

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

Tuesday, January 7, 2020

1

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 Tuesday, January 7, 2020. 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: Mayor Kim Smith, Ald. Diane Wulf,
6 Ald. Tom Smith, City Engineer Jarrod Holter, Financial Services Director/Treasurer Fred
7 Buehler

8
9 Also Present: City Administrator Eric Rindfleisch, Assistant City Engineer Kevin Schubert, Ald.
10 Dan Stevens

11
12 **Item 2 – Approval of minutes from previous meeting**

13
14 Motion by Mayor K. Smith, second by Ald. T. Smith, to approve the minutes from the previous
15 meeting as printed and on file in the City Clerk’s Office.

16
17 On voice vote, motion carried.

18
19 **Item 3 – Public Input (limited to 3 minutes/individual)**

20
21 Ald. Wulf called for anyone wishing to provide public input.

22
23 **Charles Koch**
24 **1969 Pine Ridge Drive**
25 **Onalaska**

26
27 “We have noticed some speed concerns on Rolling Oaks Drive, which is the corner we live on in
28 the vicinity of Meier Farm Park. I’ve emailed Alderman [Tom] Smith the past couple of weeks
29 to get an idea of what we need to do to see some change in our neighborhood to get some
30 potential speed control. We have noticed speed since we moved in in 2016. It’s becoming more
31 of a factor as the park becomes more popular in our neighborhood. There are two blind corners
32 and a lot of extra kids in the neighborhood since we moved in. A lot of kids were either born
33 into the neighborhood or moved into the neighborhood, which is great. But we have a big
34 concern about that street being a feeder into the neighborhood and out of the neighborhood, the
35 through street through the neighborhood, and not really anything to keep traffic speeds down. I
36 have noticed a police presence occasionally and the speed signs to tell people how fast they’re
37 going, but that doesn’t seem to make much of a difference. As soon as the speed signs go out, it
38 really doesn’t change the behavior of people coming in and out the neighborhood, especially as
39 you move away from some of the more permanent residences – people come flying in and out.
40 We put together a petition. We asked our neighbors to sign it, and we got a couple dozen
41 signatures we can give you. We asked for their name, their signature and their address, as well

Reviewed 1/10/20 by Jarrod Holter

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42 as some comments [regarding] what they'd like to see in the neighborhood as far as speed
43 control. Some people put down speed bumps, stop signs, crosswalks, [and] medians. That's the
44 big concern we've had the past couple years since we moved in."

45

46 Charles submitted the petition to Kevin.

47

48 **Abigail Taub**
49 **1969 Pine Ridge Drive**
50 **Onalaska**

51

52 "I'm speaking on the same concerns. We have a lot of little kids in the neighborhood. The
53 house directly across from us has four little girls, and I see them zip straight across the street
54 without stopping to check both ways all the time. We all know that in this day and age with
55 texting and driving, there are so many people not paying attention. With the sides and the
56 curves, even if you are being a good driver [there are] still blind corners. With as many people
57 as there are at that park all the time, we really need ... speed bumps would be my preferred
58 [speed control measure] before and after. I think this is something that is better dealt with
59 proactively than reactively if something happens. I know during the summer the upgrades to that
60 park make it packed not only by neighborhood kids, but [also] people who are driving in. There
61 are cars on both sides of the street."

62

63 **Roger Stanford**
64 **839 Rolling Oaks Drive**
65 **Onalaska**

66

67 "The investment in the park is great. The neighborhood is just wonderful. They asked me to
68 share because I live on the curve, which is [called] the speed curve because as you come around,
69 apparently it's really fun to accelerate as you hit the corner like a racetrack. I'm just going to
70 share and pass around pictures of folks who have driven up through into our yard and took out
71 our mailbox because of the speed that's on there."

