

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

Tuesday, February 5, 2019

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, February 5, 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: Mayor Joe Chilsen, Ald. Ron Gjertsen,
6 Ald. Kim Smith, Financial Services Director/Treasurer Fred Buehler, City Engineer Jarrod
7 Holter

8
9 Also Present: City Administrator Eric Rindfleisch, Assistant City Engineer Kevin Schubert, Ald.
10 Jim Binash, Ald. Diane Wulf

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

13
14 Motion by Ald. Gjertsen, second by Ald. 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 Mayor Chilsen called for anyone wishing to provide public input.

22
23 **Clinton Torp**
24 **864 Summers Day Lane**
25 **Onalaska**

26
27 “I’m here in support of the agenda item relative to the intersection of Green Coulee and Main
28 Street. We have a number of residents from the neighborhood here today that are in support of
29 the recommended proposal to move forward with that, and obviously here to provide community
30 support for that endeavor.”

31
32 **Josh Storandt, Office Manager, Altra Federal Credit Union**
33 **1807 East Main Street**
34 **Onalaska**

35
36 “I’m here in regards to Agenda Item Number 10, [which is] the Green Coulee Road intersection.
37 I’ve had time to review the study, and there’s a lot of information in there. We certainly have
38 empathy for the people in [Green] Coulee. They need to have a safe alternative and way to get in
39 and out of their neighborhood without being in the danger of traffic. We want to make sure with
40 Altra you are considering the impacts of the traffic on East Main Street and how the alternatives
41 that you consider impact our traffic flow on East Main [as well as] the local businesses. Three of

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42 them are very busy, including the Coulee Golf Bowl, Kwik Trip, and Altra. Also consider the
43 traffic counts when you make your decision, and make sure that the decision is a long-term
44 solution to a very imminent problem. Thank you.”

45

46 **John Berg**
47 **624 Stonebridge Avenue**
48 **Onalaska**

49

50 “I have reviewed the engineering study and the various alternatives to resolve the traffic issues at
51 the intersection of Green Coulee and Main Street. And I wholeheartedly agree with the City
52 Engineer’s recommendation to adopt Alternative [No.] 2. In the 18 years that my family has
53 lived in Green Coulee, we’ve truly enjoyed the quality of life in our area, with one exception:
54 the intersection that we’re discussing tonight. It represents a public safety issue and a serious
55 risk to our families and ourselves, as it has been described as ‘an accident waiting to happen.’
56 The intersection has become a source of anxiety when approaching from the north, and when
57 turning left onto Main Street. As traffic has increased at the intersection over the years, I’ve seen
58 too many close calls to count, along with angry drivers who think they have the right of way out
59 of the Kwik Trip driveway, and pushy drivers who actually nose their car into the intersection,
60 stopping traffic illegally so that they can proceed on their way. Finally, since the installation of
61 the rapid-flashing beacon, the pedestrian signal, I have had to hold my breath on numerous
62 occasions when vehicles traveling on Main Street blatantly ignored the signal, neither stopping
63 nor even slowing as they sped through the intersection. Therefore, I urge you to approve
64 Alternative [No.] 2 this evening and elevate this improvement to the highest priority among the
65 city’s pending projects. A traffic light will significantly reduce the risk of an unthinkable
66 tragedy that could befall any one of us – a family member or a Green Coulee neighbor. And
67 finally, I would point out that the businesses along Main Street that have a justifiable concern
68 should look at the times that the traffic backups take place. And at those times, those are
69 generally not hours that are in operation for the Coulee Golf Bowl and Altra Credit Union. So
70 therefore, I would greatly appreciate your consideration. Thank you very much.”

71

72 **Jerry Jorgenson**
73 **2220 Evenson Drive**
74 **Onalaska**

75

76 “This is my third or fourth go-around with this body. I am also here to support the signaling of
77 our intersection at the corner. I’m not going to do what I did the last two or three times and tell
78 you horror stories about what happens at that intersection, but they continue to go on. I’m
79 heartened this evening to see the support that we have out here. If I might, Mayor, could I get
80 the people that are here in support of this to raise your hand. ... Enough said. The time for
81 talking is over. Let’s get something done. We have a solution now; Jarrod and his staff have
82 done a great job putting together solutions for this thing. It’s time. Thank you.”

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83

84 **Rick Diermeier**
85 **2301 Evenson Drive**
86 **Onalaska**

87

88 “I’m here to talk about Item [No.] 10 on the agenda, [which is] review and consideration of
89 Green Coulee Road intersection. Just as a reminder, several years ago the city passed the
90 Complete Streets Resolution. Under that, bicycle and pedestrian interests need to be considered,
91 and any design of infrastructure within the city. I ask that that be done in this situation as well.
92 Thanks.”

93

94 **Ron Parker**
95 **N5028 Green Coulee Road**
96 **Onalaska**

97

98 “I’ve been a resident of [Green] Coulee since 1989, so I have 29 years in the coulee. At the time
99 we moved in, there were about 25 houses in the entire coulee. I cannot comment on the different
100 alternatives because I could not find them on the website, and I’m not privy to the knowledge. I
101 haven’t seen this stuff, so I can’t have a specific opinion on any of that. However, I think a
102 historical perspective needs to be brought to the attention of everyone in this room. And that is,
103 this is exactly what bad urban planning is all about. This isn’t something that just happened.
104 This is hundreds and hundreds of bad decisions. The City of Onalaska knew that this
105 intersection was a problem for some time. Every single building permit that you approved, you
106 knew this would exacerbate the situation, and you went ahead and did it anyway. In 2008, when
107 the Don Pierce farm was developed, the housing crash, the place was all torn up, and we had dust
108 storms out there for an entire year. I contacted the city in regards to this and got no response
109 whatsoever. After that, then the thistles took over. I contacted the city in regards to the noxious
110 weed ordinances, about bull thistles and nettles. The person who I dealt with said, ‘I don’t see
111 anything out there.’ I sent her pictures of acres and acres of bull thistles. When Charlie Pierce
112 owned the farm, he would go out and individually pluck out bull thistles that were in his
113 cornfield because a good farmer doesn’t allow things like that to happen.

114

115 Around the year 2000, there was nothing happening in the Savannah Village. Only a couple lots
116 had been sold. When the developers went bankrupt it was resold, and at that point the [Plan]
117 Commission was entertaining the notion of putting multiple family dwellings out on the very end
118 of Green Coulee, where Green Coulee Road and Green Coulee Lane diverge. So here you have
119 this existing problem with all this traffic, and now you even thought [about] and gave credence
120 to possibly allowing multiple family dwellings. The people in the township turned out in
121 earnest, and that thing went down in flames. This whole thing should have been avoided when
122 Aspen Valley was built and punched in another way through the bluff to get to Sand Lake
123 Coulee Road. Then this whole issue with the intersection wouldn’t even be talked about today.

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124 This is bad urban planning, and it should have been thought about 20 years ago. This probably
125 isn't the best way for a solution at this point, but a historical perspective of how we got here
126 really needs a little thought to be put into it and hopefully this doesn't happen in other places in
127 Onalaska. Thank you."

