

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, September 4, 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, Assistant City Engineer Kevin Schubert
10

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

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.
15

16 On voice vote, motion carried.
17

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

20 Mayor Chilsen called for anyone wishing to provide public input
21

22 **Gary Lemke**
23 **632 Herman Court**
24 **Onalaska**
25

26 “I am standing up for the Cemetery Committee. I’ve been on the committee for about a year and
27 a half, two years now. I cannot tell you how many positive comments that we have had – or that
28 I have had personally – regarding the improvement of the cemetery, and especially the fencing
29 on 12th Avenue. That did it. ... I got a lot of good comments there. Now, I’m asking for your
30 support to complete the project to complete the fencing on 13th [Avenue]. Please consider this
31 funding in the 2019 [Capital Improvements] Budget. Thank you.”
32

33 **Roger Bjorge**
34 **1009 Windhill Street**
35 **Onalaska**
36

37 “I’m also a businessowner here in Onalaska, and I’m here to speak on behalf of the cemetery
38 project. Our son, Scott, was very much involved in the beginning of the project. In fact, there’s
39 a plaque out there that signifies that he was very much involved. He passed away 2½ years ago,
40 and I want to ask you to ... I agree with [Gary Lemke] that what the city has done with the
41 cemetery is beautiful. I think it’s as nice a cemetery as we have in the area. I really believe that

42 you should continue to keep this in the budget and to finish the project. It would mean a lot to
43 us, and it would mean a lot to the people of Onalaska. I appreciate your time. Thank you.”
44

45 **Matt Harter**
46 **1338 Caledonia Street**
47 **La Crosse**
48

49 “I’m here to speak on the recycling item to take the 3s, 6s and 7s [recycling plastics numbers] off
50 the list of recyclable items. We don’t have a market for them. We hoped four years ago that
51 markets would develop for them and we just thought we would be very inclusive [with] 1s
52 through 7s and everything. We’re taking them, and what we’re talking here is a very small
53 fraction of the stream. We’re talking less than half of 1 percent. It’s not large by any means. If
54 you’re inclined to keep them on there it certainly doesn’t hurt us at all; we think it’s a small step
55 in the right direction. But pulling them out will help clean up the streams. Recycling is running
56 into tough times right now. China stopped taking recycling, and so there is a saturation in the
57 domestic market. We as an industry are coming together trying to find ways what we can do to
58 clean things up and make our material more marketable. This is a small thing we can do to keep
59 that contamination out of the stream. Here in La Crosse County we have a good option for that
60 stuff: sending it to the waste energy facility. If it goes out and makes it in loads as
61 contamination, eventually it gets screened out down the line into grades going out our door.
62 Once it gets screened out at the next plant it goes to the landfill. If it goes to a paper mill, for
63 example, once they make paper with it it will come out in their screenings and go to a landfill.
64 At least we can turn it into energy here. I’ll stick around, and if anyone has any question I’ll be
65 more than happy to answer them.”
66

67 Mayor Chilsen called three times for anyone else wishing to provide public input and closed that
68 portion of the meeting. Mayor Chilsen then indicated he would like to move up Item No. 6 and
69 asked for a motion to suspend the rules.
70

71 Motion by Ald. Gjertsen, second by Ald. Smith, to suspend the rules and approve moving up
72 Item No. 6 on this evening’s Board of Public Works meeting agenda.
73

74 On voice vote, motion carried.
75

76 Motion by Ald. Gjertsen, second by Ald. Smith, to approve moving Item No. 6 in place of Item
77 No. 4 on this evening’s Board of Public Works meeting agenda.
78

79 On voice vote, motion carried.
80

81 **Consideration and possible action on the following items:**
82

83 **Item 6 – Review and consideration of Harter’s Quick Clean-Up Solid Waste Contract for**
84 **removal of recycling plastics #3, #6 and #7**

85
86 Jarrod noted board members’ packets include a copy of an email from Matt Harter of Harter’s
87 Quick Clean-Up requesting that the city remove plastics Nos. 3, 6, and 7 from the recycling
88 stream. Jarrod said board members’ packets also include detailed information describing plastics
89 Nos. 1 through 7. The three plastics Matt Harter is asking to remove are:

- 90
- 91 • **No. 3:** PVC, or polyvinyl chloride (includes clear food packaging, detergents, vinyl
92 pipes)
 - 93 • **No. 6:** PS, or rigid or formed polystyrene (includes compact disc cases, food containers,
94 egg cartons)
 - 95 • **No. 7:** Other (includes lids, medical storage containers, electronics)
- 96