72

73 Roger submitted the photographs to Kevin and told board members, "We've had about six
74 instances of tracks up on the boulevard, which can happen in any time, but it's frequent there.
75 Because there's a curve on there, the acceleration is really 'fun' – we watch people do it
76 intentionally. I was asked by our neighbors to share one story. You know how kids have those
77 little electric cars and they're driving them? There's not a sidewalk finished across from us
78 because there's one lot that's still empty. [A girl] is driving this little Cinderella car. She's
79 about 7. Her mom's actually in it. They're on the road instead of the sidewalk, and they
80 shouldn't be. My wife and I were watching cars come from both directions, [and we were]
81 scared. Forty-five, clearly, and all of a sudden they realize that that car is there. They swerve
82 out, and the other guy has to swerve. They're both accelerating ridiculously. He drives on the

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83 curb, and this one passes it. Instead of slowing down, realizing he just about hit a kid and a
84 family on this little car, he just fires down the acceleration and he was probably doing 50 [or] 70
85 [miles per hour] by the end to get out of there. We witness it all the time. My thought is [to]
86 study it. If there's a way to look at it, you are the experts in understanding traffic patterns. I've
87 seen speed bumps, and I've certainly seen stoplights. I've seen where we bring them in so that
88 we have to close them. I've seen them put in as center islands before so that it does pathways. I
89 don't know the answer to it, but that park has traffic 10 times what it had when I moved in here
90 in 2015, and I would like you to consider the safety of the kids. Thank you."

91

92 **Tom Smith, First District Alderperson**

93 **1631 Sand Lake Road**

94 **Onalaska**

95

96 "I'm stepping out of my board meeting to be a citizen with these folks. I live in the
97 neighborhood. I have three granddaughters who come to town, and we spend a lot of time there
98 in the summer. In the two years that we've been there it has gotten worse. It started out to be a
99 pretty quiet park, but as you all know, with the growth and the speed it's become much more of a
100 challenge. When Charles contacted me, I supported him 100 percent. I talked to a lot of
101 neighbors in that area, especially when I was campaigning, and that was their number-one
102 concern: the safety of the children. It's a very family-oriented area, and on the other end we
103 have a big senior, 55-plus, so there's a lot of traffic now. I think it's real important that the city
104 ... be proactive before something happens. I don't know the right answer; I know we have
105 budget limitations. I know this came up last year prior to [me being elected as an alderperson]
106 with some suggestions, and to continue to look at it. This isn't the first time it's been here, so I
107 really encourage everyone to see if we can find a solution, especially before summer comes,
108 because I think this summer is going to be even worse. Thank you."

109

110 Ald. Wulf called three times for anyone else wishing to provide public input and closed that
111 portion of the meeting. Ald. Wulf then asked that the board address Item No. 9 on the agenda.

112

113

Consideration and possible action on the following items:

114

115 **Item 9 – Review and consideration of traffic concerns along Rolling Oaks Drive, including**
116 **possible intersection control and traffic calming measures**

117

118 Jarrod noted board members' packets include an aerial photograph of the neighborhood, which is
119 bordered by Franklin Street and U.S. Highway 53 (west), Riders Club Road (south), Sand Lake
120 Road (east), and the Oak Park neighborhood (north). Rolling Oaks Drive serves as the collector
121 street for the neighborhood, and traffic is routed to Franklin Street and Sand Lake Road. Jarrod
122 said the Board of Public Works had discussed in March 2019 possibly installing a stop sign, and
123 he agreed that Meier Farm Park is heavily utilized.

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124
125 Jarrod said, “When you look at this area and you look at different traffic-calming measures that
126 could be instituted in this area ... the road was intentionally put in with the curves to try to slow
127 down the traffic so it wasn’t a straight facility. It is straight in front of the park. We could look
128 at a variety of things in the neighborhood. We have instituted things over the years such as in the
129 Abbey Road Project ... We did look at some traffic calming there. From my 20-plus years here,
130 I don’t think stop signs are meant for speed control. But with the park [there], I think this is the
131 one area where stop signs would be an asset. Typically I’d rather see the traffic moving along,
132 but with the park in the area, that would be something I think I could support.”