128

129 **Kim Smith, Third District Alderperson**

130 **436 Mayfair Place**

131 **Onalaska**

132

133 "I was asked by a resident on Holiday Heights to talk to the board tonight to make sure everyone
134 realizes that in the Holiday Heights addition, to access that neighborhood you have to go under
135 the overpass. Although the neighbors there do realize that that is not City of Onalaska
136 jurisdiction, there is a severe drainage problem that creates a lot of standing water, especially at
137 times right now where the ground is frozen and there has been a melting. It's an ice-skating rink
138 down there. They would just like to ask our board and Jarrod to try to consider some long-term
139 solutions [such as] maybe requesting the City of La Crosse to take some sort of action to address
140 this problem due to the iciness under the overpass. Thank you."

141

142 **Jim Binash, First District Alderperson**

143 **700 Westwood Drive**

144 **Onalaska**

145

146 "I want to address two issues on the agenda tonight. One would be [Item] Number 5 public
147 hearing. I will cover that when we come to the time when we can get up and say 'yea' or 'nay.'
148 [I also want to address Item] Number 17 on the agenda, [which is] the Irvin Street project. I
149 noted that we put in here that we're parallel parking on both sides of Irvin Street. I wanted to
150 remind [the board] that we had not decided that this is actually how we were going to approach
151 this particular street. And I'm not sure by approving this motion that this what's actually going
152 to happen on Irvin Street because I thought we were going to proceed to discuss even further
153 whether we were going to parallel park and make this a one-way street. Please keep that in mind
154 when you're discussing Item Number 17. Thank you."

155

156 Mayor Chilsen called three times for anyone else wishing to provide public input and closed that
157 portion of the meeting.

158

159 **Consideration and possible action on the following items:**

160

161 **Item 4 – Public Hearing: Approximately 6:30 P.M. (or immediately following Public Input)**
162 **regarding proposed concrete sidewalk assessments along the South side of Troy Street**
163 **between State Highway 35 and 4th Avenue North (Resolution addressed under Agenda Item**
164 **#6)**

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165
166 Jarrod noted that at its January 3 meeting the board had passed a preliminary resolution for the
167 installation of sidewalk along the south side of Troy Street between State Trunk Highway 35 and
168 4th Avenue North.

169
170 Mayor Chilsen opened the public hearing and called for anyone wishing to speak in favor of the
171 proposed concrete sidewalk assessments along the South side of Troy Street between State
172 Highway 35 and 4th Avenue North.

173
174 Mayor Chilsen called three times for anyone wishing to speak in favor of the proposed concrete
175 sidewalk assessments along the South side of Troy Street between State Highway 35 and 4th
176 Avenue North and closed that portion of the public hearing.

177
178 Mayor Chilsen called three times for anyone wishing to speak in opposition to the proposed
179 concrete sidewalk assessments along the South side of Troy Street between State Highway 35
180 and 4th Avenue North and closed the public hearing.

181
182 **Item 5 – Public Hearing: Approximately 6:40 P.M. (or immediately following previous**
183 **hearing at 6:30 P.M.) regarding proposed sanitary sewer, water, curb and gutter, concrete**
184 **sidewalk and concrete apron along Abbey Road between Commerce Drive (Northerly**
185 **Junction) and 2,000 feet Northwest of East Avenue (Resolution addressed under Agenda**
186 **Item #7)**

187
188 Mayor Chilsen opened the public hearing and called for anyone wishing to speak in favor of the
189 proposed sanitary sewer, water, curb and gutter, concrete sidewalk and concrete apron along
190 Abbey Road between Commerce Drive (Northerly Junction) and 2,000 feet Northwest of East
191 Avenue.

192
193 Mayor Chilsen called three times for anyone wishing to speak in favor of the proposed sanitary
194 sewer, water, curb and gutter, concrete sidewalk and concrete apron along Abbey Road between
195 Commerce Drive (Northerly Junction) and 2,000 feet Northwest of East Avenue and closed that
196 portion of the public hearing.

197
198 Mayor Chilsen called for anyone wishing to speak in opposition to the proposed sanitary sewer,
199 water, curb and gutter, concrete sidewalk and concrete apron along Abbey Road between
200 Commerce Drive (Northerly Junction) and 2,000 feet Northwest of East Avenue.

201
202 **Jim Binash, First District Alderperson**
203 **700 Westwood Drive**
204 **Onalaska**

205

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206 “I am in favor of the road going through, but I have a question on the concrete sidewalk that
207 extends beyond the city limits. I believe we do have the right-of-way once the curb and gutter
208 would go in, but I have a concern about the cost and the liability. While this still is part of the
209 City of Onalaska, clearing this particular sidewalk, the desire of the neighbors in that particular
210 area to actually have a sidewalk, and finally, if the City of Onalaska residents are to pay for this
211 sidewalk, the recovery may be a long time coming. We have discussed how we would take care
212 of that should the residents of the Town of Onalaska wish to annex to the City of Onalaska.
213 Those are my concerns about the sidewalk. I think the idea of the street is well thought-out; I
214 agree with it. But I do not agree with the concrete sidewalk extending out to the Town of
215 Onalaska even though we do have the right of way and we could put it in because it’s part of the
216 annexation that allows us to put the roadway in. Thank you.”

217

218 Mayor Chilsen called three times for anyone else wishing to speak in opposition to the proposed
219 sanitary sewer, water, curb and gutter, concrete sidewalk and concrete apron along Abbey Road
220 between Commerce Drive (Northerly Junction) and 2,000 feet Northwest of East Avenue and
221 closed the public hearing.

222

223 Mayor Chilsen said the board will address Item 8 next.

224

225 **Item 8 – Review and consideration, including input from residents, of parking restrictions**
226 **along Irvin Street between 4th Avenue South and 5th Avenue South**

227

228 Jarrod said Mike Peper, the head custodian at First Lutheran Church, had corresponded with the
229 Engineering Department regarding parking along Irvin Street, and he read into the record the
230 email he had received from Mike Peper: “*Jarrod, First Lutheran Church, 410 Main Street,*
231 *Onalaska, is hereby requesting two-hour limit parking signs on the north side of Irvin Street*
232 *between Fourth and Fifth Avenues South so that the preschool parents can drop off and pick up*
233 *their kids from our side of the street. Many cars are here at the same time twice a day. With*
234 *[Irving] Pertzsch [Elementary] School staff parking in these spaces, it is difficult for our families*
235 *to find parking. Now, our families are parking in the church lot and then walking around our*
236 *building to get to our entrance on the south side. We need this help Monday through Friday*
237 *during school hours. The Pertzsch staff can park in our parking lot at Main and Fifth Avenue*
238 *South. Thank you for your help with this matter.” Jarrod noted staff had sent letters to adjoining
239 properties along 4th Avenue, Irvin Street, and 5th Avenue and invited residents to attend this
240 evening’s meeting.*

241

242 Mayor Chilsen welcomed public input regarding this item.

243

244 **Diane Wulf, Second District Alderperson**
245 **910 Orchid Place**
246 **Onalaska**

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247
248 “This is an area that I represent in my Second District. I have been in contact with a Second
249 District constituent, and Jarrod will be reading a letter into the record from him. I have also
250 spoken with Mike Peper, who did the request on behalf of the church, and I wanted to gather
251 some facts regarding it. I believe they have an attendance of about 32 children that this would
252 affect. The hours that they would need the parking, I believe the doors are open approximately 8
253 a.m., and I believe school starts around 8:20 or so – or at least that’s when the parents start
254 arriving for drop-off. They only need it from around 8 to maybe 11:30, or possibly 8 to noon.
255 They don’t necessarily need it from 7:30 to 4:30. It’s just something to consider. I did check
256 with Jarrod. Signs can be made in any way, so it’s not like we already have stock signs at the
257 [City] Shop where it’s automatically going to cost us more. If we need to specially make signs
258 where it’s more 7:30 to noon or something, we could do that. I also talked with Jarrod about the
259 possibility of maybe instead of the whole street, maybe possibly setting aside and sign two
260 parking spots on either side of the entrance to the daycare. I did drive the area before tonight’s
261 meeting. On the school side, that is currently two-hour restricted parking now. Allegedly there
262 is a number of people – possibly teachers – who are parking there now. Number one, they’re not
263 obeying the parking, and neither it is being patrolled. Thank you for your consideration.”

