

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

Tuesday, August 7, 2018

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, August 7, 2018. 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

10

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

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13 Motion by Ald. Gjertsen, second by Ald. Smith, to approve the minutes from the previous  
14 meeting as printed and on file in the City Clerk’s Office.

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16 On voice vote, motion carried.

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

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20 Mayor Chilsen called for anyone wishing to provide public input

21

22 **Tracy Storlie**  
23 **217 6<sup>th</sup> Avenue North**  
24 **Onalaska**

25

26 “Construction started a few weeks back, and I got a call from my girlfriend stating that the house  
27 was shaking and she didn’t know why. I called the city and talked to the Assistant [City]  
28 Engineer, [Kevin Schubert]. He said there will be a little vibration and noise, and other than that  
29 we would not be affected by this construction. Since then, we’ve had our water shut off twice  
30 and we’ve had Gerke [Excavating] there working on it. They came on our property, took off our  
31 hose from our house, and used our water multiple times. The last time the water was turned on  
32 our watermain broke. I’ve called multiple times, and the last time that I called Kevin went down  
33 and met with my girlfriend, Amy, because she was home and I was working. Basically, he said  
34 that it was from the watermain in is our problem, so nothing was going to be done. I understand  
35 that if nothing is going on, but [Amy] witnessed one of Gerke’s workers over on our watermain  
36 cranking on it, and there is no explanation why. The foreman of the job said that they weren’t  
37 working over there and it wasn’t their guy. But they wear green safety vests with a big ‘G’ on it,  
38 and that’s exactly who she saw doing it. I don’t know of anyone off the street who can just pick  
39 up a safety vest and start doing whatever they want. I work hard for my money. The bill I just  
40 got yesterday was just over \$3,300. I feel we’ve been affected considerably by the construction  
41 going on that we were not supposed to be affected by. We did turn in a claim; it was turned in

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42 today with a copy of the bill. It's in great length; it's \$3,322.38. I am asking for the city to pay  
43 for it, or Gerke Excavating [to pay for it] seeing as how the city authorized Gerke to do the work,  
44 and Gerke is the one that was doing the work. Also, there were numerous occasions where our  
45 neighbor or my girlfriend as well walked outside ... I have a video on my phone of them ... I  
46 drive a dump truck, and I don't remember if it was [Jarrod] or Kevin that said the noises that  
47 were being heard – the vibrations in the houses – were due to them loading trucks. Well, if  
48 somebody put material in my truck and made houses nearby shake, my truck would be  
49 inoperable. There is no possible way that a truck is going to get loaded and shake somebody's  
50 house that is over 100 feet away. On numerous occasions, when they see somebody watching,  
51 their work was quieter. There is no reason for them to be banging around as much as they are.  
52 There are saws to cut the pavement, and then they can take it out with an excavator. Thank you.”

53

54 **Dennis Aspenson**  
55 **1753 Pine Ridge Drive**  
56 **Onalaska**

57

58 “I'm here tonight to support Item [No.] 4, [which is] the speed limit reduction on Sand Lake  
59 Road between the roundabout and [County Trunk Highway] S. I would like permission, after  
60 staff has given their report, to address the board at that time. I'm going to hand to Fred some  
61 signatures that I have gotten, and I would like to have those made part of the record.”

62

63 Dennis submitted the sheet of signatures to Fred.

64

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

66

67 **Item 4 – Review and consideration of speed limit along Sand Lake Road and possible speed**  
68 **study**

69

70 Jarrod noted board members' packets include a location map of Sand Lake Road between  
71 Redwood Street and County Trunk Highway OT outlining the area where there currently is a 35  
72 mph speed limit. Jarrod noted the speed limit in this area used to be 45 mph until approximately  
73 2008, at which time the City of Onalaska petitioned La Crosse County, which at the time was the  
74 maintenance authority, to lower the speed limit to 35 mph. Jarrod said the City of Onalaska has  
75 assumed maintenance authority from Redwood Street to where CTH S and CTH SN split apart.  
76 County Trunk Highway SN continues from the split to CTH OT, and La Crosse County still has  
77 maintenance authority over this section. Jarrod said, “If we did want to do anything in that area,  
78 it would require La Crosse County to make that change.” Jarrod told board members he has  
79 spoken with Dennis, who represents Traditional Trades, and he noted board members' packets  
80 include a copy of a letter Dennis had written requesting the speed limit alteration. Jarrod  
81 referred to the aerial photograph included in board members' packets showing the location of the  
82 new Traditional Trades apartment complex and noted it is located just north of Rolling Oaks

