



**PUBLIC WORKS COMMITTEE MEETING AND
FINANCE COMMITTEE MEETING MINUTES**

(Committees will meet jointly, then Finance Committee will adjourn and Public Works will continue their meeting).

August 13, 2019 – 6:00 p.m.

City of Whitewater Municipal Building – Cravath Lakefront Room
312 W. Whitewater St., Whitewater, WI 53190

1. **Call to order and roll call of both Public Works Committee and Finance Committee.**
 - a. **Joint meeting between Finance Committee and Public Works Committee to Discuss 2020 Capital Improvement Projects for the 2020 Budget.**

Present from Public Works Committee: James Allen, Carol McCormick, Matthew Schulgit
Present from Finance Committee: Patrick Singer, McKinley Palmer, Lynn Binnie

Hatton commented that last year's budget review was done in stages, as with this year. The Finance Department has received all of the capital spending requests for 2020 from the various areas of the City. They have been characterized into two groupings, which are core or non-core. They began that effort last year with the 2019 budget in an attempt to differentiate wants vs. needs, or core continuing existing services, replacing existing items, adding new services or enhancing existing services. Adding capacity or improving quality beyond the current existing City services would be non-core. They first looked at maintaining existing services before taking on new activities that add additional cost and expense.

The document presented explained the rationale behind core and non-core items. Included in the documents were those projects they previously approved or were already under contract. The Clay Street reconstruction project already has grant money and is already committed for the 2020 construction year. The total cost for that project is \$3,500,000. Some of that money, about \$1,200,000, will be grant funded, so in a different phase they will come back and look at the various sources of funding for each of these projects. The numbers presented are the full costs of each of those projects. Some of that might come from debt, some might come from grants and some might come from the fund balance. Right now, they are looking at a spending decision, and those are the costs of the various projects that have been submitted for the 2020 budget.

In the first group that says funded – those are the circumstances. Stormsewer is being deferred from this year in order to seek more competitive bidding for next year. Industrial Drive water main is a replacement section and they have some mandated work within the Water Utility, in terms of cross connection surveys required by the DNR. The amphitheater installation was subject to council action in recent months. The remaining items are the additional requests for calendar budget 2020 that Hatton asked the committee to rank as their top 10, one being most important and 10 being least important for core and non-core items. These projects will then be funded in consensus order until they run out of capacity for the year. The capacity is in the area of about \$3,000,000 to \$3,500,000 worth of debt borrowing. Hatton asked the cover page be returned to him by Friday, August 23, 2019. This information will then be brought back at another meeting for discussion on funding and capacity. If you total these out for the budget year, we are almost at \$11,000,000 worth of funding requests. We are getting a little bit better in terms of trying to be holistic, in terms of all the various aspects of the City that

have capital equipment that will need to be replaced at some point. An example is the ladder truck. Years past, they hadn't necessarily had that on the radar. They are attempting to make sure that they plan their financial planning long-term; they have a whole perspective in terms of what the City's capital replacement needs will be.

Allen commented he has been told the City has quite a bit of equipment in our inventory that we received from the same DOD program where we got the MRAP. He wondered if some of these could possibly be grant eligible. Clapper stated he could find out. If they are, he thinks they should have been provided in the detail that Hatton would have received from the Police Chief or whoever in that department was filling out that information. Allen stated that Cirardo used to write grants for equipment all the time from that same program. Clapper said he would be happy to look in to it.

McCormick asked Hatton when looking at the core items should they rank the funded and requested together, or does Hatton want it separately. Hatton said we are already committed to the funded group. The other column that says requested, they are to rank their top 10 core and top 10 non-core. Allen commented they don't need to stay within the \$3,000,000 to \$3,500,000; they just need to rank them. Hatton agreed to this and there will be further conversations. This information should be back to him by Friday, August 23. He will then take it to the next Finance Committee meeting on August 27, 2019. Based on the Finance Committee meeting action, it will likely be brought to the full Council for review of results of the ranking and the funding available. Allen asked how Hatton wants the results returned to him. Hatton will send the members an electronic copy of the spreadsheet and it can be returned by email. Clapper stated questions may be directed to Hatton.