133
134 Jarrod told board members this area had been scored a 13 during the summer of 2019 and said it
135 would have reached the minimum total of 15 points required to install a stop sign had any
136 accidents occurred. Jarrod told board members kids used to leave the baseball/softball diamonds
137 located along Quincy Street and run between two cars to retrieve baseballs. Motorists were
138 unable to see the children when they did this, and thus traffic was limited along one side of the
139 street during the summer months. Jarrod suggested perhaps instituting parking restrictions along
140 Rolling Oaks Drive, and he said he believes cars parked along the street slow down traffic as the
141 street is narrowed. Jarrod said another option would be to install bump-outs at the intersection.
142 The bump-outs would serve as a shorter crosswalk for individuals crossing to the neighborhood.
143 Jarrod said some of the possible solutions, including the bump-outs, would need to be included
144 in the Capital Improvements Budget, and he told board members it would be necessary to budget
145 for some of the possible solutions as there would be a monetary impact. Jarrod noted rapid-
146 flashing beacons have been installed in various locations of the city, including East Main Street
147 and near Onalaska High School, and said staff has attempted to reserve the beacons for areas
148 with higher traffic volumes. Rapid-flashing beacons are another potential option. Jarrod said he
149 is not an advocate for speed tables, noting motorists along County Road PH still exceed the
150 speed limit even though speed tables have been present since 2003.

151
152 Jarrod said, “It is an area that I think if the park was not there, I would not necessarily advocate
153 for a lot of speed control. But I think the park does give it a unique facet, and as was stated,
154 [there are] a lot of children in the area. The stop sign request would lend itself to the park area.
155 A lot of times we don’t want to put stop signs in where you don’t think they’re going to be.
156 Probably 95 percent of the traffic travels it every day. There isn’t a lot of transient traffic. There
157 are no shopping destinations. These are people who live in the neighborhood. If you put a stop
158 sign at every intersection, what you’re going to find is people are going to roll right through them
159 after a few months. I don’t think you would want to litter the corridor with stop signs, but a stop
160 sign is a relatively inexpensive solution that we could try. There would not be a large budget
161 impact of putting up three stop signs. We have other things we can try. We could have a
162 neighborhood meeting to discuss them. We have the petition. I think there is a request from the
163 neighborhood that [the residents] would like to see something, so I don’t necessarily think we
164 need that.”

Reviewed 1/10/20 by Jarrod Holter

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165
166 Ald. T. Smith noted children had run across the street to the park last summer without looking
167 for traffic and said, “That would be one of my concerns of why we couldn’t do some kind of
168 restriction at least on one side [of the street].”

169
170 Jarrod noted the City of Onalaska owns land on three of the four sides of the intersection and
171 said perhaps the city could institute no parking back 100 to 150 feet from all sides of the
172 intersection. Jarrod said, “One of the problems with that is if you do that and someone is parked
173 too far back from the crosswalk, instead of using the crosswalk and trying to be safe that way,
174 they run right for the car. You can only do so much, but I do agree if you have cars parked on
175 both sides for visibility sake, that is a danger.” Jarrod suggested that perhaps installing a traffic
176 circle could be another option, but also noted it would be necessary to budget for it. Jarrod told
177 board members he would be more inclined to install a traffic circle instead of speed tables.

178
179 City Administrator Rindfleisch asked Jarrod to explain the difference between a roundabout and
180 a traffic circle.

181
182 Jarrod noted there is a roundabout located at Sand Lake Road and Riders Club Road, and he
183 explained that a traffic circle is much smaller in diameter, it remains approximately in the
184 existing right of way, and it is meant to slow down motorists when they go around it. However,
185 Jarrod further explained that it is not meant to be a traffic-controlling device.

186
187 Ald. T. Smith said he is not sure a traffic circle is needed in this instance and stated he favors the
188 idea of installing stop signs. Ald. T. Smith also asked where the stop signs would be installed.

189
190 Jarrod referred to an aerial photograph included in board members’ packets and said a stop sign
191 would stop traffic at Charles Avenue, and stop signs would stop traffic both ways on Rolling
192 Oaks Drive.