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83 Drive on the west side of Sand Lake Road. Jarrod also pointed out the roundabout located on  
84 Riders Club Road, two driveways that go into VCA Sand Lake Animal Hospital located on the  
85 east side of Sand Lake Road, a Town of Onalaska road (Superior Street) with approximately 12  
86 houses, Rolling Oaks Drive, and an entrance into the Traditional Trades Development. Jarrod  
87 noted this is an area measuring approximately one-quarter mile and has limited access and few  
88 access points. Jarrod also noted there are few private driveways as one travels north, and the  
89 interchange ramps are located to the south.

90

91 Jarrod said, "If we were going to move forward with any change in the speed limit in this area, I  
92 would suggest that we do the speed study like the one that was performed along East Main Street  
93 as part of that paving project. [The study would] look at the speeds and crash rates, and [we  
94 would] have a report written and then see what that recommendation is. When I look at this area  
95 with the low amount of access points, I'm not in favor of lowering the speed limit to 25. I think  
96 it would be very confusing if we had 25 up to Redwood Street, went back up to 35, then 25 after  
97 the roundabout. And it would be very hard to enforce a 25 [mph speed limit] between south of  
98 the roundabout, and I think even north of this area. I think the speed trailer has been out in this  
99 area for almost the whole summer, and we can get the data off of that. But I think the speed limit  
100 in that area, if we make it 25, it's going to be to the point where it's going to be very hard to  
101 enforce."

102

103 Ald. Smith said, "I was going to offer a point of history. Approximately 10 years ago when we  
104 changed the speed limit from 45 to 35, the reason that we did that is because we were trying to  
105 create a corridor for electric vehicles who at that time could only go on roads where the speed  
106 limit was 35 or less."

107

108 Ald. Gjertsen noted the limited access means there are limited opportunities for collisions, and he  
109 said he agrees with Jarrod's point that the speed limit changing from 25 mph to 35 mph and back  
110 to 25 mph would cause confusion. Ald. Gjertsen also noted he drives on Sand Lake Road  
111 approximately five times a day, and he said, "I don't see any problems." Ald. Gjertsen asked  
112 Jarrod if the sidewalks along Sand Lake Road are located a normal distance away from the road.

113

114 Jarrod said they are the standard 6½ feet in this area. Jarrod also noted the roadway has a center  
115 median, and part of it has a left-turn bay so that motorists may enter the Traditional Trades  
116 building. Jarrod said, "I think one thing that is going to help the Traditional Trades building is  
117 once the third phase is finished they'll have paved access back to Rolling Oaks Drive. It will be  
118 easier for people to go down to Rolling Oaks Drive to use the standard city intersection instead  
119 of coming out along where the office building is along that apartment building."

120

121 Ald. Gjertsen asked, "It's not an obstructed view coming out of that driveway?"

122

123 Jarrod said the driveway for the office was installed with a "very low setback for the building."

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124 Jarrod noted the building is located close to the right-of-way, and he said a motorist must be  
125 “watching and stopped” before entering the roadway to see if there is oncoming traffic.

126

127 Ald. Gjertsen said, “That’s what they asked for.”

128

129 Jarrod said, “That’s what the building was submitted as.”

130

131 City Administrator Rindfleisch said, “As a resident of the area who uses Sand Lake Road to  
132 come to and from work, I would agree that 35 [mph] seems appropriate. The road is designed  
133 for that, and I think we would be creating to some degree a speed trap, if you will, in that area.”

134

135 Ald. Smith asked if the Police Department had been involved in the discussion regarding  
136 lowering the speed limit, and also if the Police Department had provided any input.