Clapper commented on his role and thinking strategically for the City long-term, and every one of the core items that determine debt has a significant value for the benefit of the community. There are a few items to pay particular attention to because of their long-term impact on the community. The first one is the Public Works Facility Study. We have a large amount of value tied up in our property that is associated with public works; looking at long-term planning, and how we need to add on to or improve our facilities is important. The fire hydrant replacement is something that Marquardt has been working on with Lien. They have turned up the speed on it in an effort to make sure we have adequate facilities when it comes to hydrants. In addition, the digester coatings and the asphalt overlay. Uninterrupted power supply has significant requirements associated with making sure we have a constant power supply at the Municipal Building. Front office security may seem like a nominal thing but in our age, it is less. However, there are opportunities for improvement. Allen commented how about the Council Chambers. Clapper will add that to the list. The last one in the core items is the evidence garage. We have to, by law, maintain evidence associated with convictions and cases that have come about because of crimes committed in Whitewater. We need to make sure evidence is being maintained in a safe and secure location. Items in the non-core area include the Fire Department and two items that could potentially reduce injuries overtime, which are the fire hose washing system and the roller system. Hoses are used on every call and need to be cleaned. It is a very practical request. The second one is the lakes drawdown. The discussion we had at Council and the action taken implied a plan to come back and take an initiative on dredging but this is not officially filed yet. It will still be an assessment of whether or not we can afford dredging and what that would look like. That will still come back to the City Council, which is by virtue of the way we define core and non-core items. He is asking the Council to make note of those as they look at all of the projects presented.

Hatton asked how the Council members would like the results compiled. Allen thought they should get a copy of each one and a compilation. Binnie liked the way it was presented last year; however, he can't quite remember how it was presented. Hatton will look at how it was done last year.

Adjournment – The joint Finance Committee meeting adjourned at 6:25 p.m. Binnie made the motion to adjourn. Singer approved and seconded by Palmer.

Aye: All via voice vote (3)

Nay: None

2. Public Works Committee meeting continues:

a. Approval of minutes from June 11, 2019

A motion to approve the minutes from the June 11, 2019, meeting was made by Schulgit and seconded by McCormick.

Aye: All via voice vote (3)

Nay: None

b. Hearing of Citizen Comments

Ken Gray asked that the truck route be put on the upcoming September agenda.

Bev Stone spoke about the cones at the intersection at Franklin St. Further discussion will be held during the specified agenda item.

c. Discussion and Possible Action regarding the configuration of the Janesville Street/Franklin Street intersection.

Marquardt stated it's been a couple of weeks since the delineators were put up. He shared a few comments he received. A few people have contacted him saying that some traffic going southbound is going around the delineators, using the northbound lane to continue south on to Franklin St. They had some calls from residents on Church St. saying they observed more trucks using Church St. That was observed right after the delineators went up and he doesn't know if that has changed or not. A handful of thanks yous came in from people thanking him for putting the delineators up and making the intersection safer. Bev Stone thanked him for making it safer as a pedestrian. Other thank yous were from people who nearly had near misses at the intersection before. He also had a call from Home Lumber. Mr. Chris Hale was hoping to make it tonight; however, he emailed that morning and said he would not be able to make the meeting. The following is for the record from Mr. Hale.

From: Chris Hale <chale@homelumber.co>
Sent: Tuesday, August 13, 2019 8:42 AM
To: Brad Marquardt <BMarquardt@whitewater-wi.gov>
Subject: Meeting Tonight

Hi Brad,

We spoke last week and I had marked down tonight as the night for the meeting where the city would address the Franklin St and Janesville St intersection. I had intentions of making it, however I have 3 other commitments tonight after 3pm so I will be unable, I am hoping that you can pass along my opinion/complaint regarding the newly installed barricade at Janesville and Franklin St.