193
194 City Administrator Rindfleisch said he believes the stop signs probably are a “first good step” as
195 the budgetary impact would be the least of all the possible solutions. City Administrator
196 Rindfleisch said the stop signs will become less recognized over time, especially where traffic
197 wants to go straight, noting traffic will continue to go straight and roll right through. City
198 Administrator Rindfleisch noted that once a week on his commute to and from City Hall he sees
199 a motorist ignore the stop sign located at the intersection of 6th Avenue North and Westwood
200 Drive, also noting there is traffic that goes through on 6th Avenue North.

201
202 City Administrator Rindfleisch said, “I don’t want to have the neighbors think a stop sign is the
203 all solution. I think it’s the initial first step that helps gauge that possible solution. As for the
204 traffic circle, I think it’s probably best to have a diagram to describe what it is. But traffic circles
205 really act as a stop sign, in effect. When people ignore the stop sign and stop and they start

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206 rolling through, you have to slow down to avoid an obstruction in the middle of the road. You're
207 paying attention to that obstruction. You don't travel around in the circle; you slow down to get
208 around the narrow point and go forward. ... Effectively, you can't ignore it like a stop sign or
209 you'll drive over it. They do work pretty well."

210

211 Mayor K. Smith asked if there is any upcoming development in this area that might impact the
212 traffic flow, or if the current traffic flow is at a stable level.

213

214 Jarrod said there no longer are several empty lots in that area, and he noted the apartment
215 complex located along Sand Lake Road is at maximum capacity. Jarrod said that while there
216 eventually will be a retail development on the corner of Rolling Oaks Drive and Sand Lake
217 Road, he does not believe a significant amount of the traffic will cut through. Jarrod said, "I
218 don't envision the traffic count doubling in the next five years." Jarrod told board members
219 Abbey Road is a similar situation to this one in that the city installed a three-way stop as part of
220 the Abbey Road Project, which included installing islands in the center and mounting a stop sign
221 in the center of the road. Jarrod said that could be another restriction for Rolling Oaks Drive and
222 told board members, "We could start with stop signs and see how it goes. We could always add
223 those [islands] later. We could incrementally approach this, if you would so choose."

224

225 Motion by Ald. T. Smith, second by Mayor K. Smith, to install three stop signs at the
226 intersection of Rolling Oaks Drive and Charles Avenue, and to direct staff to continue exploring
227 long-term improvements that potentially could replace the stop signs with another traffic-
228 calming measure.

229

230 Jarrod asked board members if they wish to discuss parking along Rolling Oaks Drive by Meier
231 Farm Park and said, "We probably are at some point where either if we take the parking off the
232 park side for so many feet each side of the intersection ... We can try that and see what
233 happens."

234

235 Ald. T. Smith asked the citizens in attendance if they would like to provide input regarding
236 potential parking restrictions.

237

238 **Roger Stanford**
239 **839 Rolling Oaks Drive**
240 **Onalaska**

241

242 "I will say since the changes in the park and the beautiful upgrades, you're talking both lanes full
243 on a Saturday morning and afternoons. It's wonderful to have those cars that are in there. There
244 are times I think there are 15, 18 cars out there. Just be aware there's really no parking lot, but
245 there are plenty of side streets. You can get to a park, but just be aware that's really changed.
246 We were lucky to see one or two in the past, but since those upgrades it is the park to go to for

247 our area. I think that’s wonderful, but just be aware the traffic is really high because of that.”

248

249 Ald. T. Smith said he believes placing parking restrictions will make the parking go longer.

250

251 **Charles Koch**

252 **1969 Pine Ridge Drive**

253 **Onalaska**

254

255 “Just to add to that, I work from home, so I get to see traffic during the day – especially in the
256 summer. I’ve seen buses of kids come there to play. I don’t know where they’re from; I think
257 maybe the Y [YMCA] program or maybe the Holmen School District. But I have seen buses of
258 kids, and the bus parks on the park side of the street. There are a lot of visibility issues, so even
259 stripping the parking on the park side of the street to prevent basketballs flying in the street and
260 kids darting out would be a good start along with the stop signs.”