264
265 Jarrod read into the record the following email from Robert Hughes, 416 Irvin Street: “I’m
266 writing because I’m very unhappy about the changes that may come to north Irvin Street. I
267 understand that First Lutheran Church has a small 4K program for about 2½ hours a day who
268 would like to turn Irvin Street into their own personal kid drop-off area. There are a lot of things
269 I ask myself, like how do parked cars create a hazard as long as parents pull around closest to
270 the building? Why can’t they use their own giant parking lot and entranceway? Ironically, they
271 put a note on my car asking me to use the parking lot instead of the street. I think it’s a creative
272 solution to a perceived problem, but I have a business where I need to load things into my car
273 and need to use the street. I also thought I was partially doing them a favor that if I parked a
274 few feet in front of the cement walkway no one would park right in front of it like they do mine
275 every day. Having a handicapped mother who comes to visit means close, on-street parking
276 physically and legally, and I don’t think she should have to get up at 7:30 in the morning in the
277 winter to move her vehicle. In the interest of having a good relationship with all my neighbors, I
278 would look favorably on a compromise. I would appreciate it if more space was taken on the
279 west of the cement walkway than to the east as it is only a little set off my walkway across the
280 street.”

281
282 Motion by Ald. Gjertsen to approve two-hour parking during school days along Irvin Street
283 between 4th Avenue South and 5th Avenue South.

284
285 Motion dies for lack of a second.

286
287 Motion by Jarrod, second by Ald. Smith, to install two-hour parking along the north side of Irvin

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288 Street from 7:30 a.m. to 4:30 p.m. on school days from the south alley right-of-way between 4th
289 Avenue South and 5th Avenue South to the east right-of-way of 4th Avenue.

290

291 On voice vote, motion carried.

292

293 Mayor Chilsen said the board will address Item 10 next.

294

295 **Item 10 – Review and consideration of Green Coulee Road Intersection Alternatives**

296 **Evaluation**

297

298 A. Presentation of report, including alternatives

299

300 Jarrod said Evenson Drive was the first true development in the early 1990s, and he noted this
301 area has a significant amount of history. Jarrod said the City of Onalaska had received grant
302 funding in approximately 2007 and worked with a consultant and the Wisconsin Department of
303 Transportation on examining intersection alternatives. Jarrod said there were “a variety of
304 reasons” as to why no alternative was chosen to move forward. Jarrod also said the city had
305 performed traffic counts over the years at the intersection, and he noted the 2018 Capital
306 Improvements Budget included funding for an in-depth study of the intersection. The study was
307 commissioned in the summer of 2018, and the city performed a traffic count with the assistance
308 of a consultant. The consultant utilized cameras to perform the traffic count in May and
309 September 2018. Jarrod noted MSA Professionals had been hired to devise a plan for the
310 intersection, and he also noted the report was started after the September 2018 traffic count was
311 completed. Jarrod noted a summary of the findings of MSA Professionals’ report has been
312 included in board members’ packets. Jarrod told board members staff had met with WisDOT
313 representatives and said he will discuss what MSA Professionals had prepared via a slide
314 presentation. Jarrod said the study area included the intersection of Green Coulee Road and East
315 Main Street, as well as the United States Highway 53 on/off-ramp coming from the northbound
316 lane of U.S. Highway 53. The southbound on/off-ramps and 17th Avenue also were taken into
317 account.

318

319 Jarrod next shared crash data MSA Professionals had compiled from January 2013 through July
320 2018, noting that 24 crashes had occurred during that period. Nine of those crashes involved
321 vehicles exiting Kwik Trip, and 12 involved vehicles exiting Green Coulee Road. Eighty-three
322 percent of the crashes were property damage only. Injuries were sustained in two crashes.
323 Jarrod said, “It does not holistically take in the whole of the intersection. If you’re around that
324 intersection, there are what could be gauged as ‘near-misses’ – times where people are taking
325 chances that might not proceed into a traffic accident, but are very close to a traffic accident. If
326 you spend any time in the intersection, just looking at the traffic during peak hour, there are
327 vehicles that are doing movements that probably are not the safest movement at that time.”

328

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329 Jarrod said the following project goals were outlined:
330

- 331 • Improve traffic operations at the Green Coulee Road intersection (traffic accessing East
332 Main Street from Green Coulee Road).
- 333 • Examine safety concerns at Green Coulee Road.
- 334 • Find a cost-effective improvement. Jarrod said in the past the Engineering Department
335 had devised “low-work alternatives” for this intersection. The estimated cost to improve
336 the intersection has been estimated between \$2 million and \$5 million.
- 337 • The improvement should provide design flexibility for future improvements to East Main
338 Street and the U.S. Highway 53 on/off-ramps. Jarrod said due to the close proximity of
339 the ramp terminals coming on and off U.S. Highway 53, whatever is done to Green
340 Coulee Road will affect this area. Jarrod said, “If we look at future traffic volumes and
341 what could happen at the combined intersections, the city was trying to find something
342 that either, a, would be a low enough cost that we could make the improvement today, or
343 b, it would work into future improvements. ... It’s very hard to find an improvement that,
344 if we invest in the intersection, that actually works into the future movement of the
345 intersection if improvements are done by the DOT to both on/off-ramps.”
346

347 Jarrod shared the six alternatives:
348

- 349 • **Alternative 1 – No Build:** This alternative consists of maintaining the existing Green
350 Coulee Road intersection control (stop sign on Green Coulee Road) and number of lanes.
- 351 • **Alternative 2 – Signal at Green Coulee Road:** This alternative consists of the
352 installation of a monotube-style traffic signal in the median on both sides of Green
353 Coulee Road, and one on the Kwik Trip side. The driveway to Kwik Trip would be
354 closed down, and staff would consider installing a right-in to Kwik Trip coming off the
355 U.S. Highway 53 off-ramp. Jarrod said, “Part of that is due to their operations with
356 trying to get their gas deliveries into that site.”
- 357 • **Alternative 3 – Three-lane Expansion with Signal at Green Coulee Road:** The left-
358 turn lane that is presently underneath the U.S. Highway 53 bridges would be extended
359 back toward Green Coulee. Jarrod said MSA Professionals though the operations of the
360 intersection would improve.
- 361 • **Alternative 4 – Five-leg Roundabout (U.S. Highway 53 northbound ramps and
362 Green Coulee Road):** The existing Green Coulee Road intersection and the U.S.
363 Highway 53 northbound ramp terminal intersection would be configured into one, five-
364 leg roundabout. The roundabout consists of two-lane entries on all approaches, with the
365 lane configuration of the U.S. Highway 53 northbound off-ramp being a left-through and
366 right-only. To consolidate the two intersections, the proposed roundabout is placed near
367 the U.S. Highway 53 northbound ramp terminal, and Green Coulee Road is realigned to
368 enter the intersection between westbound East Main Street and the U.S. Highway 53
369 northbound on-ramp. The realignment of Green Coulee Road requires the acquisition of

Reviewed 2/7/19 by Jarrod Holter

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370 the Coulee Golf Bowl maintenance building located in the northwest corner of the
371 existing Green Coulee Road intersection. Jarrod said this alternative has not really been
372 seen in the state, noting MSA Professionals had found an example of one in the Green
373 Bay area. However, Jarrod said this roundabout would be “an anomaly.”