In regards to the new centerline posts on Janesville and Franklin St, I feel it does more harm than good. I don't ever remember seeing an accident at that intersection, I am sure there has been some, but you are going to have accidents with the new format as well. Monday am on my way to work I followed a car who sped up, went left around the posts and straight onto Franklin causing the oncoming car to hit it's brakes. This was almost a head on collision that would have probably been at higher speeds than before the barricade was put in.

When it comes to Home Lumber trucks we cannot get from Main St to Home Lumber unless we go down Fremont or down Franklin to Center to Church to Whitewater and the 2 turns from Janesville to Church are very difficult in a vehicle of any size. It is not an ideal truck route, but right now there are not many choices, you can't make the left hand turn from Janesville to Whitewater unless there is absolutely nobody coming down Whitewater St, so if this is what you want us to do that intersection is going to be even more congested than it is now. Not only that, but you will be causing another congestion point at Church and Whitewater St, whether it's Home Lumber trucks or any vehicle, this will become a new

traffic route, on a curve that is already congested and somewhat dangerous, especially in the winter months. This is all very inefficient, inconvenient and honestly, unnecessary. The Janesville St and Franklin St intersection would probably slightly less congested/confusing had the city not put in a "No Trucks" sign at the Whitewater St and Janesville St intersection. That situation probably could be and should be rectified, but I would very much appreciate if the city did not create another inconvenience for Home Lumber.

I know some people look at business differently than residents, so I will give you my opinion from a resident standpoint. I live on the west side of town, obviously I need to get to Home Lumber daily and my parents live on Franklin. I have a trailer on my truck almost every other day, whether it be business or pleasure, but often I need to get to work or my parents (usually to drop off my kids) and if I have a trailer on it is extremely difficult to get where I need to go. Again, for the reasons stated above, I have caused traffic jams at center and church because I cannot make the right hand turn even with just a boat on my truck if there is another car stopped on Church waiting for their turn to go. I understand I could take the bypass, but I avoid that route in any way possible, not only that, but it would mean that I would not be able to run any errands in town on the way to my destination and we should not require people leave the city limits to get from one side of town to the other.

When the college students come back this is only going to get worse, especially for those students who have lived in the area for a couple years and are used to going straight from Main St south. They are going to go around the barricade like I witnessed the car do yesterday am. I know this because I watch their other driving antics in this area. I don't feel there is any real benefit to this barricade, can you guarantee me that there will be no accidents at this intersection with the addition of these barricades? It might be the opinion of some that there will be fewer accidents, but it is my opinion that any accident that does occur on this intersection will be more severe if these barricades are left in.

Thank you.

Chris Hale

Home Lumber Company

p:262-473-3538 | f:262-473-6908

w:www.homelumber.co

a:499 W. Whitewater St. Whitewater, WI 53190 | 327 S. 7th St Delavan, WI 53115

Allen showed the newest member of the Public Works Committee, Mr. Schulgit, an overview of this intersection. This committee is trying to come up with the best possible solution for this intersection. McCormick asked how we avoid traffic going around the delineators. Marquardt stated that one solution to this would be putting up more delineators going further north. However, this would block full access to possibly two to four driveways. That is why it starts where it is now so these residents would have full access from their driveways.

Mr. Gray, from 451 W. Center St., spoke regarding this intersection. He mentioned the yellow lines wearing away and cars not knowing if they need to stop or not. He did notice the first night the delineators were put up that cars were still going south at Franklin St. He said the double yellow lines should be repainted to reinforce that they are not supposed to cross the centerline. He also suggested a light arrow on the pavement for right turn only and a sign that actually says right turn only. He thought maybe an unmarked police car should sit there a while and watch traffic. He thinks it would help if a few tickets were issued.