261

262 Mayor K. Smith said there always are positives and negatives when parking restrictions are
263 implemented and asked if perhaps the no parking could be kept to a minimum “until we see how
264 this transpires and definitely have it on the radar. We’re willing to look at it and discuss it, but I
265 would be reluctant to put no parking across the whole side of the park at this point.”

266

267 **Abigail Taub**

268 **1969 Pine Ridge Drive**

269 **Onalaska**

270

271 “I would kind of mirror that. My concern when I’m watching is really kids running out and how
272 fast traffic is going that way. I worry that if you put all the parking on the park side, then you’re
273 decreasing visibility next to the park. But if you put all the parking on the opposite side of the
274 street, then you have more kids running from the car to the park. I would just wait on the
275 parking.”

276

277 Ald. T. Smith said his motion to install the three stop signs will remain and stated that perhaps
278 parking restrictions could be a future alternative.

279

280 Ald. Wulf said she believes “the path of least resistance is going to be the three stop signs. We
281 can work on this incrementally and see how it proceeds.”

282

283 On voice vote, motion carried.

284

285 **Item 4 – Review and consideration of soil borings for Green Coulee Intersection Project**

286

287 Jarrod told board members the soil borings for the Green Coulee Intersection Project were

288 completed at a cost of \$5,125, which was in the budgeted amount for the project.

289

290 Motion by Mayor K. Smith, second by Ald. T. Smith, to approve Braun Intertec for the soil
291 borings for the Green Coulee Intersection Project at a cost of \$5,125.

292

293 On voice vote, motion carried.

294

295 **Item 5 – Review and consideration of change order #1, #2, and #3 for the Public Works**
296 **Facility Addition Project**

297

298 Jarrod noted \$35,000 was budgeted for contingency in the original project budget, and he told
299 board members the three change orders add up to \$13,343.79. Jarrod described the three change
300 orders:

301

302 • **Change Order No. 1:** Replacement of the plastic snow guards with a bar system. Jarrod
303 said a significant amount of snow slides down and rips off the plastic snow guards. The
304 cost of Change Order No. 1 is \$2,796.75.

305 • **Change Order No. 2:** Includes an overhead door revision (no cost), new fire alarm
306 panel and grounding (\$433.35), an upgrade to the concrete sealer (\$1,732.50), replacing
307 the hollow metal door with an RFP door (\$2,011.19), and additional framing for the liner
308 panel at the cold storage (\$3,191). The total cost of Change Order No. 2 is \$7,368.04.

309 • **Change Order No. 3:** This change order is to provide additional light fixtures in the
310 existing cold storage. The cost of Change Order No. 3 is \$3,179.

311

312 Motion by Ald. T. Smith, second by Mayor K. Smith, to approve change order #1, #2, and #3 for
313 the Public Works Facility Addition Project at a total cost of \$13,343.79.

314

315 On voice vote, motion carried.

316

317 **Item 6 – Review and consideration of Wisconsin Department of Natural Resources MS4**
318 **Program Permit Evaluation Summary**

319

320 Jarrod noted a summary of the Wisconsin DNR MS4 Program Permit Evaluation Summary has
321 been included in board members' packets. Wisconsin DNR representatives examined the city's
322 storm water system in August 2019. The two-day process included a meeting with staff
323 discussing which plans are reviewed, storm water permitting, and erosion control; visiting sites;
324 and touring city facilities. Jarrod directed board members' attention to page 6 of the report and
325 read the following two bullet points listed under "Other Discussion:"

326

327 • Program management is well-organized and thorough, and the City of Onalaska has the
328 motivation and expertise to continue improving the program.

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- 329 • Program staff are knowledgeable and competent. The city is also investing in technology
330 to assist their field staff in being more efficient in their work and documentation.

331

332 Jarrod said the Wisconsin DNR representatives were impressed staff utilizes iPads when
333 performing inspections. Jarrod also referred to “Table 1: Observations & Required Actions
334 Summary” and noted the following:

335

- 336 • The city needs a pollution prevention plan in the Public Works Facility.
337 • The city must update its modeling.
338 • The city must update ordinances.