374 • **Alternative 5 – Three-leg Roundabout at Green Coulee Road:** Green Coulee Road
375 would be brought into a roundabout, and East Main Street would go in and out of it. The
376 on/off-ramp to U.S. Highway 53 would remain a signalized intersection. Jarrod said one
377 of the primary drawbacks to this alternative was “during peak hour with the signal light
378 for the on/off-ramp, with any future traffic growth, the traffic would stop and probably
379 back up into the roundabout.”

380 • **Alternative 6 – Two-roundabout Corridor (U.S. Highway 53 northbound ramps and
381 Green Coulee Road):** The Green Coulee Road intersection and the U.S. Highway 53
382 northbound ramp terminal intersection would be reconstructed into a pair of roundabouts
383 consisting of two-lane entries along East Main Street, and single-lane entries on the U.S.
384 Highway 53 northbound off-ramp and Green Coulee Road. Jarrod described this as being
385 a “longer-term solution.” However, Jarrod also pointed out there would be
386 approximately 185 feet between the two roundabouts, and he described it as being
387 “substandard” in terms of attempting to direct motorists into the roundabout. Jarrod
388 noted there are certain ramp configurations in the state where there are multiple
389 roundabouts in a row, and he described it as being “very confusing to the traveling
390 public.”

391
392 Jarrod noted MSA Professionals had examined other alternatives, but the six he had just
393 presented were the ones included in the report. Jarrod directed board members’ attention to the
394 Comments section of Table 2 and noted the following:

- 395
- 396 • **Alternative 1:** Does not meet project goals.
 - 397 • **Alternative 2:** Meets project goals. Lowest cost improvement.
 - 398 • **Alternative 3:** Much higher cost than Alternative 2, with little operational benefit.
 - 399 • **Alternative 4:** Undesirable queuing on westbound East Main Street. Higher expense
400 than other alternatives. WisDOT prefers not adding Green Coulee Road to its ramp
401 terminal. Jarrod said the cost to construct this roundabout would have exceeded \$3
402 million.
 - 403 • **Alternative 5:** Meets project goals.
 - 404 • **Alternative 6:** Meets project goals, but no benefit over Alternatives 2 or 5, and with
405 much higher cost.

406
407 Jarrod shared the following alternative comparison analysis between Alternative 2 and
408 Alternative 5:

409
410 **Alternative 2 (Signal at Green Coulee Road)**

Reviewed 2/7/19 by Jarrod Holter

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- There would be a delay of approximately one minute in the design year of 2038, which assumed 0.5 percent traffic growth per year through 2038.
 - The Kwik Trip driveway would be relocated, thus reducing conflict points.
 - It would eliminate a problematic crash pattern.
 - It would have a dedicated signal phase for vehicles turning onto Green Coulee Road.
 - It would have a dedicated walk signal.
 - It would offer design flexibility.
 - The estimated \$530,000 cost includes the cost for signal equipment, a vehicle detection system, and the removal and relocation of the southern Kwik Trip driveway from the intersection. Right-of-way costs for signal pole placement in the northeast corner of the intersection and design engineering costs also are included. The alternative does not require roadway widening.

425 **Alternative 5 (Three-leg Roundabout at Green Coulee Road)**

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- 439
- There would be a delay of approximately 16 seconds in 2038, which is inherent with the roundabout that would keep traffic moving at a smoother pace.
 - The traffic from the northbound terminal ramp might back up into the roundabout.
 - It could increase delays for vehicles onto Green Coulee Road.
 - It is expected to reduce the existing crash patterns and injury crashes at the intersection.
 - There would be two-stage crossing for pedestrians and bicyclists, with a refuge in the middle.
 - This design might not be compatible with future plans for on/off-ramp changes.
 - The estimated cost of \$2,010,000 would include more reconstruction, the need to acquire additional right-of-way, and alignment and sidewalk work. Also, the entire Green Coulee drainage watershed comes down through the intersection. Therefore, it would be necessary to extend and redesign the box culverts.

440 An audience member asked Jarrod if the expected 0.5 percent increase in future traffic is
441 reasonable. The audience member also inquired about the increase in traffic over the last 10
442 years on East Main Street.

443

444 Jarrod said 1.5 percent was the starting point, and he also said the WisDOT traffic engineer told
445 him all of WisDOT's traffic projections are down to 0.5 percent. Jarrod said there was an
446 increase in traffic when Theater Road was completed in 1997, and he noted a traffic signal was
447 installed at the intersection in 1999. Jarrod said the East Main Street traffic between Green
448 Coulee Road and the U.S. Highway 53 on/off-ramp has consistently been between 18,000 and
449 20,000 vehicles a day for nearly 10 years. Jarrod said he has not seen a large traffic producer in
450 the Theater Road area or the Valley View Mall area since 2011. Jarrod said, "We felt that half a

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451 percent was realistic for the area. Any kind of traffic projection you see, whether the DOT
452 performs it or a consultant, it really is dictated by land use. It's dictated by traffic patterns. I
453 think you've seen traffic volumes pick up in the last couple of years, but we saw them go down
454 in the 2008 era. I think it's the best estimate we have at this time. I feel confident in talking to
455 the DOT that it's a good estimate to have in the report."

456
457 Jarrod read the following from page 4 of the report: "*The installation of a traffic signal at this*
458 *location requires a warrant analysis (justification) and approval from WisDOT. The warrant*
459 *analysis (included in Appendix D) indicates that a traffic signal is not warranted at the East*
460 *Main Street and Green Coulee Road intersection due to the low volumes on Green Coulee Road.*
461 *However, after discussions with WisDOT, they have agreed to consider the installation of a*
462 *traffic signal, if that is the preferred alternative, because limited cost-effective alternatives exist*
463 *for improving the operations and safety of the intersection. If a signalized alternative is selected*
464 *as the preferred alternative, the signal would be controlled by WisDOT and must be coordinated*
465 *with the existing U.S. Highway 53 ramp terminal signals."* Jarrod said, "When we did the traffic
466 counts back in May [2018], we were close to what they consider a four-hour volume count,
467 which is outlined in the appendix. We did not meet that traffic warrant, but we met it in for sure
468 two of the hours – and we were right at it for a third hour – but we did not meet the fourth hour.
469 That's part of the reason we recounted in September, to see if that could would go up. But it did
470 not meet that warrant analysis. In looking at this with the DOT, due to the close proximity of the
471 existing traffic signals, we would have to work with the DOT and ultimately get their approval
472 because it would have to be included within their signal timing of the two on/off-ramps. We are
473 hopeful that that would occur if that is our preferred alternative that the [Common] Council
474 would like to go forward with."

475
476 Jarrod said MSA Professionals' recommendation is to pursue Alternate 2 – Signal at Green
477 Coulee Road. Jarrod said, "As with anything we're working on, there are always plusses and
478 minuses to every project that we have," and he directed board members to page 8 of the report,
479 which states the following: "*The signalized intersection significantly improves operations on*
480 *Green Coulee Road when compared to the no-build operations, which may experience delays*
481 *exceeding 25 minutes during peak travel times in the year 2038."* Jarrod said, "This is all via the
482 traffic model. Twenty-five minutes probably is a robust number that I think is high, but that's
483 based upon 2038 numbers, which would be 20 years from now."

