
373 that is probably going to be safer for pedestrians and vehicles, or try to get as much parking into
374 the area as we can and we’re probably going to be sacrificing ... We’re going to be sacrificing
375 amenities and we’re probably going to be sacrificing some safety because it’s not going to be a
376 real safe area to back up into two-way traffic.”

377
378 Police Chief Miller said Alternative A2 “is going to be pretty tight. Looking at that one, I would
379 not only be concerned about the backing out, but even looking at the roadways, I know how
380 some of the roadways we have now with people parallel parking on the side, they get a little
381 narrow for two-way traffic. I think to have it like this would probably be more of a hazard than
382 it is worth it.”

383
384 Fred said that while “this is a nice, ideal picture, we have about three months of snow.”

385
386 Jarrod said Alternative A2 would limit snow storage and likely would require more snow
387 removal at certain times during the winter months. Jarrod noted staff has examined the budget
388 that has been included and said, “We think a combination of Alternative B/C ... One thing to
389 remember is we don’t have to take any one option that is in [Alternative] B. It doesn’t mean we
390 can’t use part of [Alternative] C, and vice-versa. I think we’re looking for a recommendation on
391 which alternative to go with. Staff’s recommendation is a combination of B and C. We feel we
392 can do that very close to what is budgeted through the Capital Improvements Projects, and then
393 [we’re also looking for] which one of the parking options to go with that.”

394
395 Ald. Smith said she was seeking a balance between adding parking places and ensuring adequate
396 traffic flow through the area. Ald. Smith said that while she was leaning toward Alternative A2,
397 “I think the points that have been brought up are really good.” Ald. Smith noted she also had
398 thought about the possibility of a 9-1-1 call in that location and said it would cause a
399 considerable amount of congestion. Ald. Smith said, “I think after further discussion, at this
400 point I’m leaning more toward just the first alternative by keeping it parallel parking, which I
401 think will have the best flow of traffic, will allow for snow removal, pedestrian safety, and
402 emergency access. We always have to keep parking at the front of our mind in this area, but I’m
403 going to put out a plug for Alternative A. When it comes to the other ones, whatever staff
404 recommends is fine with me.”

405
406 Ald. Gjertsen said, “We’re constantly going to be beating our heads up against parking and safety
407 on any of these projects down here on this end of town. To me, I would like to give you more
408 parking. But it’s either [Alternative] A, B, or B/C. They are all very similar. The parallel
409 parking, I think either way no matter what you do, is ... If the streets were wider, it would work
410 and I would say that’s the way to go to get parking in there and eliminate the You’re just

411 going to be too close quarters. Any angled parking is not going to work down there. It would be
412 nice because the parking spots would be more available to the people who would need them.”

413

414 Motion by Ald. Smith, second by Fred, to proceed with Concept Alternative A in terms of
415 parking along Irvin Street, and also to proceed with city staff’s recommendation regarding
416 streetscaping with a combination of Alternatives B and C.

417

418 Jarrod said once a streetscaping plan has been created and staff has a more concrete budgetary
419 figure he will bring the plan before the Board of Public Works before the project is bid out.

420

421 Ald. Gjertsen said he would prefer that the streetscape be a separate motion.

422

423 Motion by Ald. Smith, second by Ald. Gjertsen, to include the concept design for Alternative A
424 for parking along Irvin Street.

425

426 On voice vote, motion carried.

427

428 Motion by Jarrod, second by Ald. Smith, to proceed with Alternative B/C for the streetscaping
429 concept along Irvin Street, with the understanding it will return before the Board of Public
430 Works for final approval.

431

432 On voice vote, motion carried, 3-1 (Ald. Gjertsen).

433

434 **Item 11 – Review and consideration of purchasing one-ton truck with box, plow, and anti-**
435 **icing system**

436

437 Jarrod referred to a memo he had distributed regarding the one-ton truck and noted there is
438 \$80,000 budgeted for this purchase. The three components of the purchase – \$45,027 for the
439 truck/plow from Ewald Automotive Group, \$20,987 for the hoist/box from Michaels Truck
440 Equipment, and \$13,026 for the salt brine sprayer from Universal Truck Equipment – add up to
441 \$79,040.