97 Jarrod said he had spoken with Administrative Assistant Vicky Bosworth, who coordinates much
98 of the city’s solid waste public outreach, and said Vicky had told him she did not see any
99 problem with the three numbers being removed. Jarrod said, “In looking at this, as Matt pointed
100 out, it would be one-half of 1 percent of what we bring in currently. I do agree with Matt. I also
101 sit on a state committee for recycling that does look at these things, and they’re having a very
102 hard time right now because China changed the standards for their amount of allowable items
103 that are in their loads when they go across and It’s very difficult for them to get to that point. We
104 want to try to recycle as much as we can, but I think there’s more of a market for things such as
105 milk containers and different plastic containers that it would be better to get those recycled
106 properly than to have cross-contamination with different plastics.”

107
108 Motion by Ald. Smith, second by Ald. Gjertsen, to remove recycling plastics #3, #6, and #7 from
109 the City of Onalaska’s recyclable plastics per Harter’s Quick Clean-Up Solid Waste Contract.

110
111 On voice vote, motion carried.

112
113 **Item 4 – Review and consideration of 2019-2023 Capital Improvements Budget**

114
115 Jarrod said the proposed 2019-2023 Capital Improvements Budget has been included in board
116 members’ packets. Jarrod noted this is the city’s five-year planning document that is utilized not
117 only for construction projects for the following year, but it also is utilized as a five-year plan for
118 infrastructure within the city. Jarrod noted \$68 million dollars has been requested for projects
119 included in the five-year plan. Some projects are long-term. Jarrod pointed out that the requests
120 in the 2019 CIB total \$13,661,655. Jarrod referred to the 2018 CIB and said the city had looked
121 at possibly proceeding with a Mortgage Revenue Bond for Water, Sanitary Sewer, and Storm
122 Sewer. Jarrod said he wanted to give board members a copy of the CIB this month so they begin
123 examining projects, asking questions, and gathering input so that they may examine and discuss

124 the 2019 CIB at the October 2 and November 6 Board of Public Works meetings. A public
125 hearing for the 2019 will be held at the December 4 Board of Public Works meeting. Fred then
126 will enter the bond market with Robert W. Baird, the City of Onalaska's bond consultant, to
127 obtain funding for the projects that are approved.
128

129 Fred noted that in the fall of 2017 the Board of Public Works had discussed a few projects that
130 were included in a public hearing and are now present. Fred also explained that the city wants to
131 look two years into the future when it goes out for a Mortgage Revenue Bond for Water, Sanitary
132 Sewer, and Storm Sewer. This means the board will be examining projects both for 2019 and
133 2020 as it will be the most cost-effective method for the city. Fred noted there is extensive
134 paperwork to complete when applying for a Mortgage Revenue Bond, and interest rates will be
135 more competitive over two years with the size. Fred said, "We have to make sure that in the
136 Enterprise Funds that Water, Sewer, and Storm can handle ... and what we need to do to modify
137 the rates to handle what we decide to approve in the next month or two. We have already been
138 working with HABCO, which this Council has authorized, to give you a case scenario of if all
139 these projects were approved, this is what it would be for Water, Sewer, and Storm Water rates.
140 We'll also present that next month so you'll get an idea of whether or not all of the Water,
141 Sewer, and Storm Water for the next two years ... You may decide to defer one or two projects
142 or not."
143

144 **Item 5 – Review and consideration of 2018 Quiet Zone Memorandum and proposed**
145 **application for quiet zone**
146

147 Jarrod said board members' packets include copies of a memorandum from Short Elliott
148 Hendrickson, which has been working on a quiet zone project for the city for the last year. The
149 project includes updating the 2014 memorandum for the quiet zone. Jarrod highlighted the
150 following points from the SEH memo:
151

- 152 • The city has been allocating effort to implement a quiet zone within the city limits since
153 2003.
- 154 • Quiet zones would be implemented both at Irvin Street and 2nd Avenue Southwest.
- 155 • To implement a quiet zone, the risk index is quantified for each crossing within the
156 proposed quiet zone utilizing Wisconsin Department of Transportation collision
157 prediction formulas and WisDOT values for preventing the collisions. Jarrod said, "If
158 you have a risk index and you can get over that risk index, you can get a quiet zone
159 approved. If you're under that risk index, it's not going to get approved."
- 160 • A Standard Safety Measure (SSM) may be implemented. Regarding a SSM, Jarrod said,
161 "If you can meet the risk index and perform that outlined safety measure, the Federal
162 Railroad Administration and the railroad cannot deny your quiet zone because it meets
163 the standards."
- 164 • The city also may apply for an Alternate Safety Measure (ASM). Jarrod said, "That

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165 means we feel that it meets the safety standards, meets the risk index, but it's not a
166 standard, boiler-plate improvement. One of the standard, boiler-plate improvements that
167 you see at a lot of roadways is a 100-foot median so you can't drive around the gates.
168 That would be a Standard Safety Measure, or the installation of gates across all roadway
169 surfaces. Four-way quad gates would be another one that would meet the regulations."