484
485 Jarrod continued reading from page 8 of the report: "*Operations on East Main Street will remain*
486 *at an acceptable level through the year 2038. The introduction of a traffic signal will cause*
487 *queuing on the mainline, especially for westbound movement. Due to the anticipated length of*
488 *the queues, access points along East Main Street may be blocked for a period of time before the*
489 *vehicles clear through the intersection."* Jarrod referred to a slide exhibit being shown and said
490 if a traffic signal is installed, and if 2018 traffic count statistics are utilized, the queue would
491 back up up to 325 feet at peak time, or short of the main entrance into Altra Federal Credit

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492 Union. Jarrod said this would occur in the afternoon (3 p.m. to 6 p.m.), noting the queue would
493 back up 100 feet during morning rush hour. Jarrod said if there is 0.5-percent growth every year,
494 the queuing could back up as far as 475 feet by 2028. Jarrod said representatives from Altra had
495 called him to inquire about this data, and he admitted that it will have an effect at certain times of
496 the day.

497

498 Jarrod said, “This will be part of the minus. The minus will be we will queue traffic.” Jarrod
499 noted much of the traffic driving north toward the Village of Holmen operates in a free-flow
500 movement, and he said that traffic would have to stop and queue for a red light at Green Coulee
501 Road. Jarrod also reiterated the entrance to the Kwik Trip across from Green Coulee Road
502 would have to be closed as part of the project. This would necessitate more traffic if the Kwik
503 Trip traffic numbers remained unchanged utilizing the two-way left-turn lane located on East
504 Main Street. Jarrod said, “That is the major drawback that I see to the project. The consultant
505 has worked through the DOT. Part of the reason they did that is they wanted to make sure in
506 discussions with the DOT that the on/off-ramp would not change in operations. With their
507 simulations and numbers of traffic volume projections, they have shown that the on/off-ramp
508 would function relatively the same as it is today with the light, which was one of the major
509 points of contention with the Wisconsin DOT a number of years ago as to why the signal light
510 was not first put in.”

511

512 Jarrod said the project, if it moves forward, would be 100-percent local funded. Jarrod noted
513 staff had contacted WisDOT and said they were informed WisDOT will not offer any funding
514 toward the project. In addition, any work to the on/off-ramps also would be 100-percent local
515 funded. Jarrod said another drawback to Alternative 2 is there will be times when a traffic signal
516 will delay motorists 10 to 40 seconds as they drive out of Green Coulee. Motorists currently are
517 able to make a legal stop at the stop sign located at the intersection of Green Coulee Road and
518 East Main Street when traffic is minimal and make a left-hand turn out of Green Coulee. Jarrod
519 said motorists also might have an extended wait to make a right-hand turn out of Green Coulee
520 due to traffic queues during afternoon peak time. Jarrod said, “It’s ultimately going to make the
521 intersection safer, as viewed in the report as presented by the consultant traffic engineer. But
522 there will be times where it’s not going to be perfect and it is going to have drawbacks other than
523 the left-turn movements coming out having a dedicated left-turn arrow.

524

525 If this project moved forward, the project possibly would, in a perfect world, the design would
526 move forward the summer of 2019. The city could bid out the project in October [or] November
527 of 2019. The bids hopefully would be awarded shortly after that. It would take a month for shop
528 drawings and four months to get the equipment put together because it’s all custom-built. We
529 probably would have a July 1, 2020 completion date. It would be very difficult to get the
530 completion date moved up. That’s if you move forward with a traffic signal. The traffic
531 roundabout in Green Coulee, which was one of the other alternatives that was studied for \$2
532 million, would take longer because you’d have right-of-way costs, you’d have box culvert costs,

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533 you'd have a more lengthy design and more lengthy construction processes to complete that
534 portion of a project. It would actually draw out longer.”

535

536 Motion by Mayor Chilsen, second by Ald. Gjertsen, to place on file the Green Coulee Road
537 Intersection Alternatives Evaluation report.

538

539 On voice vote, motion carried.

540

541 B. Recommendation on future actions to be taken

542

543 Motion by Mayor Chilsen, second by Ald. Gjertsen, to select Alternative 2 – Signal at Green
544 Coulee Road and move it forward to the Common Council.

545

546 Jarrod asked that the motion include the fact the City of Onalaska will inform the Wisconsin
547 Department of Transportation that the city will be moving forward with Alternative 2.

548

549 Motion by Mayor Chilsen, second by Ald. Gjertsen, to amend the previous motion and state the
550 City of Onalaska will keep the Wisconsin Department of Transportation informed regarding its
551 selection of Alternative 2.

552

553 Vote on the amendment:

554

555 On voice vote, motion carried.

556

557 Original motion restated:

558

559 To select Alternative 2 – Signal at Green Coulee Road and move it forward to the Common
560 Council. The City of Onalaska also will keep the Wisconsin Department of Transportation
561 informed regarding its selection of Alternative 2.

562

563 On voice vote, motion carried.

564

565 **Item 6 – Resolution 9-2019 – Final Resolution regarding assessments for concrete sidewalk**
566 **along the South side of Troy Street between State Highway 35 and 4th Avenue North**

567

568 Jarrod said this is the resolution for the sidewalks between STH 35 and 4th Avenue North. Jarrod
569 said staff has this within the design of the project and is seeking a recommendation as to whether
570 to proceed with the assessment resolution.

571

572 Motion by Jarrod, second by Fred, to approve Resolution 9-2019 – Final Resolution regarding
573 assessments for concrete sidewalk along the South side of Troy Street between State Highway 35

574 and 4th Avenue North.

575

576 On voice vote, motion carried.

577

578 **Item 7 – Resolution 8-2019 – Final Resolution regarding assessments for sanitary sewer,**
579 **water, curb and gutter, concrete sidewalk and concrete apron along Abbey Road between**
580 **Commerce Drive (Northerly Junction) and 2,000 feet Northwest of East Avenue**

581

582 Jarrod noted this assessment only applies to the three properties located within the City of
583 Onalaska. Jarrod said staff still is working with City Attorney Sean O’Flaherty on assessments
584 for future annexations to the city. This project includes sanitary sewer watermain assessments,
585 concrete curb and gutter assessments, and the concrete sidewalk with concrete apron
586 assessments.

587

588 Motion by Ald. Smith, second by Ald. Gjertsen, to bring forward for discussion approval of
589 Resolution 8-2019 – Final Resolution regarding assessments for sanitary sewer, water, curb and
590 gutter, concrete sidewalk and concrete apron along Abbey Road between Commerce Drive
591 (Northerly Junction) and 2,000 feet Northwest of East Avenue.

592

593 Ald. Smith noted part of the discussion regarding the preliminary resolution included developing
594 a city policy in which individuals who annex into the city in the future could share some of the
595 burden of this cost. Ald. Smith asked if there is a problem with passing this resolution before the
596 policy has been established.