339

340 Jarrod said the Wisconsin DNR staff “was very impressed with what we had to offer them for
341 our program. I’ve actually seen others of these that they’ve done that had a lot more items that
342 needed to be done. Part of that was because of our original planning that we did with the storm
343 water program. We had a good base to go by, and we’ve always done a good job with erosion
344 control inspections.” Jarrod noted board members’ packets include a copy of a letter he had sent
345 to the Wisconsin DNR on December 30, 2019 that acknowledged the Wisconsin DNR’s letter
346 and stated the City of Onalaska would proceed with the required corrections.

347

348 Motion by Mayor K. Smith, second by Ald. T. Smith, to accept and place on file the Wisconsin
349 Department of Natural Resources MS4 Program Permit Evaluation Summary.

350

351 Mayor K. Smith thanked Jarrod and asked him to pass on her thanks to staff. Mayor K. Smith
352 described it as “a proactive effort over a long period of time to keep our city services in this type
353 of condition. For the DNR to come in and do these audits, and to have such few areas to address,
354 is an achievement that should be acknowledged.”

355

356 On voice vote, motion carried.

357

358 **Item 7 – Review and consideration of professional engineering services for Storm Water**
359 **Management Plan update and storm water modeling**

360

361 Jarrod said the Capital Improvements Budget had included items city staff wanted to work on in
362 the storm water program. Between \$48,000 and \$50,000 was budgeted to update some of the
363 Storm Water Management Plan, but an update to the storm water modeling showing that the
364 city’s total suspended solids removal is at the 20 percent required by Wisconsin DNR code was
365 not included. Jarrod said Strand Associates had completed it in 2008, and it had been updated
366 over the years. However, it had not been updated for seven years.

367

368 Jarrod said, “With the amount of projects going on, we have never updated it to show that the
369 number was ... We were at 19.7 percent, so we never did it to get it to the actual 20 percent,

Reviewed 1/10/20 by Jarrod Holter

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370 which I believe with the projects that have been done within the city we've reached that goal, but
371 we have nothing to show the DNR. We also had Strand add services to update our model. They
372 did the original modeling in 2008. They have it on their system. We contracted with them with
373 this proposed task order." Scope Item Nos. 1, 2, 3, 4, 5, 6, 7, 9, and 10 total \$46,020, and Scope
374 Item No. 8 (modeling) totals \$28,980. The total is \$75,000. Jarrod said \$48,000 was budgeted
375 in the CIB for the original items, and he noted it had been moved to the Storm Water Utility as
376 part of the budgeting process. Jarrod told board members that as part of the 2019 CIB the city
377 had come in \$20,000 under on Contractual Services within that budget. Those funds have been
378 rolled over into the reserves, and Jarrod said, "I believe that with the monies that were not
379 expended in 2019, plus what we have budgeted in 2020, we have enough to cover all the
380 services. We've done a good job. We haven't done a major revision to the mapping or the
381 modeling since 2008, so we've gotten almost 15 years out of the work. ... I think our budget is
382 well-qualified to handle those fees."

383
384 Mayor K. Smith asked Jarrod if he had considered other firms.

385
386 Jarrod said staff had not considered other firms because Strand Associates had performed the
387 original plan. Jarrod said, "Number one, what we have is working, and I would not want to start
388 from scratch because it would be a whole different system. [Number two], someone to start from
389 scratch would be a lot more in cost than what this is. When you look at what the services are and
390 their task hours that are assigned to it, I think it's within reason for what they have brought
391 forward to us."

392
393 Motion by Ald. T. Smith, second by Mayor K. Smith, to approve Strand Associates for
394 professional engineering services for Storm Water Management Plan update and storm water
395 modeling at a cost not to exceed \$75,000.

396
397 Fred asked Jarrod when the plan will be examined again.

398
399 Jarrod noted it likely will take most of the year to complete the update, and he told Fred he hopes
400 to update the modeling in five years, Jarrod said any ordinance revisions likely would occur in
401 10 years unless new rules take effect before that time.