Marquardt stated with anything new, people don't think it's for them until it sinks in after a while. He thinks as people approached the intersection they didn't know what to do and therefore went around it. He thinks that should go away. They could look at additional signage. Clapper asked Marquardt about putting up a no left turn sign; however, it technically goes straight there. They could paint the yellow lines so they are more evident in that area. They also could look at putting up a curve sign, not

necessarily a right turn only, but a curve sign (going southbound) to alert people there is a curve ahead. Those are a few options he would suggest. When looking at truck traffic from Home Lumber's standpoint; we are creating additional turning movements that are not conducive to semi traffic, and/or sending them down residential streets, such as Church and Center. We could look at taking off the no truck traffic signs on Whitewater or adjusting those, but again, it's still that turning movement, which through time they could figure out how to best get truck traffic in. McCormick asked if they could come in through the bypass, south coming up Franklin. Marquardt thinks their issue is trucks from the north on Main St. Allen commented that a right turn only or no left turn is still confusing because even though it's two streets, it's one highway. What about using do not enter signs? Marquardt commented that anyone heading north on Janesville could technically turn right to head south on Franklin. They previously talked about making Franklin a one-way street north. Then, you could put up the do not enter signs. However, anyone already on that section and wants to head south will have to head north up to Center St. and move back around. You are fixing one issue and creating another one for others. Allen stated we increase the delineators and inform the police department we would like to have a couple of tickets or warnings issued. We just need to get it out there. Schulgit suggested with moving day coming up that it might be worth having an officer in that area. Allen stated no matter what we do there is a cause and effect and it forces another change down the road. Clapper suggested before making any changes we try a greater police presence. Mr. Gray commented when talking with the police; let them know he noticed the problem more when it was lighter traffic times. When it's busy, there is traffic coming and going both ways. He notices it more after rush hour traffic, after 6:00 p.m. when cars are going around the delineators with less traffic. Mr. Gray also commented he saw a young man who went through that area with an old pickup truck and intentionally ran over the last three or four delineators. It was a hot night and he was laughing as he ran over them. McCormick said the stop sign at five point's intersection took a while to get used to as well. She thinks this will settle down after a while as well. She thought maybe they need to put an unmarked squad car there for a bit, as Mr. Gray suggested. Marquardt suggested putting the curve ahead sign for traffic going southbound. Allen liked Marquardt's idea. He also wanted to know if we could include this when looking at the intersection of Janesville and Whitewater St. It was stated this was discussed before. As you are coming from Whitewater St. toward Janesville St., we need to shave that right side down so they could put an actual turn lane there. He wanted to know if this could be put on for a future agenda item. McCormick was going to bring this up for an agenda item as well.

d. Discussion and Possible Action on approving purchase for a new Supervisory Control and Data Acquisition (SCADA) system at the Water Facility.

Marquardt stated Lien did not get the proposal to Marquardt. Allen stated this item would be postponed until their next meeting.

e. Discussion and Possible Action on distribution of a Request for Proposal for Effluent Phosphorous Compliance Plan.

Tim Reel and Marquardt worked on getting this RFP together for phosphorous compliance. This is a start to see how to best comply with our permit coverage at the Wastewater Plant. Our permit right now is one milligram per liter of phosphorous discharging. That will be going down to 0.075. There are different ways of meeting that by building structures, doing water quality trading, adaptive management and doing things upstream like on farmer's fields to prevent phosphorous sediment from entering. What they want to do is meet the deadline permit of March 2020, when they have to submit a preliminary plan to the DNR. In addition to that, they also want to look at how they can incorporate phosphorous removal to help meet our stormwater compliance for their MS4 permit, along with how to remove phosphorous upstream, which would benefit the Wastewater plant. What they do there could also help benefit the lakes, preventing phosphorous and sediment from entering the lakes. They are taking a citywide holistic overview of phosphorous removal. They would like to send this RFP out to seven (7) consultants who have done phosphorous compliance plans already. They will also post it on their website and advertise so other companies know it's out there. There is a due date of September 27, 2019. They will review the results and will bring this back at the October Public Works Committee meeting with their recommendation.

