

**North Hudson Public Works Meeting
Village Hall 400 7th Street N
Tuesday, June 19, 2018 @ 5:30 p.m.**

Call to Order: roll call

Chair Pike called the meeting to order at 5:30 p.m. Answering the call were Trustees Matz and Zais. A quorum was present and the meeting was duly noticed. Also in attendance were Public Works Director Patrick Moos, Village Engineer Kevin Oium, Cedar Corporation representative Ryan Jones, and Recording Secretary Anne-Marie McDonald.

Minutes approval from May 15, 2018 Public Works Meeting

Motion (Matz/Zais) to approve the May 15, 2018 Public Works meeting minutes. Motion carried.

Artisan North construction schedule update

Oium summarized the development's history: The subdivision was approved in 2017, and is an extension of Bluebird Court N. There have been some concerns expressed by area village residents regarding when the preparation work will be completed. The sanitary sewers and private utilities have been installed, and the storm sewers and water management ponds are in process. There has been no gravel placed or curb and gutter installed on the road to date. The completion date in the developer's agreement for the preparatory work was October 1, 2017. Village Administrator Melissa Luedke sent a letter to the developer, Mark Erickson of Landsted Companies, and Gary Zappa of Zappa Brothers Excavating requiring that the preparatory work be completed by July 30, 2018. No building or occupancy permits will be issued until the road surface is completed. Erickson was in attendance at this meeting and stated that Zappa Brothers has been contracted to complete the road improvements for this project, and Erickson has spoken with Gary Zappa numerous times regarding the project. Erickson stated that Zappa would be happy to discuss the construction schedule with the village. Zappa has told Erickson that the July 30, 2018 deadline is feasible, with the exception of the last layer of asphalt, which they would like to place in September 2018. Oium asked Erickson for a written schedule with completion dates that can be relied upon; Erickson agreed to supply the schedule by the end of this week. Zais asked what work remains and whether July 30, 2018 is reasonable. Erickson said that July 30, 2018 is feasible. Oium believes the deadline is reasonable, provided the subcontractors are lined up. Pike asked Erickson to submit their schedule to the village by June 25, 2018. Gary Zappa concurred with the July 30, 2018 deadline. Pike asked that the timetable for the final surface layer be included in the schedule.

Consideration of right turn lane traveling north on Highway 35 onto North End Road N

Oium reminded the committee that the Village Board and the Plan Commission have approved the Kwik Trip proposal. The developers of the Kwik Trip project had a traffic impact analysis completed as part of their proposal. The results recommended the addition of a left turn lane from southbound Highway 35 to North End Road N. Oium met with representatives from WisDOT, Moos, and Village Administrator Melissa Luedke to discuss other considerations. Part of the discussion included a suggestion to include an exclusive right turn lane from northbound Highway 35 to North End Road N. The Wisconsin Department of Transportation (DOT) won't require the right turn lane if the village doesn't request it. Because of a number of crashes on Highway 35 between Sommers Street N and North End Road N, another alternative is the addition of a "twiddle" lane – a new center lane which can be used for left turns from both directions of Highway 35 between North End Road N and Sommers

Street N. The twiddle lane would be paid for with a possible safety grant – the safety grant funding is speculation now, the village would know within a year whether it was awarded, and the construction would take place three to four years from now. Pike asked what the board needs to determine at this meeting. Oium stated that the turn lanes, including the right turn lane on northbound Highway 35, should be established before construction on the Kwik Trip project begins in 2019. The Public Works committee needs to decide whether that exclusive right turn lane is wanted. All widening of the street will be on the east side of Highway 35. Pike asked where the bike lanes would be established if they are installed as part of a larger bike access project. Oium said the bike lanes will be placed on both sides of the highway. If the right turn lane is installed, the DOT recommends the driveway to Guv's Place and Village Liquor be eliminated, due to safety concerns for vehicles exiting the driveway to southbound Highway 35.