597

598 City Administrator Rindfleisch told Ald. Smith there is no problem with approving the resolution
599 as the City of Onalaska may only do special assessments to individuals residing within the city.
600 City Administrator Rindfleisch noted there only are two properties being examined at this time:
601 Kwik Trip and a small portion of a site on which apartments are located. City Administrator
602 Rindfleisch said, “No one else is because the very nature of a special assessment is you have to
603 be a resident. There is no issue by proceeding with the special assessments to those who are in.
604 What we’re referencing is finding mechanisms for any future annexations for those residents
605 along Abbey Road or nearby, or other areas that surround the City of Onalaska that may become
606 annexed in, which would not be a special assessment, per se, but some kind of annexation fee
607 that would be applied to them to offset the cost of the infrastructure that already would be
608 servicing them upon annexation. It’s not a special assessment. It would not follow the same
609 process, so there is no danger in jumping the gun with this particular project because I believe it
610 only references those three parcels – two owners who are in the city right now.”

611

612 Fred asked Jarrod if it is the city’s intention to construct sidewalk other than these locations in
613 this project.

614

615 Jarrod said the current design has sidewalk along the entire east side and north side of Abbey
616 Road. Jarrod said, “That is the intention in the current design unless there is direction to not
617 assess the sidewalk and not install the sidewalk.”

618

619 Ald. Smith noted there have been extensive discussions regarding sidewalks, and she said,
620 “While I know my position isn’t shared by all Council members, I just want to restate that I
621 strongly support the sidewalk being put in at the time of construction and extending along the
622 entire side as we’ve discussed before. The reasons for that are I think that it’s really vital to have
623 that sidewalk for the safety of the neighborhood and the people with the Kwik Trip being there.
624 There will be foot traffic and increased vehicle traffic. I think it’s really important. I understand
625 it will make a cost burden to the city, but in the long run it will be more cost-effective to do it
626 now than to be backtracking and trying to find a solution like we are, for example, with the
627 Green Coulee stoplight. Maybe [we] spend a little extra money now and the city will have to
628 bear the costs indefinitely until some other property owners are annexing in and we can find a
629 way to have them share it.”

630

631 Ald. Gjertsen stated he agrees with Ald. Smith and said, “It’s part of the process of annexation.
632 Sometimes you have to put the money up front. I don’t like to do it this way, but the reality is
633 the city has moved forward on this. I’m afraid if you sit there and try to piecemeal, it’s just
634 going to cost you more money.”

635

636 On voice vote, motion carried.

637

638 **Item 9 – Review and consideration of Urban Forestry Management Plan and Urban**
639 **Forestry Tree Planting Plan**

640

641 Jarrod noted copies of the Urban Forestry Management Plan and the Urban Forestry Tree
642 Planting Plan, completed by Bluestem Forestry, have been included in board members’ packets.
643 This is an update to the city’s existing Urban Forestry Management Plan. Jarrod noted the plan
644 outlines future actions to be taken to maintain and enhance the city’s urban forest. Jarrod noted
645 the updated plan outlines the following:

646

- 647 • Almost all of the city’s ash trees have been removed, and many of those trees were
648 replanted.
- 649 • Staff has planted and pruned trees, removed diseased or deceased trees.
- 650 • Staff has attempted to diversify the urban forest canopy as there are many maple trees
651 within the urban forest.
- 652 • There was a goal to establish an Urban Forestry Master Plan for planting zones. Jarrod
653 said if the city budgets funds to enhance its urban forest, a master plan determines ideal
654 locations to plant trees. The plan included 10 zones. Jarrod said the city’s goal with
655 budgeting is to attempt to plant through the budget process one-half or up to one zone per

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656 year. Jarrod said staff envisions this process of planting 10 zones would take between 10
657 and 15 years, if budgeting were to continue for urban tree installation within the city.

658

659 Jarrod noted City Planning Manager Katie Aspenson has done extensive work on the report, and
660 he also complimented the city's Public Works staff for its pruning and maintenance activities.

661

662 Mayor Chilsen asked Jarrod if there is a parasite affecting maple trees.

663

664 Jarrod noted the report states there is a disease that is affecting maple trees. Jarrod said that
665 while it has not yet been pronounced, "it's something that could cause [damage] like the Emerald
666 Ash Borer. They haven't confirmed it's going to happen yet, but they're basically telling
667 everyone maples are overplanted as a species." Jarrod said the report also points out certain
668 species (e.g. maple trees) and a genus in a species (e.g. silver maple trees) should not exceed a
669 certain percentage.

670

671 Motion by Ald. Smith, second by Ald. Gjertsen, to accept both the Urban Forestry Management
672 Plan and the Urban Forestry Tree Planting Plan and place them on file.

673

674 On voice vote, motion carried.

675

676 **Item 11 – Review and consideration of design amendment for Abbey Road project for**
677 **Short Elliott Hendrickson, Inc.**

678

679 Jarrod said staff has altered the amendment due to increased design work that has been ongoing,
680 noting he had distributed an updated copy to board members this evening. Jarrod noted the
681 second page of the amendment shows there are three different areas of the amendment. Jarrod
682 said when the city originally specified the consultant's job duties for this project, the city
683 specified the consultant would design the storm sewer system for Abbey Road, as well as all the
684 water coming down to it.

685

686 Jarrod said, "Once we got into the design, we realized that a lot of the corrugated metal pipes that
687 are draining the area are woefully undersized. We'd been given some video of property owners
688 showing the street flooding in the area. The Engineering Department authorized SEH to move
689 forward with the design of a replacement pipe through an existing easement to get the water from
690 Abbey Road to the U.S. Highway 53 right-of-way. Once we started that design with the first
691 design amendment that was attached within your packet, we started looking at the design, and
692 due to the very shallow pipe that is existing – it's at about half a percent grade – we didn't have
693 any design to work with. The pipe was very shallow going through Abbey Road. We had
694 looked at an elliptical pipe. Once we did that, we actually moved on to a small, 3-foot by 6-foot
695 box culvert to convey all the water. If you imagine all that water at all those paved areas up in
696 that industrial park ... all that water eventually during a large-scale flood ends up at the

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18

697 intersection of Commerce Drive and Abbey Road by Modern Crane. We wanted to have a pipe
698 that would be designed for a 100-year storm event. We had originally done the modeling. We
699 had to update the modeling a second time for the two alternatives. What we are proposing to do
700 is to have two bid alternatives within the project bid documents so we can see if we can afford
701 the installation of the new pipe going from the Abbey Road right-of-way to the U.S. [Highway]
702 53 drainageway.”

703
704 Jarrod noted the cost of the topographic survey was \$1,250. In addition, the water modeling for
705 the pipe sizing cost \$6,200, and the cost of the permits was \$950 for a total of \$8,400. Jarrod
706 said the funding source for the design would be the Capital Improvements Project for the project.

707
708 Motion by Jarrod, second by Ald. Smith, to approve a design amendment for Abbey Road
709 project for Short Elliott Hendrickson, Inc. in the amount of \$8,400.

710
711 Ald. Gjertsen said, “It’s flat there. That water is not going to go out of there. Did we know that?
712 And when did we know that? I know we’re going to run into these kinds of things.”

713
714 Jarrod told Ald. Gjertsen the Engineering Department had not had time to design the stormwater
715 system, which is why SEH was hired. Jarrod also said the pipe had not been surveyed at the
716 time, noting the pipes on the U.S. Highway 53 right-of-way needed to be dug out so they could
717 be photographed. Jarrod said, “We knew the pipe was ... It flooded in that area. Our hope was
718 to install the road project, budget and do it within one of the following years to go through the
719 easement. Once we got the design calculations back, that pipe that goes under that area can take
720 about 10 cfs (cubic feet per second), and we’re going to pump about 80 cfs in a 100-year storm
721 event. We were so undersized. We try to have those things within the design scope, and we try
722 to make sure we do not come back for something like this. But we were truly hoping that we
723 could get away with not doing anything with the pipe in the short term. Once we got into the
724 design and they presented the data to us, I made the decision we needed to at least have the
725 alternative so we can make a decision. We did not have it in the original scope. It’s part of the
726 problem with having the design started without having the proper floating of the idea.”