402
403 On voice vote, motion carried.

404
405 **Item 8 – Review and consideration of architecture services for City Hall Roof Project**

406
407 Jarrod said Vantage Architects, which has performed work in the past for the city, had submitted
408 a project outline. Jarrod said staff had examined some of the construction phase and the bid
409 phase, and he told board members staff will take this project utilizing Vantage Architects'
410 bidding specifications and project drawings, and they will be incorporated into a city bid. Jarrod

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411 noted the not-to-exceed amount is \$13,500, and he said he hopes the city will be able to come in
412 below cost if staff performs some of the tasks. Jarrod said, “We are going to try to bid it out
413 internally and save what we can by using staff to do the items we would know how to do.”

414

415 City Administrator Rindfleisch said, “It’s always wise when you know what you don’t know to
416 get that insight for it. [When it comes to] experience, especially with flat roofs and rubber roofs,
417 the lowest bidder is not necessarily always the best person. It’s best, in my opinion and my
418 recommendation, to work with a firm that will be able to do the full design work and has the
419 experience and knowledge we’re looking for.”

420

421 Motion by Jarrod, second by Mayor K. Smith, to approve Vantage Architects for architecture
422 services for City Hall Roof Project in an amount not to exceed \$13,500.

423

424 On voice vote, motion carried.

425

426 **Item 10 – Review and consideration of Sustainable La Crosse Commission report**

427

428 Mayor K. Smith told board members there is a group of individuals studying the possibility of
429 electrifying railroad tracks. This would allow trains to operate off electricity rather than the
430 other sources of fuel they are utilizing.

431

432 **Item 11 – Pay Estimates: Strand Associates, Short Elliott Hendrickson, Inc., Mathy**
433 **Construction, Gerke Excavating, Davy Engineering, MSA Professional Services, Olympic**
434 **Builders, Fowler and Hammer, HSR Associates, State of Wisconsin DOT, Hard Rock**
435 **Sawing and Drilling, All-American Lumber, and any other contractor/developer**

436

437 **BOARD OF PUBLIC WORKS**
438 **MONTHLY ESTIMATES**

439

440 **January 7, 2020**

441

442

443

444

445

<u>Contractor</u>	<u>Original Contract Amount</u>	<u>Change Orders</u>	<u>Paid to Date</u>	<u>Due this Estimate</u>
1. SEH INC.				
Green Coulee Reservoir Design Estimate #11	\$ 25,000.00	\$ -	\$ 23,372.06	\$ 1,116.24

450

451 **2. DAVY ENGINEERING**

Reviewed 1/10/20 by Jarrod Holter

452	French Rd. Booster Station/Crestwood Ln.				
453	Design				
454	Estimate #15	\$ 126,490.00	\$ 76,010.00	\$ 218,800.25	\$ 1,965.49
455					
456	3. OLYMPIC BUILDERS GENERAL CONTRACTORS				
457	6 th & Quincy Pumping Station				
458	Construction				
459	Estimate #9	\$ 989,678.00	\$ -	\$ 731,735.60	\$ 82,895.10
460					
461	4. STRAND ASSOCIATES INC.				
462	6 th & Quincy Lift Station				
463	Construction				
464	Estimate #8	\$ 33,000.00	\$ -	\$ 28,765.33	\$ 265.89
465					
466	5. STRAND ASSOCIATES				
467	Court St. Lift Station				
468	Construction				
469	Estimate #5	\$ 24,300.00	\$ -	\$ 6,279.06	\$ 583.34
470					
471	6. GERKE EXCAVATING INC.				
472	2019 Utility Project				
473	Construction				
474	Estimate #6	\$ 1,287,302.00	\$ -	\$ 939,592.08	\$ 87,900.43
475					
476	7. ALL-AMERICAN LUMBER INC.				
477	Public Works Facility Addition				
478	Construction				
479	Estimate #5	\$ 1,155,183.00	\$ -	\$ 687,583.89	\$ 55,887.55
480					
481	8. OLYMPIC BUILDERS GENERAL CONTRACTORS				
482	Crestwood Booster Station				
483	Construction				
484	Estimate #4	\$ 974,846.00	\$ 13,087.52	\$ 235,652.44	\$ 68,684.81
485					
486	9. STRAND ASSOCIATES				
487	Well #9 Chlorine Addition				
488	Design				
489	Estimate #3	\$ 16,300.00	\$ -	\$ 3,688.17	\$ 3,285.39
490					
491	10. GERKE EXCAVATING				
492	Court St. Lift Station				
493	Construction				