137

138 Jarrod noted he has been speaking with Police Sergeant Tim Berg, who has been working with  
139 Dennis Aspenson on placing the speed trailer along Sand Lake Road. Jarrod said the Police  
140 Department has been running enforcement in that area, “but I don’t think they’ve found that  
141 people have really been exceeding 35 [mph] at a large rate. I don’t have the specific number of  
142 tickets that they’ve written, or if they’ve written any up to this point.”

143

144 Dennis addressed the board, first thanking board members for including this item on this  
145 evening’s agenda. Dennis referred to the signature sheet he had submitted to Fred, and he said,  
146 “It was little or no effort to get those, and I wasn’t out beating the bush trying to get people to  
147 sign it. All of those folks on there are directly affected by the area that we’re talking about. As  
148 far as the 35 miles per hour [speed limit], yes, you come off the [State Trunk Highway] 157 ramp  
149 down to the roundabout and it’s 35. You go off Riders Club Road, and that is 25. I’m asking  
150 after you come out of the roundabout and continue on Sand Lake Road to drop that to 25 to  
151 [CTH] S. Looking at the map that Jarrod has provided, since the 45 [mph speed limit] was  
152 dropped to 35 10 years ago, the whole Meier Farm addition is all filled out except for two lots,  
153 which this wasn’t in there. Traditional Trades put about 25 condos on Pine Ridge Drive and  
154 filled it out, and the rest became residential. We had put the office space on Riders Club Road,  
155 with the road between that in the large apartment building. When that apartment building is  
156 done [in the] spring [of 2019], we have 70-some odd units in there right now, and it will be  
157 another 34 when we’re done in the spring. As Jarrod was indicating, the traffic will be split –  
158 hopefully as evenly as possible – from those two access points: onto Rolling Oaks Drive, and  
159 then directly onto Sand Lake Road. I know that with [VCA Sand Lake Animal Hospital] there,  
160 after that was redone, they get deliveries with semis and they have to park out in the road. That  
161 creates some issues all by itself, let alone going by them at 35 miles per hour. ... So with not  
162 only the speed, the added traffic that is going to be at nearly full force in the spring, that’s why I  
163 am asking for that section to be reduced.”

164

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165 Dennis referred to property owned by another individual on the opposite side of Sand Lake Road  
166 and Riders Club Road, and he noted this individual had placed a sign stating “Commercial  
167 Retail” on a vacant lot on that corner. Dennis also noted the entire area will be “filled up” by the  
168 summer of 2019, and he said, “The car count this time next year, in combination with the speed,  
169 is what is concerning. For instance, you’re coming out from Traditional Trades – or for that  
170 matter, even going in at the present time to the offices there. When they come around that corner  
171 down there by [CTH] S, it’s hard to judge their speed until you get out there. ... Once again,  
172 most of my product is aimed at the 50 and older, so that kind of speaks for itself. Another area is  
173 over on Krause Road, which has been totally developed, and [there also is] the Bentgrass [Court]  
174 area, so there are no lots left over in that subdivision. ... All those signatures on there were  
175 people who were directly affected, and I didn’t put any effort into getting those signatures. It is  
176 concerning, and it is concerning to those people for not being able to judge the speed and then  
177 pulling out. If someone is really going over 35, you can’t tell how fast they’re coming until you  
178 pull out. I understand at the silk screen company out there it’s 12:30 at night, part of the shift  
179 gets off, they come up to the stop sign at [CTH] S, and they [decide to speed]. Be it cars or  
180 motorcycles, that happens at 12:30 at night, 6:30 to 7:30 in the morning, and 3:30 to 4:30 [in the  
181 afternoon]. I passed that information onto Sergeant Berg before he left on vacation, and that  
182 information was gathered by people on Sand Lake sitting up in the apartments and watching.  
183 They also can see that speed sign that’s out there. Is it a formal study, as Jarrod is indicating?  
184 No. I’m not so sure I would pay to have the study done. I would just call it a study of common  
185 sense.”

186  
187 Mayor Chilsen promised Dennis the statistics would be examined.

188  
189 Dennis said, “The study of common sense is cheaper than the study-study. I appreciate your  
190 support.”

191  
192 Motion by Ald. Gjertsen, second by Fred, to retain the 35 miles per hour speed limit along Sand  
193 Lake Road.

194  
195 On voice vote, motion carried.