170
171 Jarrod said, "What we did with this memo is basically, the initial effort found that SSMs were
172 not a feasible option. We can't get them in for a variety of reasons. Our intersections have a
173 variety of things that we cannot get the SSMs in. We would be applying for an Alternate Safety
174 Measure. It requires a public authority, which would be the City of Onalaska, to review, and an
175 individualized review by the Federal Railroad Administration. The City of Onalaska would
176 submit a justification on the risk reduction, a statement describing our efforts to the public
177 authority; [and] addressing comments from each stakeholder, which includes the FRA, the
178 railroad, Office of the Railroad Commissioner from the state. We would submit this notice of
179 intent with our application for a quiet zone. The federal railroad would determine if those
180 comments were satisfactorily met with our quiet zone application, then they would issue a
181 determination whether they would approve our quiet zone or not approve our quiet zone." Jarrod
182 noted it takes more than nine months to receive feedback.

183
184 Jarrod said the city held another diagnostic meeting with officials from Burlington Northern
185 Santa Fe (BNSF), the FRA, the Office of the Railroad Commissioner, WisDOT, and SHE.
186 Jarrod said, "When I look at this, over the number of years we've been approaching this subject,
187 it does have standing where it affects multiple members of the community from the railroad
188 tracks themselves. Looking at the 2nd Avenue Southwest intersection, we have the driveway to
189 D&M Recycling, which is a very difficult driveway. We can't close the driveway due to the way
190 that you get into that facility. If we put in any kind of median to block traffic from going around
191 the gate it hinders access to the site. A large semi truck that they have deliveries or get their
192 recyclables out can't get in. You also have the lumberyard with a variety of trucks and
193 equipment. They also run the forklifts between the two sides of their lumberyard. And the
194 intersection is not square, so it offers difficulties. And there are also driveways to the
195 lumberyard which are within the 100-foot spacing from the center of the tracks.

196
197 Once you get all those combined, we did the diagnostic meeting at the side with the Federal
198 Railroad Administration and BNSF. When we looked through it, without installing four
199 quadrant gates or something to that effect, there was almost no way to get the quiet zone in that
200 location. When I look at this, the only thing we could do at a future date would be to install what
201 they call a wayside horn. Instead of a train blowing the horn as they come up to the crossing,
202 you would install a horn on a pole at the crossing and it would blow automatically when the train
203 gets so close. The only bad part with that is we are liable for maintenance for that horn. We
204 have to pay for the horn. We have to do a variety of things. I think at that point the 2nd Avenue
205 Southwest intersection is very difficult. [It will be] very hard to get anything done. The Irvin

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206 Street intersection does offer the risk index rating that it already qualifies for a quiet zone. Part
207 of what we were trying to do with these multiple studies over the years was trying to combine the
208 2nd Avenue Southwest intersection with the Irvin Street intersection and look at the corridor.
209 With that corridor you had the two train crossings, so you could average the two scores. You
210 could have part of the Irvin Street crossing assist with the 2nd Avenue crossing. If we applied for
211 a quiet zone at Irvin Street we would be limiting ever using that averaging option again at the 2nd
212 Avenue Southwest intersection. But I feel that intersection is so hard to get the quiet zone that
213 it's going to be very difficult to ever get it either way. So when you look at the Irvin Street
214 crossing, we have a limited amount of traffic. We want to keep it open to vehicle traffic so we
215 can get maintenance vehicles down to the Great River Landing, and to the waterfront area. We
216 also want to get police and fire vehicles across if we have an emergency down in that area. But
217 we also have a variety of pedestrian traffic that comes down the hill and utilizes a variety of
218 recreational resources in that area such as fishing at the spillway and at the waterfront. There are
219 a lot of people crossing at multiple locations. That would be one of the things that even though
220 we meet the risk threshold that the Burlington Northern railroad will be bringing up as part of the
221 review.

