

**North Hudson Public Works Meeting  
Village Hall 400 7<sup>th</sup> Street North  
Tuesday, November 15, 2016 @ 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 Head and Nelson. A quorum was present and the meeting was duly noticed. Also in attendance were Public Works Foreman Patrick Moos, Village Engineer Kevin Oium, Cedar Corporation representative Ryan Jones, and Recording Secretary Anne-Marie McDonald.

**Minutes approval from October 18, 2016 Public Works Meeting**

**Motion (Nelson/Head) to approve the October 18, 2016 Public Works minutes. Motion carried.**

**Winter Parking Ordinance**

Pike has been in contact with North Hudson Police Chief, Mark Richert, regarding the possible winter parking ordinance. Due to the Chief's schedule, Pike requested to table this item for this month.

**Ferry Landing Park Road and Parking Lot pavement project**

Oium reported that the Ferry Landing Park road is currently gravel; to upgrade to asphalt would cost about \$43,000. To pave the parking lot would cost an additional \$19,000. He was asked whether there are any grants available to offset those costs. The DNR's requirement to be eligible for a grant is a project cost of at least \$100,000. Another option is to investigate a Local Road Improvement Project (LRIP), which is part of the Wisconsin DOT's WISLR program. This program will open in fall 2017, and a grant could be submitted for the Ferry Landing paving project. Oium estimates that the village could get \$15,000-20,000 to offset the cost to pave the road. Originally, the LRIP was to be designated for St. Croix Street N., and the village would have to choose between the two projects for its application. There was discussion about whether the village owns the road in Ferry Landing Park, and whether it is designated as a roadway. There was also a question about whether the DNR must be consulted before the roadway leading to the river may be paved. Oium stated that, if the pavement stops above the standard high water level, pavement is acceptable. The DNR typically gets involved when the disturbance covers more than one acre, and Oium believes the road is less than one acre. The determination by the committee is that nothing will be done with this project for 2017. Pike asked Moos to add an agenda item to a future committee meeting in 2017 to reconsider this project. Nelson asked whether this project was put on the Public Works department's five-year plan – Oium stated that it was not. Pike suggested that the committee revisit the list of future projects some time in 2017.

**Purchase of Snow Plowing Truck**

Moos looked at two possible options for a new snow plow truck. The International truck he looked at in Cameron, Wisconsin, has basic controls similar to those in the truck the village currently owns. The truck Moos looked at in Cameron costs \$1000 more than another option. The truck is a year newer and has a bigger and updated motor. Moos would like to speak with county and/or state roads employees to get their feedback on the reliability of the truck he is investigating. Nelson asked what amount is in the budget for a snow plow truck. Pike stated that there are no 2016 dollars for a truck; this research will be used for a purchase in 2017. Nelson asked whether there is money in the 2017 budget for a truck. Pike

stated that the Village Administrator, Gloria Troester, believes a truck can be purchased as part of a larger loan. Pike stated that there may be a small amount of money in the 2016 budget. Nelson asked Moos about the estimated cost of the truck in Cameron. Moos stated that the cost is \$160,000, the other truck being looked at costs \$159,000 and came with a \$1000 rebate, which Moos believes could be applicable to the truck he looked at in Cameron. The Cameron truck is new, has a 12 foot front plow, a wing plow, and a belly plow. The belly plow will be helpful to put pressure on the blade and remove more snow from the road surface. Using the wing plow on wider streets will decrease the number of passes required to clear the entire road surface. The truck has a short wheel base, so it can turn in tight spaces, and has a steel box, which allows heavy cargo such as rocks to be hauled. The frame is aluminum, which will decrease the possibility of rust developing. Pike stated that the goal is to get the most appropriate vehicle at the most cost-effective price point in 2017, so taking the time to do good research now is a good plan.

### **Public Works building purchase options**

Tabled for this month.

### **Sanitary Sewer televising options**

Oium was asked to review the results of the 2010 televising. He created a summary which was distributed to the committee members. Seven street sections were televised in 2010. Oium reviewed the results for each of the seven street sections. Oium isn't sure whether any tree root removal or repairs have been made since the 2010 televising was done. If they have not, Oium recommended the tree roots be treated and removed by a third party, at a cost of \$1.60 per linear foot with a minimum of 3000 linear feet. Pike stated that nothing was done with the 2010 televising report, so Oium can assume that no repairs have been made. Pike requested that Oium and Moos work together to create a prioritized list of repairs for the seven street sections. In addition, Pike would like to see a televising schedule for other streets in the village.

### **Engineer's Report**

The wiring for the streetlights in The Ridges has been completed, they are waiting for St. Croix Electric Cooperative to install the light, which is scheduled for early December. Moos will arrange for neighbors to be notified of the upcoming streetlight installation.

### **Foreman's Report**

Mark Ekblad retired on November 7, 2016 (Clerk's note: the Village was notified of Ekblad's retirement on November 7, 2016 which is effective on December 2, 2106). Pike thanked Ekblad for his 20 years of service with the village. Moos reported that there are a few catch basins which need temporary repairs before the ground freezes this fall; final repairs will be made to them next spring as part of the larger catch basin repair project. Moos believes that some catch basins may require more extensive repairs than the Flex Seal which was proposed earlier this year. Oium and Moos to work together to create a plan for the Flex Seal project in 2017, including timing of the project with.

Moos reported that he is working with the Hudson Water Department on repairs of the Riverside and a couple of other lift stations. Road salt has been ordered and is ready for the winter. Street sweeping was completed on Friday, November 11, 2016. The contract for street sweeping is complete, and Moos will request bids for 2017. The hiring process for the third employee is moving along. The new person will

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report to Moos. A candidate who was interviewed during the recent employee search is still available and could start by November 28, 2016. Pike asked Moos to develop a plan between the North Hudson Public Works department and Zappa Excavating to identify the division of streets between the two groups for snow plowing activities.

**Future Agenda Items**

Catch basin Flex Seal project; Snow Plowing Plan – North Hudson Public Works department and Zappa Excavating.

**Adjournment**

Pike adjourned the meeting at 6:02 p.m.

Respectfully submitted by,

Anne-Marie McDonald  
Recording Secretary