727
728 Ald. Smith said that while she believes Ald. Gjertsen has a valid point, she also asked, “When
729 you think about it a little more, what is the approximate total cost of the Abbey Road project?”

730
731 Jarrod said the current engineer’s estimate is nearly \$1.5 million for the project, and the current
732 bid alternate for this bid alternate has a probable cost of an additional \$125,000 to \$150,000.

733
734 Ald. Smith said that while the city attempts to be as fiscally conservative as possible, “being off
735 by \$8,400 is actually being pretty close.”

736
737 Jarrod said that while it is close for the original design, he agrees with Ald. Gjertsen that staff

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19

738 erred in not having it as part of the original scope. Jarrod said, “But I think we also did not
739 define it as an imperative item as part of the scope of design in the fact we thought we could get
740 by with what we had. Once we got more data, we decided we really needed to at least have this
741 alternative with the bid prices the way they come in to be able to possibly fix it.”

742

743 City Administrator Rindfleisch told board members that in normal construction years this is
744 likely work that would have been completed in-house. City Administrator Rindfleisch also said,
745 “Because there were a few unusual years for the staff in design work, it’s not necessarily that we
746 didn’t expect to find some stormwater. We were well aware there would be some stormwater
747 issues. What we didn’t expect to find was that it would take this much additional time to design
748 a solution at this point in time. ... [But] I think paying SEH additional funds to do the design so
749 that we have time to do other work right now is important right now.”

750

751 On voice vote, motion carried.

752

753 **Item 12 – Review and consideration of professional engineering services for construction**
754 **portion of 6th Avenue North and Quincy Lift Station Project**

755

756 Jarrod said Strand Associates designed the lift station located at 6th Avenue North and Quincy
757 Street, and he noted this will be contingent upon Item No. 16. Jarrod said this item would be for
758 the engineering services for the construction. Jarrod noted Kevin would run a majority of the
759 construction engineering, and he said, “With the shop drawings, especially in the electrical shop
760 drawing area, we just do not have the expertise for that. We typically have a site visit for the
761 engineer to come up and review everything once it’s been installed to do a punch list.” Jarrod
762 noted this would be a not-to-exceed amount of \$33,000, and it would be paid on an hourly basis
763 as those services were needed.

764

765 Motion by Jarrod, second by Ald. Smith, to approve professional engineering services for
766 construction portion of 6th Avenue North and Quincy Lift Station Project at a cost not to exceed
767 \$33,000.

768

769 On voice vote, motion carried.

770

771 **Item 13 – Review and consideration of parking restrictions**

772

- 773 A. 13th Avenue North by Hilltopper Heights Park
- 774 B. West Avenue and Royal Street
- 775 C. 6th Avenue North from Main Street to King Street

776

777 Jarrod noted he has listed the following three areas in which staff is considering implementing
778 parking restrictions:

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- **West Avenue and Royal Street:** West Avenue is only 32 feet wide, which is less than the typical city standard. Motorists have been parking on both sides of West Avenue during peak time, and Jarrod said snowplows have not been able to get through this area.
- **13th Avenue North by Hilltopper Heights Park:** Vehicles have parked in the cul-de-sac. Jarrod noted the Police Department does not enforce alternate side parking in cul-de-sacs, and he said snowplows are unable to turn around at this intersection. Jarrod said staff is proposing implementing no parking at this location from November 15 through April 1.
- **6th Avenue North from Main Street to King Street:** Jarrod noted this street had been reconstructed in 2018, and he said there is no no-parking ordinance along this area. Jarrod said staff would like to add such an ordinance, noting 6th Avenue North is only 30 feet wide.

Ald. Smith asked if parking is allowed on the side toward the park located on West Avenue, noting that customers at Blue Moon Restaurant park along this street.

Jarrod told Ald. Smith she is correct and said difficulties arise when motorists park on both sides of West Avenue.

Ald. Smith asked if Blue Moon's customers still would be able to park on the side toward the park.

Jarrod said yes and told Ald. Smith staff had chosen the park side to allow parking as it would free up the most parking stalls. Jarrod noted the west side of West Avenue has a driveway and said a parking stall would be lost there. Jarrod told Ald. Smith he would not object to not allowing parking on the park side after the public has been given a chance to provide input.

Motion by Fred, second by Ald. Gjertsen, to forward for a public hearing at the March 5 Board of Public Works meeting review and consideration of parking restrictions along West Avenue and Royal Street; 13th Avenue North by Hilltopper Heights Park; and 6th Avenue North from Main Street to King Street.

On voice vote, motion carried.

Item 14 – Review and consideration of professional architect services for Public Works Facility expansion

Jarrod told board members HSR Associates was hired in the fall of 2018 to perform a Public Works Facility building study. The report concluded an addition to the west side of the facility was the best option out of the seven options that were presented. Jarrod noted the 2019 Capital

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21

820 Improvements Budget includes funding to proceed with this project. Staff has solicited HSR
821 Associates to submit a quote for the design of the building. Jarrod noted that HSR Associates
822 had designed the original building and said HSR Associates was chosen so that the building is
823 compatible with what is currently present. HSR Associates is proposing a design fee of \$81,500.
824 Jarrod said in the future staff will bring forward proposed soil borings and review fees. Jarrod
825 referred to the preliminary schedule and noted HSR Associates has a schedule for the design that
826 goes from January 2019 through May 2019, which will allow the city to bid out the project.
827 Jarrod said, "If the future development continues along at the existing old City Shop site, we will
828 lose that storage capacity, which will mean, as stated during the initial process, that we will have
829 vehicles stored outside instead of inside."

830

831 Motion by Jarrod, second by Ald. Smith, to approve professional architect services for Public
832 Works Facility expansion by HSR Associates in an amount not to exceed \$81,500.

833

834 On voice vote, motion carried.

835

836 **Item 15 – Review and consideration of vehicle purchases for Public Works Department**

837

838 A. Pickup truck

839 B. Van

840

841 Jarrod noted board members' packets include quotes from Ewald Automotive Group through the
842 State of Wisconsin bid. Jarrod staff is recommending the purchase of a ¾-ton pickup truck from
843 Ewald at a cost of \$29,930, and tool boxes from Michaels Truck Equipment at a cost of \$1,832.
844 Staff also recommends purchasing a van from Ewald at a cost of \$23,354.

845

846 Motion by Jarrod, second by Ald. Smith, to approve purchasing for the Public Works
847 Department a ¾-ton pickup truck from Ewald Automotive Group at a cost of \$29,930, and tool
848 boxes from Michaels Truck Equipment at a cost of \$1,832; and also to approve purchasing a van
849 from Ewald Automotive Group at a cost of \$23,354.

850

851 Jarrod noted these items are within what was budgeted within the 2019 Operating Budget.

852

853 Ald. Gjertsen asked if the vehicles are replacement vehicles.

854

855 Jarrod told Ald. Gjertsen the city sold the previous van in the last state auction in 2018. Jarrod
856 said staff is reviewing how to utilize the extra vehicle, including possibly replacing the current
857 Engineering Department vehicle with the new truck.