222
223 If we wanted to move forward with a project to request a quiet zone, my recommendation would
224 be we do Irvin Street. We could possibly have a reasonable chance of having the quiet zone
225 approved. It would probably take us a year to get to that point. As part of that, though, we
226 would probably be required to install fencing along the Great River Landing to keep that
227 pedestrian traffic using the crossing itself at Irvin Street. One other thing to point out is, if there
228 is any sort of danger that the engineer is driving the train and feels there is something – whether
229 it's an animal, person, or whatever – they will still blow the horn. Just with the pedestrian traffic
230 and the amount of people down in that area ... if someone tries to go around the gate or do
231 something, the horn is still going to blow. There are going to be times when the horn is still
232 going to blow. As you probably have known, this report [states] the train traffic was at about 50
233 trains a day. It's dropped to about 42 currently. That [number] will fluctuate. That was based
234 upon fewer of the commodities being shipped – mostly oil – coming down the railway. What
235 we're looking for tonight is, it's been a year. We had to wait because the diagnostic review
236 could not be done in the wintertime. They would not go out and do it; they wanted to have no
237 snow on the ground. By the time you get everybody scheduled and coordinated ... it took us
238 until June to get on the schedule to get it done. We have the conclusions. In my
239 recommendation, we have two options to move forward with. We could either say that we are
240 no longer going to pursue the quiet zone and leave it sit until something changes, or we could
241 pursue a quiet zone at Irvin Street, see what recommendations come back and report that back. It
242 will probably take a year to do that. It will also be approximately another \$4,000 to \$5,000 for
243 Short Elliott Hendrickson to prepare the documents and get the final quiet zone paperwork filled
244 out. We already did approve that as part of the original work that we approved months ago.”

245
246 Mayor Chilsen asked, “If our objective is to quiet the horns, isn't it kind of a moot point?”

247 Because if we quiet the horns at Irvin [Street] they still have to blow it at 2nd Avenue
248 [Southwest]. We're not really gaining anything out of it, are we?"

249
250 Jarrod responded, "I think you are gaining in respect that if you stand at the crossing and you
251 listen to the horn as they cross 2nd Avenue Southwest currently, I don't have the exact decibel
252 level, but it's definitely not as loud at the Great River Landing or downtown or by City Hall. But
253 you would still have the train horn if you live in the trailer park, for instance, by Oak Avenue
254 South. They would still have just as much impact from the train horn. But as you get further up,
255 one of the other things I noticed is obviously in the last six years we first started out by removing
256 the buildings for the highway [State Trunk Highway 35] project, then we removed more trees,
257 then we finally built the Great River Landing and removed the rest of the trees, is that that sound
258 resonates up the hill and goes into the older part of the city. I think you would have benefits.
259 Would it be 100 percent. No, it wouldn't. I think that would be the place that you would start
260 before you would spend ... If the Irvin Street crossing was approved for a quiet zone, then you
261 would reevaluate once you have that quiet zone on what you could do at 2nd Avenue Southwest if
262 you wanted to spend the money on redoing the gates or a wayside horn. You can online and read
263 the literature; there are some good testimonials. I would say if you put in the wayside horn it's
264 going to cut the noise by 40 to 60 percent depending on where you're standing and different
265 things like that. The problem with the wayside horn is it is about \$150,000 to put in. And it
266 would be another almost \$5,000 a year to maintain, of which would have to be a funded portion
267 out of our General Fund Budget."

268
269 Ald. Gjertsen asked if the city or BNSF would be liable for a wayside horn if the city owns it.

270
271 Jarrod told Ald. Gjertsen the city would have to maintain the wayside horn to adequately
272 function at the crossing. Jarrod said, "It's considered an equal to the horn if it's functioning. If it
273 doesn't function, if someone gets hit, the city would be liable for that if we did not follow proper
274 maintenance procedures or didn't follow a specified maintenance routine."

275
276 Ald. Gjertsen addressed the 2nd Avenue Southwest crossing, stating he knew it would be "an
277 impossibility" to obtain a quiet zone at that location due to the landscape. Ald. Gjertsen said,
278 "Pretty much any way you go around it ... Again, when we go ahead it's not going to happen. If
279 we would go ahead with it you have some liability factors there, too. The one thing I did notice
280 in La Crosse is they put them in, and they had an individual hit it about a month and a half ago
281 down there. They got in and couldn't get out. ... I think down there it probably would not be as
282 big of an issue for that. It would probably be more of an issue for the semis. You have two sets
283 of tracks, and if you get somebody in there with a big pickup truck they're not going to get out."