442

443 Motion by Jarrod, second by Ald. Smith, to approve a one-ton truck with box, plow, and anti-
444 icing system at a cost not to exceed \$79,040 (\$45,027 for the truck/plow from Ewald Automotive
445 Group, \$20,987 for the hoist/box from Michaels Truck Equipment, and \$13,026 for the salt brine
446 sprayer from Universal Truck Equipment).

447

448 Ald. Gjertsen asked if this is a replacement or an addition to the fleet.

449

450 Jarrod said the city will be keeping the current 1997 vehicle this vehicle would be replacing.
451 Jarrod said a reason for doing this is staff runs the other salt brine sprayer in that unit. Staff

452 wants to attempt to have two units available for use in the winter. Jarrod said it is necessary to
453 have a one-ton truck for work that must be done in the Onalaska Cemetery, adding there would
454 be another truck to utilize if there is a water break.

455

456 Fred asked Jarrod if the city had only received one quote for the hoist and box.

457

458 Jarrod told Fred there were two quotes: one from Michaels Truck Equipment, and one from
459 Universal Truck Equipment. Jarrod also noted Universal Truck Equipment had submitted the
460 lone bid for the salt brine sprayer, adding it is the same unit the city had purchased for the current
461 vehicle.

462

463 Ald. Gjertsen noted there are several locations from which the city may obtain bids.

464

465 On voice vote, motion carried.

466

467 **Item 12 – Review and consideration of professional engineering services for preliminary**
468 **design of Green Coulee reservoir**

469

470 Jarrod said this is the next phase of the Green Coulee reservoir design, noting a siting survey
471 study had been completed in 2018. A variety of locations in the Green Coulee area were
472 considered for a proposed future reservoir site. Jarrod said the recommended site in the Green
473 Coulee Park had been selected, noting the Parks and Recreation Board had given its approval to
474 proceed. Jarrod said the preliminary design would include site design, soil boring coordination,
475 PSE authorization for funding of the reservoir, cost estimates, and the actual structural design
476 and watermain analysis. Jarrod noted this is at a not-to-exceed cost of \$25,000 and said it was
477 included within the 2018 CIB for this project.

478

479 Motion by Ald. Smith, second by Ald. Gjertsen, to approve proceeding with professional
480 engineering services for preliminary design of Green Coulee reservoir at a cost not to exceed
481 \$25,000.

482

483 On voice vote, motion carried.

484

485 **Item 13 – Pay Estimates: Strand Associates, Short Elliott Hendrickson, Inc., Gerke**
486 **Excavating, Bluestem Forestry, MSA Professional Services, and any other**
487 **contractor/developer**

488

489

**BOARD OF PUBLIC WORKS
MONTHLY ESTIMATES**

490

491

492

January 3, 2019

493					
494		Original			
495		Contract	Change	Paid to	Due this
496	<u>Contractor</u>	<u>Amount</u>	<u>Orders</u>	<u>Date</u>	<u>Estimate</u>
497					
498	1. SEH INC.				
499	Abbey Road				
500	Design				
501	Estimate #4	\$ 84,500.00	\$ -	\$ 42,652.84	\$ 14,948.06
502					
503	2. DAVY ENGINEERING				
504	French Rd. Booster Station/Crestwood Ln.				
505	Design				
506	Estimate #4	\$ 126,490.00	\$ -	\$ 37,425.01	\$ 46,464.74
507					
508	3. STRAND ASSOCIATES				
509	Sand Lake/12 th & Main Traffic Signal				
510	Construction				
511	Estimate #2	\$ 4,900.00	\$ -	\$ 563.62	\$ 3,050.76
512					
513	4. BLUESTEM FORESTRY				
514	2018 Forestry Plan				
515	Design				
516	Estimate #3	\$ 11,500.00	\$ -	\$ 8,200.00	\$ 3,300.00
517					
518	5. SEH INC.				
519	Railroad Quiet Zone Study				
520	Design				
521	Estimate #7	\$ 11,900.00	\$ -	\$ 6,890.83	\$ 271.00
522					
523	6. MSA PROFESSIONAL SERVICES				
524	Green Coulee Intersection				
525	Design				
526	Estimate #2	\$ 41,728.43	\$ -	\$ 7,759.85	\$ 10,528.56
527					
528	7. UNIVERSITY OF WISCONSIN-LA CROSSE				
529	Bait Shop Archaeological Monitoring				
530	Mississippi Archaeology Center				
531	Estimate #2	\$ 6,500.00	\$ -	\$ 4,422.24	\$ 3,163.00
532					
533	8. STATE OF WI-DOT				