Dan Thompson, owner of Guv's Place, asked about the impact on the north entrance to Guv's on North End Road N if the right turn lane is added and the driveway on Highway 35 is removed. Thompson feels drivers entering Guv's from North End Road N would almost have to make a U-turn to get into the business. Kim White, owner of Village Liquor, asked where semi trucks will go for deliveries if the driveway on Highway 35 is closed? How do semis get in when the Guv's lot is filled with vehicles? In addition, a fire hydrant and utility pole would be in the path the trucks take if the driveway on Highway 35 is eliminated. Pike asked Thompson if he has large trucks delivering to his business – Thompson stated that he does. If customer vehicles are parked at the liquor store and Guv's, space will be tight to maneuver. White asked her delivery drivers if they can make the proposed turn, and the drivers stated they could not. Oium said Cedar Corp. can simulate truck turning radiuses for feasibility with the new lane and turns layout.

Zais believes the shared center left turn lane works well in other locations. Zais asked if the twiddle lane can be implemented and keep the Highway 35 driveway for the businesses. Oium said that would work fine, the only consideration at the moment is whether the right turn lane from northbound Highway 35 should be added.

Oium said that the DOT asked the village to consider the northbound right turn lane as part of the Kwik Trip project. Pike asked whether the village can turn down the recommendation from the DOT for the right turn lane; Oium said it can. Zais asked whether the twiddle lane would still be installed. Oium stated that this is a separate issue. Matz asked whether the road needs to be widened if the twiddle lane is installed. He suggested the committee keep thinking and investigating this option.

Purchase of new stop signs for the village

Moos stated that numerous stop signs in the village are not to code for size and reflectivity and need to be replaced. **Motion (Zais/Matz) to purchase 50 new stop signs from TAPCO, with price not to exceed \$1700. Motion passed on a roll call of 3-0. Zais-yes, Matz-yes, Pike-yes.**

Salt Shed preparation work

Moos has received several bids for construction of the salt shed. He is having trouble getting bids for the base work due to contractors' busy schedules. Because of the difficulty getting a contractor to do the work, Moos would like the Public Works Department to clear the topsoil and level the 50'x75' pad. He has uses for the excavated dirt, and this will be good work for the new employees to get some Bobcat training experience. If his department can't do the work, St. Croix County could. Moos would like to have the site excavated and compacted in preparation for construction of the salt shed. The Greystone

design is significantly lighter weight than other companies, using tubes for the roof rather than trusses, and consequently less expensive. Moos is leaning towards the Norseman design for better access with the skid steer and can utilize more space in the shed. Moos is awaiting more bids for the building. The structure cost is estimated to be in the \$42,000-\$45,000 price range. The prep work will cost about \$20,000 if done by a contractor. Pike asked Moos to prepare a spreadsheet with bids, broken down by building cost, prep work, etc. Moos said the building size doesn't require concrete slab or footings; the base will consist of eight inches of Class 5 and four inches of asphalt over it. With a building size of 30' x 50', footings are not needed. Oium concurred that no footings are needed; many municipalities use jersey barriers with gravel built up against them. This item can't be voted on now because the village audit is still in progress, but Pike stated that he wants the committee to be ready when the audit is complete.

Chair Update

Pike reminded residents not to flush so-called flushable wipes.