858

859 On voice vote, motion carried.

860

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861 **Item 16 – Review and consideration of bids received for 6th Avenue North and Quincy**
862 **Pumping Station Rehabilitation Project**

863

864 Jarrod noted bids for the project had been opened earlier Tuesday and said the original estimated
865 construction cost totaled \$740,000. Jarrod said staff had updated costs at the time of bidding,
866 and the engineer’s opinion of probable cost was \$800,000. Jarrod noted five contractors had
867 submitted the following bids:

868

- 869 • Wapasha Construction: \$1,014,000
- 870 • Fowler & Hammer: \$1,060,000
- 871 • Pember Companies, Inc.: \$1,210,100
- 872 • Olympic Builders: \$989,678
- 873 • R.J. Jurowski: \$1,110,500

874

875 Jarrod noted the 6th Avenue North and Quincy Street lift station drains the upper one-third of the
876 city, and he said the goal during the design phase was to make the building last for many years.
877 Jarrod said staff had specified flight pumps, which he admitted cost more, but he also said they
878 have given the city the best service life. Jarrod noted there is brick around the bottom of the
879 building, which also has a 50-year metal roof, cement board siding, and steel studs on the inside.
880 Jarrod said the lift station is the most important one in the city, noting approximately 15 homes
881 were flooded in 2003 as the result of a failure, and also that both pumps became clogged in
882 approximately 2014.

883

884 Jarrod noted the project came in costing more than expected and said, “We did look at other
885 projects, and as part of our scoping process when we do the projects ... sometimes we’re
886 budgeting projects before we have the full scope of work done. We did have a project along
887 Troy Street that we scoped when we were doing the original budgeting process that did have
888 sanitary sewer replacement along that entire stretch at some depths that were pretty deep. With
889 the review process now that Kevin has been going through doing the final estimate on the design,
890 and we’ve had that line televised, we’re actually not going to replace part of that sanitary sewer
891 along that area. Because we feel it’s not prudent at this time, we can let it go. ... It’s concrete
892 pipe. Staff has reviewed it, and we feel that there is about \$150,000 on Troy Street based on the
893 sanitary savings there, along with the original budget. We have monies budgeted to do the
894 Sunset Vista neighborhood, which is around the Blue Moon/Royal Street/4th Avenue North/Park
895 Avenue. If we took part of that money, we would have the \$990,000 for the apparent low bid.
896 We’d also monitor what the rest of our sanitary sewer bids come in at and hopefully have some
897 room that we’d still be able to do all the projects. We feel with the monies we have it would be
898 prudent to do this project. It is our most important lift station we have within the city. We did
899 design it so it would have a 50-year design life, plus we really feel that we got good bids. It’s
900 just higher than what we estimated.”

901

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

Tuesday, February 5, 2019

23

902 Motion by Jarrod, second by Ald. Gjertsen, to approve Olympic Builders for the 6th Avenue
903 North and Quincy Pumping Station Rehabilitation Project at a cost of \$989,678.

904

905 Mayor Chilsen asked if the city has worked with Olympic Builders in the past.

906

907 Jarrod told Mayor Chilsen that Olympic Builders constructed Well No. 9 and the Main Street
908 stormlift stations.

909

910 On voice vote, motion carried.

911

912 **Item 17 – Review and consideration of final Irvin Street Project streetscaping**
913 **enhancements**

914

915 Jarrod said the February 12 Common Council agenda will include an item that was moved from
916 the January 8 Common Council meeting to discuss parking along Irvin Street. Jarrod reminded
917 board members three parking options will be presented at the February 12 Common Council
918 meeting, and he said, “This is just for the streetscaping. This would include the concrete
919 alley/paseo with the lighting along it, the lighting along Irvin Street, the amenities such as the
920 stormwater planters, grass, trees, some of the extra streetlights, and the concrete going across the
921 intersection of the alley and the street. The streetscaping portion of the project that you’d be
922 taking action on tonight could be done with any one of the three parking options. It could be
923 done either with the one-way option, the parallel parking option you see today, or the angled
924 parking with dual traffic each way.”

925

926 Motion by Ald. Smith, second by Jarrod, to approve the final Irvin Street Project streetscaping
927 enhancements, as presented.

928

929 Ald. Gjertsen what will be utilized in the crosswalks.

930

931 Jarrod said staff is proposing utilizing a raised concrete crosswalk at the crosswalk at the alley.

932

933 On voice vote, motion carried.

934

935 **Item 18 – Pay Estimates: Strand Associates, Short Elliott Hendrickson, Inc., La Crosse**
936 **County, Davy Engineering, MSA Professional Services, HKGi, Inc., HydroKleen and any**
937 **other contractor/developer**

938

939

**BOARD OF PUBLIC WORKS
MONTHLY ESTIMATES**

940

941

942

February 5, 2019

943					
944		Original			
945		Contract	Change	Paid to	Due this
946	<u>Contractor</u>	<u>Amount</u>	<u>Orders</u>	<u>Date</u>	<u>Estimate</u>
947					
948	1. SEH INC.				
949	Abbey Road				
950	Design				
951	Estimate #5	\$ 84,500.00	\$ -	\$ 57,600.90	\$ 19,306.96
952					
953	2. DAVY ENGINEERING				
954	French Rd. Booster Station/Crestwood Ln.				
955	Design				
956	Estimate #5	\$ 126,490.00	\$ -	\$ 83,889.75	\$ 28,289.78
957					
958	3. SEH INC.				
959	Railroad Quiet Zone Study				
960	Design				
961	Estimate #8	\$ 11,900.00	\$ -	\$ 7,161.83	\$ 190.65
962					
963	4. HKGI INC.				
964	Irvin Street Streetscaping				
965	Design				
966	Estimate #1	\$ 5,000.00	\$ -	\$ -	\$ 3,327.50
967					
968	5. LA CROSSE COUNTY HIGHWAY DEPT.				
969	Sand Lake Rd. (CTH SN) & CTH OT				
970	Right of Way				
971	Estimate #1	\$ 7,500.00	\$ -	\$ -	\$ 13,139.19
972					
973	6. STRAND ASSOCIATES				
974	2018 SCADA Enhancements				
975	Design				
976	Estimate #7	\$ 19,000.00	\$ -	\$ 11,677.08	\$ 458.03
977					
978	7. HYDRO KLEAN				
979	S. Kinney 60" Storm Sewer Repair Proj.				
980	Construction				
981	Estimate #2	\$ 22,000.00	\$ -	\$ 8,284.70	\$ 12,825.30
982					

983 Motion by Ald. Smith, second by Ald. Gjertsen, to approve the seven pay estimates listed on a
Reviewed 2/7/19 by Jarrod Holter

984 document dated February 5, 2019.

985

986 On voice vote, motion carried.

987

988 **Item 19 – Closed Session**

989

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

994

- 995 • Virnig Property

996

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

999

1000 Motion by Ald. Gjertsen, second by Ald. Smith, to convene in Closed Session.

1001

1002 On roll call vote: Mayor Joe Chilsen – aye, Ald. Ron Gjertsen – aye, Ald. Kim Smith – aye,
1003 Financial Services Director/Treasurer Fred Buehler – aye, City Engineer Jarrod Holter – aye. In
1004 Closed Session.

1005

1006

1007 Recorded by:

1008

1009 Kirk Bey