284
285 Jarrod said it would be important to ensure that no one gets caught between something no matter
286 what is installed. Jarrod added one of the most crucial design factors is to ensure that when one
287 gate comes down the gate on the other side allows a motorist sufficient time to leave. Jarrod

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288 cited the example of a stop bar coming down the hill going south toward the railroad tracks from
289 STH 35. Jarrod said a motorist would stop, but if another motorist pulls out of D&M Recycling,
290 the driver could pull out on the tracks, get stopped by something on the other side and be caught
291 in the middle. Jarrod said, “That would be something that we would want to make sure, as any
292 part of a design ... That was brought up multiple times – not only by our consultant, but also the
293 federal railroad crossing specialist who also was onsite.”

294

295 Ald. Gjertsen said, “I don’t see a solution that ... Part of the comments that you made is that the
296 horns have kind of a reaching effect. If we would go ahead and, say, close Irvin Street, we’re
297 still going to have horns at Irvin Street due to the pedestrian traffic.”

298

299 Jarrod said, “I don’t know what percentage that would be, but hopefully you would cut that by
300 ... Hopefully it would only be one train a day instead of 42. I would hope, but I don’t have any
301 numbers to back that up.”

302

303 Ald. Gjertsen said, “It’s just a consideration. I would be willing to vote for the Irvin Street
304 [crossing] as an application attempt. I don’t think that’s being impractical down there.”

305

306 Ald. Smith asked if CVMIC (Cities and Villages Mutual Insurance Company) has taken a
307 position on this topic.

308

309 Jarrod asked Fred if Tom Mann, CVMIC’s Director of Liability Claims, would be the person to
310 contact if the board votes to proceed.

311

312 Fred said he believes everyone on the board would concur that the city will not apply for a quiet
313 zone at the 2nd Avenue Southwest crossing. Fred said, “If we did get approval [for Irvin Street],
314 what is the cost? Forget about the fact that they have in the manual ... What would be the cost
315 of the gates? What would be the approximate range?”

316

317 Jarrod said, “What I would envision for a quiet zone application for the Irvin Street intersection
318 would be the intersection you see today, and we would have to install fencing along to keep the
319 pedestrians from crossing the tracks. We budgeted \$30,000 in the Capital Improvements Budget
320 for construction of improvements. I’m guessing we’d be a little short. I’m guessing that fence is
321 probably going to be closer to \$40,000 to put up. We would be very close with what we had in
322 the Capital Improvements Budget to fund the improvement. It depends on what kind of fence. If
323 we want a decorative fence it’s going to be a little more. It depends on what they require for
324 height. If they require a 5-foot fence or an 8-foot fence and the exact location and how easy it is
325 to build, those would all go into it.”

326

327 Fred inquired about the gates.

328

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329 Jarrod said the gates could remain the way they are.

330

331 Ald. Gjertsen asked if the fencing along the railroad would have to be installed in order to
332 qualify. Ald. Gjertsen said, “The question I would have is, where does that put us, again, in
333 liability? If we put the fence in, we’re acknowledging that it’s a problem.”

334

335 Jarrod said he does not have an exact opinion and that he would have to speak with city legal
336 counsel. Jarrod said, “I guess if you do anything at all, you’re doing any safety improvements
337 down there, you could be admitting some sort of liability or knowing there’s some sort of
338 problem. Obviously the railroad has put us on notice there’s a problem with people crossing the
339 tracks down there. As long as we don’t do anything that’s not maintained and not put up
340 negligently and [it’s] properly installed to standards, I don’t think we necessarily could have a
341 large amount of increased liability.”

342

343 Ald. Gjertsen said, “What I would ask is that we have that information from the [City] Attorney
344 in front of us before we vote on that. I think it’s prudent to have all the information. I’d be
345 interested to know what it is.”

346

347 City Administrator Rindfleisch said, “On my past experience in other communities, if someone
348 trespasses with or without the fence, it’s still an issue on the railroad property of trespassing.
349 We’re not ever fully liable for that accident if it is occurring on there. The liability extends if it’s
350 something ... If, for example, they harm themselves on the fence and we knew there was a
351 problem with the fence, it still would be on our property or our entity. We’re not responsible for
352 preventing a known incident or unknown hazard on someone else’s property. It would be the
353 railroad. Jumping the fence would not be our responsibility. Having a gap in the fence that
354 people are known to come, that would be our responsibility. ... As for the full question as to any
355 accidents with the quiet zone, I’m not entirely sure. But I think that information will be
356 forthcoming.”