494	Estimate #3	\$ 394,000.00	\$ -	\$ 79,099.28	\$95,000.00
495					
496	11. MSA PROFESSIONAL SERVICES				
497	Green Coulee Intersection				
498	Design				
499	Estimate #8	\$ 91,458.00	\$ -	\$ 54,007.80	\$ 3,227.11
500					
501	12. FOWLER & HAMMER INC.				
502	City Hall Masonry Project				
503	Construction				
504	Estimate #1	\$ 50,000.00	\$ -	\$ -	\$ 33,841.16
505					
506	13. HSR ASSOCIATES				
507	PWF Addition				
508	Design				
509	Estimate #6	\$ 81,500.00	\$ -	\$ 71,720.00	\$ 3,260.00
510					
511	14. SEH INC.				
512	Abbey Road				
513	Construction				
514	Estimate #7	\$ 34,600.00	\$ -	\$ 27,435.96	\$ 2,625.56
515					
516	15. STATE OF WI – DOT				
517	STH 157-SS				
518	Construction				
519	(Project #1070-04-75)				
520	Estimate #1	\$ 630,000.00	\$ -	\$ -	\$ 21.25
521					
522	16. STATE OF WI – DOT				
523	PH/Braund Street				
524	Construction				
525	(Project #5991-02-55)				
526	Estimate #6	\$ 233,326.00	\$ -	\$ 237,660.88	\$ 4,667.40
527					
528	17. STATE OF WI – DOT				
529	STH 35/I-90				
530	Lighting/Enhancement				
531	(Project #7190-03-71)				
532	Estimate #3	\$ 50,000.00	\$ -	\$ 17,966.19	\$ 53.48
533					
534	18. SEH INC.				
535	General Engineering				

536 Design
537 Estimate #2 \$ 5,000.00 \$ - \$ 1,801.22 \$ 1,430.74
538

539 **19. HARDROCK SAWING & DRILLING**

540 Troy Street Reconstruction
541 Construction
542 Estimate #1 \$ 2,000.00 \$ - \$ - \$ 1,050.00
543

544 **20. BORTON CONSTRUCTION**

545 Fire Dept. Kitchen Remodel
546 Construction
547 Estimate #1 \$ 60,000.00 \$ - \$ - \$ 67,204.00
548

549 **21. TOMAH ENVIRONMENTAL CONTRACTORS**

550 STH 16 Watermain Tie-in
551 Construction
552 Estimate #1 \$ 5,000.00 \$ - \$ - \$ 4,637.26
553

554 Ald. Wulf noted Kevin had distributed an updated pay estimates handout.
555

556 Motion by Ald. T. Smith, second by Mayor K. Smith, to approve the 21 pay estimates listed on a
557 document dated January 7, 2020.
558

559 Jarrod noted Borton Construction had submitted a late estimate for remodeling the Fire
560 Department kitchen, and Tomah Environmental Contractors had submitted an estimate for the
561 State Trunk Highway 16 watermain tie-in at the Shopko Optical site.
562

563 Fred said the \$7,204 differential on No. 20 was something the Fire Department needed to cover
564 within Fund 207.
565

566 On voice vote, motion carried.
567

568 **Adjournment**

569
570 Motion by Ald. T. Smith, second by Mayor K. Smith, to adjourn at 7:21 p.m.
571

572 On voice vote, motion carried.
573
574

575 Recorded by:

576
577 Kirk Bey