Engineer's Report

1. Oium contacted the manufacturer about the current status of the pumps the village has ordered for the Cedar Lift Station – the projected shipment date is now July 6, 2018 and should be received the following week. Pike asked whether Moos is ready for the pumps to arrive; Moos stated he is ready to go when the pumps arrive. Tri-State will do the pump installations, and Moos is providing them with a weekly update for the delivery status of the pumps. Pike asked whether Tri-State will construct a bypass while the pumps are installed, and Moos confirmed a bypass will be put in place. Moos suggested Village Administrator Melissa Luedke send a letter to affected residents notifying them of the upcoming work. Pike asked Moos to work with Luedke to create a communication for residents.
2. The kickoff meeting for the DOT Highway 35 project was held June 18, 2018. The project is scheduled for the summer of 2021, but Oium is unsure of the exact timing. The DOT has stated that this is an aggressive schedule, given the permit process and other things which need to be done in preparation for the project. If the preparation work can't be completed in time, the project would get moved back to 2022. Oium stated that the surface of the Mallalieu Bridge will be covered with a polymer finish as part of the Highway 35 project. There would be no left turn lanes onto Sommers Street N if a twiddle lane is installed. The first public information meeting for the project will take place in August.
3. Oium presented a map of the water main pipes in the village of North Hudson. Most are 8" or 12" in diameter. The existing water main which goes under Lake Mallalieu is 4" in diameter, which is undersized. The 4" water main was constructed in 1934. It allows access to water from North Hudson lift station(s) if there is an emergency need in the city of Hudson. The city of Hudson would like the 4" water main to be replaced by a 12" water main. Oium couldn't find an agreement which states which jurisdiction pays for water main replacement. The current thinking is that the cost would be split evenly between the city of Hudson and the village of North Hudson. Pike and Matz asked what benefit is it to the village to increase the size of the water main. Oium stated that water can flow through the water main in either direction, so North Hudson could get water from the city of Hudson if needed for a fire or other emergency. Oium suggested this project be separate from the Highway 35 project. Oium's suggestion is to have the 4" water main replaced with a 12" pipe, replace no other sections, and complete this project after the Highway 35 project is completed.

Oium is presenting this information for the committee's education, there is no other action to be taken at this time. Zais asked whether any water is flowing through that pipe, and Oium isn't sure. Pike asked Oium whether that pipe has been used since 1934 and whether it is functioning. If it isn't functioning and hasn't been used, Pike asked why the village should pay for part of its replacement. Pike asked Oium to guestimate how much the replacement would cost – Oium estimated 200-300 thousand dollars. Pike asked Oium to check the current status of the main. The city of Hudson has brought this issue to the Public Works department, and the city is moving forward. Pike asked Oium to create an estimate to have the water main enlarged and calculate the village's portion of the cost, determine whether the current water main works and has been used, and bring that information to the next meeting. Pike asked Oium and Moos to check the status of the valves on the Lake Mallalieu water main.

Director's Report

Moos introduced the two newest employees of the Public Works Department: Joe Curran, who was hired in 2017, and Tom Oswald, who was recently hired.

The Flex seal project is complete; one catch basin had to be rebuilt.

Moos described the training schedule for members of the department: Members are participating in tool safety training, and a pump shop training session will take place next week.

The Cedar Lift Station went down on Sunday, June 17, and it was repaired on Monday. The station went 14 days without a failure, not every three days as was previously the case.

A sinkhole has developed at 10th Street N and Michaelson Street N., and may be related to a catch basin repair. Moos believes a piece of storm sewer pipe may have let go. The sinkhole is blocked off. Moos is working with Zappa Brothers to make the repair; if Zappa can't do it in a timely manner, Moos will contract with another vendor to complete the repairs.

Moos presented an estimate from St. Croix County to seal coat Helen Street N, and possibly Sommers Street N, as well. The county submitted an estimate of \$21,000-\$22,000, with \$30,000 in the budget.

The East Bank Lift Station had an electrical issue. An ant swarm had taken over the electrical box. Tri-State reprogrammed the unit and it is now working okay.

Public Works Capital/Equipment Planning

Moos is starting to build a budget for 2019, and the committee will get deeper into the planning process soon.

Public Works Committee Future Goals

The right turn lane on northbound Highway 35 onto North End Road N.

Salt shed

4" to 12" water main replacement under Lake Mallalieu

ATV route signs

Street sweeping contract

Snow removal contract for 2018-2019 season

Road salt is ordered and will be delivered in November. Moos needs the salt shed put up by then.

Future Agenda Items

See Future Goals above.

Adjournment

Pike adjourned the meeting at 6:32 p.m.

Respectfully submitted by,

Anne-Marie McDonald
Recording Secretary