McCormick asked where they are right now with phosphorous. Marquardt stated at the Wastewater plant, with the improvements that they made in the biological treatment, they are probably consistently at .3 to .4 range. They could do something there with some additional chemicals to help lower it. However, they don't know if that is the best bang for their buck. The RFP is going to look at dollars for phosphorous removal and see what they can get for the most money in removing phosphorous. In addition to the holistic view, it might be good to do something at the Wastewater plant, but also do something upstream, which could also help the Wastewater Plant and the lakes. Therefore, spending a little more money may benefit more than just one thing. In addition, could any of those benefits match up with stormwater. The Stormwater Utility might be able to pay for some of the improvements to help better the lakes as well. McCormick asked if it is really that big of a drop we have to meet. Marquardt stated, yes. Allen commented that we are not the only ones having to meet this requirement. Marquardt stated we are part of the Rock River TMDL. There are other communities in the Rock River basin and they have limits as well. Allen asked if Reel was aware of what they are doing. Marquardt stated Reel mentioned that some places only want to spend money within the City limits so the city money stays in the city. Other places, depending on what their permit limit is, are very close and they might be able to trade with another community that already has met their limit. There was an article in the Municipality about phosphorous removal and the different techniques that communities can do. He suggested reading that article because it gives a really good background on what we and other communities in the State are going through. The final plan is due March 31, 2021. Allen asked what the source of phosphorous is today. He commented that thirty years ago it was from clothes washing and detergent. Marquardt commented that leaves, grass clippings and fertilizers add to it as well. Clapper said we have been having this discussion for a long time. It takes a lot of money for only a small increment of improvement.

f. Discussion and Possible Action approving purchase of backup generator at the Wastewater Treatment Facility.

Marquardt stated it is noted in the report that we have three old generators of which only one works right now that is portable. We had in the CIP budget to look at getting a new one, or at least a used one. Reel investigated a used one but did not have luck finding one that was reliable. He researched further looking at new ones and obtained three quotes. The Wolter Power Systems (Generac) generator is \$32,000. They do have \$25,000 in the budget for it. To make up the gap of \$7,000 they are looking to utilize funds out of the Collection System account. They are looking for approval to take to Council. Allen stated this is a portable generator to back up the lift station generators. Marquardt stated that most lift stations do not have generators. They are just run by electricity. If the electricity goes out like it did at Vanderlip for an extended amount of time, and another lift stations goes out, we will be scrambling to figure out how to provide electricity to that lift station. The other option would have staff sitting there with the vacuum truck and waiting until there is enough liquid to vacuum up and then going and dumping it into a different manhole. A motion was made by McCormick to approve the purchase of a backup generator and seconded by Schuligt.

Aye: All via voice vote (3)

Nay: None

g. Update on Milwaukee Street construction project.

Marquardt stated Stage 1 is completely open to traffic. The detour has been switched to Esterly St. instead of Dann St. The contractor is installing water main on stage 2. They have the first section done up to Willard St. They were also disinfecting and that will continue. The thought was to hopefully get that safe tested and then bring in a second crew to start doing water laterals. When they hit rock, it's a slow process because they have to jack hammer and that can take a while. In addition, when they have contaminated ground water, they have to de-water and send that down to the sanitary system. There will be a walk-through of stage 1 on Wednesday, August 14, 2019, which involves Marquardt and the DOT inspectors. The contractor did meet their stage 1 deadline.

3. Future Agenda Items

- McCormick – Review the intersection of Janesville and Whitewater St. to see if we could square up the turn for better visibility from the north. She mentioned Greg Meyer was at one of their meetings and had an idea for that intersection without doing any kind of construction.

4. **Adjournment** – The meeting adjourned at 7:11 p.m. Schulgit made motion to adjourn and seconded by McCormick.

5.

Respectfully submitted,

Alison Stoll

It is possible that members of, and possibly a quorum of members of, other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information over which they may have decision-making responsibility; no action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to above in this notice.

**Anyone requiring special arrangements is asked to call the
Office of the City Manager / City Clerk
at least 72 hours prior to the meeting.**