357

358 Ald. Smith referred to Jarrod’s comment that this discussion has been ongoing for several years.

359 Ald. Smith said her Third District constituents have contacted her and mentioned the high
360 number of train horns, and she stated that even though one can become accustomed to the horns
361 over time, “The residents in that area are subjected to many train horns, and they have asked
362 repeatedly to have something done about it. And we’ve looked at it and sincerely tried, so this is
363 definitely an ongoing discussion. I think that I can pretty confidently speak for the neighbors in
364 saying that any reduction in train horns would be welcomed on their part. As far as the
365 pedestrians and the pedestrian crossing, the discussion on that historically did not start until the
366 waterfront development. People have been crossing and going down to the spillway as long as
367 there have been inhabitants in Onalaska and the train tracks. I just wanted to bring to light a little
368 bit of the history, and I do think the neighbors down there would appreciate any reduction in
369 train horns.”

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370
371 Fred asked Jarrod if the funds already have been budgeted if the board votes to proceed, or if this
372 is an item in the 2019 CIB.

373
374 Jarrod said the 2017 CIB had the funding for the consultant work to submit the applications.
375 Jarrod also noted the 2018 CIB included the funding for construction.

376
377 Fred asked Jarrod if he has sufficient funding to proceed with Irvin Street.

378
379 Jarrod told Fred he is correct and said, “We have enough dollars budgeted that we could do the
380 submittal and pay SEH’s fees. Then we would have to see what the fence would come in at. If
381 the fence came in more than the \$30,000, then we would have to make a decision whether we
382 would wait a year and budget more funds. I would see what the fence costs. It’s hard having a
383 budget number for the fence when we don’t know exactly what kind of fence they’re going to
384 require or how far or how long or how high.”

385
386 Ald. Smith said she believes she and Ald. Gjertsen agree that “we feel like we don’t have enough
387 information to take action at this time. Is there some kind of timeliness as far as notifying them
388 our intentions to proceed?”

389
390 Jarrod said there will be no harm in waiting one month so that he may bring more answers before
391 the board.

392
393 Ald. Smith asked if the board may discuss this topic again at its October 2 meeting.

394
395 Jarrod said, “So if I’m gathering input, it’s going to be liability, questions from the [City]
396 Attorney, CVMIC – a lot of that – and a little more detail on the cost of the fence.”

397
398 **Item 7 – Review and consideration of Professional Engineering services for Supervisory**
399 **Control and Data Acquisition (SCADA) computer and software installation**

400
401 Jarrod noted board members’ packets include a request for Strand Associates to assist the city
402 with installation of two new SCADA computers. The two computers were slated for changeout
403 via the city’s IT Department in its rotation plan, and Jarrod estimated they had been installed
404 either in 2011 or 2012. Jarrod said the two computers control the city’s SCADA System. They
405 also control operations of all the city’s wells, reservoirs, lift stations, and booster stations. Jarrod
406 said they are “very important” to the city, and they have a software package called
407 “Wonderware” operating on them. Jarrod said it is not the type of software Adoni Networks or
408 IT consultant will install. Jarrod noted Strand Associates had initially done the work with the
409 city’s initial SCADA setup, and he said staff is recommending hiring Strand Associates to install
410 the SCADA computers. Jarrod said this item would come out of the budgeted 2018 Operational

411 Budget for Sanitary Sewer and Water, out of the Contractual Services.

412

413 Motion by Ald. Smith, second by Ald. Gjertsen, to approve Strand Associates for Professional
414 Engineering Services for Supervisory Control and Data Acquisition (SCADA) computer and
415 software installation at a cost of \$8,000.

416

417 On voice vote, motion carried.

418

419 **Item 8 – Review and consideration of Professional Engineering construction-related**
420 **services for Main Street and Sand Lake Road/12th Avenue Traffic Signal Improvement**
421 **Project**

422

423 Jarrod said he is requesting Strand Associates, the designer of the project, to perform shop
424 drawing review and a visit to the site once the signal is operational to do a punch list and ensure
425 all the facilities have been installed correctly. Jarrod said the construction administration will be
426 performed in-house, with Kevin performing those duties. Jarrod noted this would be out of the
427 budgeted amount in the CIB and said, “We have enough between the bid and to cover this
428 amount for their work.”

429

430 Motion by Ald. Gjertsen, second by Jarrod, to approve Strand Associates for Professional
431 Engineering construction-related services for Main Street and Sand Lake Road/12th Avenue
432 Traffic Signal Improvement Project at a cost of \$4,900.