196  
197 **Item 5 – Pay Estimates: Strand Associates, Short Elliott Hendrickson, Inc., Mathy**  
198 **Construction, Gerke Excavating, Steiger Construction, Philips Outdoor Services, and any**  
199 **other contractor/developer**

200  
201 **BOARD OF PUBLIC WORKS**  
202 **MONTHLY ESTIMATES**

203  
204 **August 7, 2018**

205  
Reviewed 8/9/18 by Kevin Schubert

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	<u>Original Contract Amount</u>	<u>Change Orders</u>	<u>Paid to Date</u>	<u>Due this Estimate</u>	
206					
207					
208	<b><u>Contractor</u></b>				
209					
210	<b>1. STRAND ASSOCIATES</b>				
211	6 <sup>th</sup> & Quincy Lift Station				
212	Design				
213	Estimate #6	\$ 59,900.00	\$ -	\$ 27,242.31	\$ 8,372.88
214					
215	<b>2. STRAND ASSOCIATES</b>				
216	12 <sup>th</sup> /Sand Lake & Main St. Traffic Signal				
217	Design				
218	Estimate #5	\$ 27,900.00	\$ -	\$ 23,500.00	\$ 2,950.00
219					
220	<b>3. SEH INC.</b>				
221	Railroad Quiet Zone Study				
222	Design				
223	Estimate #4	\$ 11,900.00	\$ -	\$ 1,253.02	\$ 4,166.00
224					
225	<b>4. MATHY CONSTRUCTION</b>				
226	2018 Pavement Project				
227	Construction				
228	Estimate #3	\$ 1,184,065.45	\$ -	\$ 267,204.36	\$ 455,468.26
229					
230	<b>5. GERKE EXCAVATING</b>				
231	2018 Utility Project				
232	Construction				
233	Estimate #3	\$ 1,708,611.00	\$ -	\$ 449,385.44	\$ 316,713.85
234					
235	<b>6. STRAND ASSOCIATES</b>				
236	2018 SCADA Enhancements				
237	Design				
238	Estimate #4	\$ 19,000.00	\$ -	\$ 6,665.42	\$ 327.29
239					
240	<b>7. STEIGER CONSTRUCTION</b>				
241	2018 Misc. Concrete Project				
242	Construction				
243	Estimate #2	\$ 85,087.50	\$ -	\$ 5,924.20	\$ 9,039.96
244					
245	<b>8. PHILLIPS OUTDOOR SERVICES</b>				
246	Cemetery Fence Project				
247	Construction				

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248 Estimate #1 \$ 57,435.00 \$ - \$ - \$ 55,099.13

249

250 **9. STRAND ASSOCIATES**

251 Misc. Engineering

252 Design

253 Estimate #2 \$ 1,000.00 \$ - \$ - \$ 292.75

254

255 **10. SEH INC.**

256 2018 Utility Project

257 Construction

258 Estimate #1 \$ 19,601.16 \$ - \$ - \$ 9,649.99

259

260 **11. STRAND ASSOCIATES**

261 6<sup>th</sup> & Quincy Lift Station

262 Design

263 Estimate #4 \$ 28,300.00 \$ - \$ 21,400.08 \$ 1,214.85

264

265 **12. SEH INC.**

266 Green Coulee Reservoir Project

267 Design

268 Estimate #2 \$ 10,000.00 \$ - \$ 1,684.27 \$ 1,432.69

269

270 Jarrod noted that Pay Estimate No. 11 is for the South Kinney Coulee Road Lift Station and not  
271 the 6<sup>th</sup> Avenue and Quincy Street Lift Station.

272

273 Motion by Ald. Smith, second by Ald. Gjertsen, to approve the 12 pay estimates, as amended,  
274 dated August 7, 2018.

275

276 On voice vote, motion carried.

277

278 Mayor Chilsen asked that the claim appear on the August 14 Common Council meeting agenda.

279

280 **Adjournment**

281

282 Motion by Ald. Gjertsen, second by Ald. Smith, to adjourn at 6:53 p.m.

283

284 On voice vote, motion carried.

285

286

287 Recorded by:

288

289 Kirk Bey

Reviewed 8/9/18 by Kevin Schubert