534	San. Sewer & Watermain Relocation				
535	Construction – I-90 Bike Trail				
536	(1071-06-86)				
537	Estimate #7	\$ 591,046.00	\$ -	\$ 274,508.58	\$ 124.81
538					
539	9. STATE OF WI-DOT				
540	Riders Club Road				
541	Construction				
542	(5991-02-57)				
543	Estimate #4	\$ 294,911.00	\$ -	\$ 304,476.06	\$ 4,699.78
544					
545	10. STATE OF WI-DOT				
546	SS (STH 157)				
547	Real Estate				
548	(Project #1070-04-25)				
549	Estimate #2	\$ 6,000.00	\$ -	\$ 1,528.29	\$ 4,158.70
550					
551	11. STATE OF WI-DOT				
552	I-90/STH 35				
553	Sanitary Sewer Install				
554	(Project #1071-06-89)				
555	Estimate #4	\$ 72,000.00	\$ -	\$ 45,575.22	\$ 529.07
556					
557	12. STATE OF WI-DOT				
558	PH/Braund Street				
559	Design – State Plan Review				
560	(Project #5991-02-53 &54)				
561	Estimate #13	\$ 50,000.00	\$ -	\$ 25,991.90	\$ 117.47
562					
563	13. STATE OF WI-DOT				
564	Riders Club Road				
565	Design – State Plan Review				
566	(Project #5991-02-56)				
567	Estimate #11	\$ 60,000.00	\$ -	\$ 22,988.79	\$ 117.29
568					
569	14. STATE OF WI-DOT				
570	Riders Club Road				
571	Construction				
572	(Project #5991-02-57)				
573	Estimate #3	\$ 294,911.00	\$ -	\$ 300,008.23	\$ 68.35
574					

575 Jarrod noted he had distributed an updated estimate sheet that has 14 pay estimates. Jarrod also
576 noted estimate Nos. 8 through 14 are all from the Wisconsin Department of Transportation had
577 come in after the Board of Public Works packet had gone out. Jarrod said Fred wishes to close
578 them out before the end of the year. Jarrod said estimate No. 7 from UW-La Crosse closes out
579 the excavation of the former bait shop area in 2015.

580

581 Motion by Jarrod, second by Ald. Smith, to approve the 14 pay estimates listed on a document
582 dated January 3, 2019.

583

584 On voice vote, motion carried.

585

586 **Item 14 – Closed Session**

587

588 To consider a motion to convene in Closed Session under Section 19.85(1)(e) for the purpose of
589 deliberating or negotiating the purchasing of public properties, the investing of public funds or
590 conducting other specified public business whenever competitive or bargaining reasons require a
591 closed session:

592

- 593 • Development Agreement regarding Crestwood Booster Station

594

595 If any action is required in Open Session, the Board of Public Works will reconvene in Open
596 Session to take the necessary action and/or continue on with the printed agenda.

597

598 Motion by Fred, second by Ald. Gjertsen, to convene in Closed Session.

599

600 On roll call vote: Ald. Ron Gjertsen – aye, Ald. Kim Smith – aye, Financial Services
601 Director/Treasurer Fred Buehler – aye, City Engineer Jarrod Holter – aye. In Closed Session at
602 7:20 p.m.

603

604

605 Recorded by:

606

607 Kirk Bey