433

434 On voice vote, motion carried.

435

436 **Item 9 – Review and consideration of Abbey Road Project design amendment #1 for the**
437 **addition of Commerce Road**

438

439 Jarrod noted board members’ packets include a copy of Amendment No. 1 from Short Elliott
440 Hendrickson for a possible addition of Commerce Road to the Abbey Road Project design.
441 Commerce Road is a looped road that ties into Abbey Road on both ends. Jarrod said the city
442 has been receiving meetings with property owners in this area for possible annexation. Jarrod
443 said, “I wanted to bring this forward tonight because they have started the Abbey Road design
444 for a spring bid. If we wanted to move forward with the possibility of installing utilities on
445 Commerce Road at the same time we do Abbey Road, this would be the time to do the design
446 and bid it out and do it all at once. This is shown as a Capital Improvements Project along with
447 Abbey Road in your proposed 2019 Capital Projects list. I am torn with this. We do not have a
448 current annexation petition from any of the properties along Commerce Road at this time. We
449 have discussed it with the property owners. It could be done at a later date. The design would
450 not necessarily go bad. It would be designed with the Abbey Road and fit together. But right
451 now we don’t have anyone that we have to serve off this street at this time.”

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

Tuesday, September 4, 2018

12

452
453 City Administrator Rindfleisch said the additional consideration is the storm water issue on
454 Commerce Road, which he noted impacts Abbey Road. City Administrator Rindfleisch said,
455 “Having the design at this point in time, that rectifies that entire situation of that area. It may
456 make annexations easier down the road having an understanding. Again, just to reiterate what
457 Jarrod said, if this is agreed upon, even if there are no immediate annexations, the science behind
458 the plan will be there waiting for construction. And even if approved and we do get the
459 annexation request, it may not mean we actually need to do the work immediately the same time
460 we do Abbey Road. But at least we’ll have the plans in place so that it ties together. But I agree
461 with Jarrod. I expected that we had the annexation request in hand by now. We do not, and so
462 we’re at a bit of a loss at this moment in time to proceed or not. I think there are reasons to do
463 so, but I’m not going to stand up here, pound the table and say, ‘Let’s get it done right now.’”

464
465 Ald. Gjertsen said, “I can see where there is an advantage to do both at the same time. But I’ve
466 been fielding some calls on moving forward before we have annexation.”

467
468 Jarrod noted the city’s original design contract with SEH was for \$84,500, and he noted the
469 addition is \$27,500. Jarrod said, “It’s about half the footage, so if we go back and do it at a later
470 date, if we hire SEH to do it again, we probably won’t pay the amount we have now. It will be
471 more. Will it be doubled? No, so that’s not driving me totally to get it done with this, either.”

472
473 Ald. Smith said, “It’s kind of a difficult situation. We have a boundary agreement with Holmen
474 that we planned in the long term to eventually expand out to [County Highway] OT, so it would
475 only make sense to plan for that in an economic way that makes sense. But real life doesn’t
476 happen all the time that way, and I don’t want us to ... I’m afraid some of those neighbors would
477 foresee that as threatening action if they thought we were making specific plans for taking over
478 their neighborhood as some of them may view it – especially when we have no annexation
479 requests on file when we make that decision. It would be different if it was 50 percent or any
480 portion at all, but it isn’t right now. I’m torn. I can see it both ways.”

481
482 City Administrator Rindfleisch noted Commerce Road is located entirely north of the
483 neighborhood where the residential properties are located, and said it is only where Interstate
484 Roofing is located, on both sides of the street.

485
486 Jarrod noted Fleet Maintenance and Bond Drywall are two of the primary landowners there.
487 Jarrod also noted it is an Industrial area and there is no Residential on Commerce Road.

488
489 City Administrator Rindfleisch said it would only be the Commercial areas north of where the
490 residents are located, and the project would complete the loop on top.

491
492 Fred said he would be opposed, similar to Ald. Gjertsen, with “the main reason [being] we’re

493 already hitting the Water and Sewer Fund for the first \$70,000. And now you'd be expecting ...
494 If you weren't, it would be in the 2019 or the 2020 Capital Projects at a future date."

496 Ald. Smith asked if the board must decide this evening because SEH is beginning the study.

497
498 Jarrod said the city has tasked SEH with having this project bid out in late February 2019 so that
499 the city may encounter a favorable bidding environment. Jarrod said SEH already has done the
500 survey on the first part of Abbey Road, adding SEH would have to resurvey the road. Jarrod said
501 it will be very difficult to get it in the same bid if the board defers this item to the October 2
502 Board of Public Works meeting. Jarrod said, "You could look at it too from a traffic control
503 standpoint if we get Abbey Road done, maybe then you do Commerce Road at a separate time."

504
505 City Administrator Rindfleisch said, "It's the lack of annexation requests that are the driving
506 factor here. A motion to deny at this point in time will still go to [the Common] Council. If we
507 do get an annexation request and there's a particular need that has this design that needs to be
508 done, we can at that point in time provide that information prior to the final rejection at the
509 Council level. It gives us another week to see if we actually get that request in."

510
511 Motion by Ald. Smith, second by Ald. Gjertsen, to deny the Abbey Road Project design
512 amendment #1 for the addition of Commerce Road.

513
514 On voice vote, motion carried.

515
516 **Item 10 – Pay Estimates: Strand Associates, Short Elliott Hendrickson, Inc., Mathy**
517 **Construction, Gerke Excavating, Steiger Construction, Philips Outdoor Services, St.**
518 **Joseph Construction, Hydro Klean and any other contractor/developer**

519
520 **BOARD OF PUBLIC WORKS**
521 **MONTHLY ESTIMATES**

522
523 **September 4, 2018**

524
525

526	526	526	526	526
527	527	527	527	527
<u>Contractor</u>	<u>Original</u>	<u>Change</u>	<u>Paid to</u>	<u>Due this</u>
	<u>Contract</u>	<u>Orders</u>	<u>Date</u>	<u>Estimate</u>
	<u>Amount</u>			
529				
530				
531				
532				
533				
1. STRAND ASSOCIATES				
6 th & Quincy Lift Station				
Design				
Estimate #7	\$ 59,900.00	\$ 18,000.00	\$ 35,615.19	\$ 3,688.58

534	2. STRAND ASSOCIATES				
535	12 th /Sand Lake & Main St. Traffic Signal				
536	Design				
537	Estimate #6	\$ 27,900.00	\$ -	\$ 26,450.00	\$ 780.00
538					
539	3. SEH INC.				
540	Railroad Quiet Zone Study				
541	Design				
542	Estimate #5	\$ 11,900.00	\$ -	\$ 5,419.02	\$ 1,160.60
543					
544	4. MATHY CONSTRUCTION				
545	2018 Pavement Project				
546	Construction				
547	Estimate #4	\$ 1,184,065.45	\$ -	\$ 722,672.62	\$ 218,769.95
548					
549	5. GERKE EXCAVATING				
550	2018 Utility Project				
551	Construction				
552	Estimate #4	\$ 1,708,611.00	\$ -	\$ 766,099.29	\$ 205,341.54
553					
554	6. STEIGER CONSTRUCTION				
555	2018 Misc. Concrete Project				
556	Construction				
557	Estimate #3	\$ 85,087.50	\$ -	\$ 14,964.16	\$ 25,204.45
558					
559	7. PHILLIPS OUTDOOR SERVICES				
560	Cemetery Fence Project				
561	Construction				
562	Estimate #2	\$ 57,435.00	\$ -	\$ 55,099.13	\$ 2,335.88
563					
564	8. SEH INC.				
565	2018 Utility Project				
566	Construction				
567	Estimate #2	\$ 19,601.16	\$ -	\$ 9,649.99	\$ 9,450.09
568					
569	9. SEH INC.				
570	Green Coulee Reservoir Project				
571	Design				
572	Estimate #3	\$ 10,000.00	\$ -	\$ 3,116.96	\$ 3,000.06
573					
574	10. ST. JOSEPH CONSTRUCTION				

575	Pont 17					
576	Construction					
577	Estimate #1	\$ 174,102.50	\$ -	\$ -		\$ 11,043.75
578						
579	11. HYDRO KLEAN					
580	Tillman St. Manhole Repairs					
581	Construction					
582	Estimate #1	\$ 7,760.00	\$ -	\$ -		\$ 7,760.00
583						
584	12. STRAND ASSOCIATES					
585	SCADA Remote Access					
586	Design					
587	Estimate #1	\$ 4,500.00	\$ -	\$ -		\$ 550.00
588						
589	13. SEH INC.					
590	East Main Traffic/Speed Study					
591	Design					
592	Estimate #2	\$ 3,900.00	\$ 3,400.00	\$ 2,645.60		\$ 4,649.71
593						

594 Motion by Ald. Smith, second by Ald. Gjertsen, to approve the 13 pay estimates dated
595 September 4, 2018.

596
597 On voice vote, motion carried.

598
599 **Adjournment**

600
601 Motion by Ald. Gjertsen, second by Ald. Smith, to adjourn at 7:21 p.m.

602
603 On voice vote, motion carried.

604
605
606 Recorded by:

607
608 Kirk Bey