

NOTICE OF PUBLIC MEETING

CITY OF CHIPPEWA FALLS, WISCONSIN

IN ACCORDANCE with the provisions of Chapter 19, Subchapter IV of the Statutes of the State of Wisconsin, notice is hereby given that a public meeting of the:

Board of Public Works: XXX

Reasonable accommodations for participation by individuals with disabilities will be made upon request. Please call 715-726-2736.

Will be held on **Monday, February 8, 2021 at 5:30 P.M. in the City Hall Council Chambers**, Chippewa Falls, Wisconsin. The Mayor and Board of Public Works members may not be physically present at the meeting but may attend remotely. The meeting may be viewed via livestream at the www.chippewafalls-wi.gov live stream link. **The meeting will be conducted via Webex. The meeting number is 177 472 9982 and the Meeting Password is Chippewa1. To participate by phone, please call 1 415 655 0002.** Items of business to be discussed or acted upon at this meeting are shown on the attached Agenda or listed below:

NOTE: If you are a board member and unable to attend this meeting, please contact the Engineering Dept. at 726-2736.

1. Approve the minutes of the January 25, 2021 Board of Public Works meeting. (*Attachment*)
2. Consider the width and functional classification of Cedar Street from Terrill St. to Wheaton St. Make recommendation to the Common Council. (*Attachment*)
3. Consider the width and functional classification of Irvine Street from Greenville St. to Summit Ave. Make recommendation to the Common Council. (*Attachment*)
4. Consider the width and functional classification of Summit Avenue from Irvine St. to A St. Make recommendation to the Common Council. (*Attachment*)
5. Consider the width and functional classification of River Street from Prairie St. to Culver St. Make recommendation to the Common Council. (*Attachment*)
6. Consider the width and functional classification of Bridgewater Avenue from Perry St. to Terrill St. Make recommendation to the Common Council. (*Attachment*)
7. Consider the width and functional classification of Spring Street from State St. to Marshall St. Make recommendation to the Common Council. (*Attachment*)
8. Consider the width and functional classification of Marshall Street from Central St. to Spring St. Make recommendation to the Common Council. (*Attachment*)
9. Consider discontinuance of Marshall Street between Central St. and Spring St. Make recommendation to the Common Council. (*Attachment*)
10. Consider Highway Maintenance Agreement with Chippewa County for winter snow and ice removal on Business Highway #29 between STH #124 and STH #178. Make recommendation to the Common Council. (*Attachment*)
11. Adjournment

NOTICE IS HEREBY GIVEN THAT A MAJORITY OF THE CITY COUNCIL MAY BE PRESENT AT THIS MEETING TO GATHER INFORMATION ABOUT A SUBJECT OVER WHICH THEY HAVE DECISION MAKING RESPONSIBILITY.

Please note that attachments to this agenda may not be final and are subject to change.

This agenda may be amended as it is reviewed.

CERTIFICATION

I hereby certify that a copy of this Notice was placed in the Chippewa Herald mailbox, 1st floor, City Hall and posted on the City Hall Bulletin Board on Wednesday, February 3, 2021 at 9:30 AM by Mary Bowe.

**CITY OF CHIPPEWA FALLS
BOARD OF PUBLIC WORKS
MEETING MINUTES
MONDAY, JANUARY 25, 2021 - 5:30 PM**

The Board of Public Works met in City Hall on Monday, January 25, 2021 at 5:30 PM. The meeting was live streamed from the council room in City Hall. Attending remotely were Mayor Greg Hoffman, Director of Public Works Rick Rubenzer P.E., Finance Manager Lynne Bauer and Alderperson Paul Olson. Darrin Senn was absent. Also attending remotely were Assistant City Engineer Bill McElroy P.E., City Planner Brad Hentschel, Alderperson Jason Hiess and Scott and Wendy Sullivan.

1. **Motion** by Olson, seconded by Bauer to approve the minutes of the December 21, 2020 Board of Public Works meeting. **All present voting aye. MOTION CARRIED.**

2. Scott and Wendy Sullivan appeared to support their request to discontinue and vacate the city alley section located along the east property line of 521 North Bridge Street. This is the former Salvation Army Building location. Director of Public Works Rubenzer gave a brief history that in 1989 when the Mega Holiday (SuperAmerica) requested the City to discontinue the western approximately 145 feet of the alley between Birch Street, Willow Street, Rushman Drive and Bridge Street, they were required to obtain the real estate that is now the section of alley being requested for vacation. Director of Public Works Rubenzer stated that normally a discontinuance/vacation petition includes representation signatures of as much alley frontage owner as possible. In this case, Mega Holiday may not be in favor of discontinuance. Mr. Sullivan went through the attached request with the Board stating "safety" as the main reason for discontinuance noting fork lifts would frequently be unloading deliveries. Director of Public Works Rubenzer noted that other city businesses used downtown alleys for delivery and suggested this be tried first before discontinuance. Snow removal and creating a "dead end" alley were also discussed as concerns. **Motion** by Olson, seconded by Rubenzer to recommend the Common Council refer the request of Scott and Wendy Sullivan to discontinue and vacate the city alley section located along the east property line of 521 North Bridge Street to Committee No. 3 for discussion and action. **All present voting aye. MOTION CARRIED.**

3. The Board of Public Works considered the attached Preliminary Resolution Declaring Intent to Levy Special Assessments. Assistant City Engineer McElroy described the proposed 2021 projects listed and the corresponding assessable items for each project. **Motion** by Olson, seconded by Rubenzer to recommend the Common Council approve the attached Preliminary Resolution Declaring Intent to Levy Special Assessments. **All present voting aye. MOTION CARRIED.**

4. Assistant City Engineer McElroy presented the attached 2021 Special Assessment Rates. He noted that he used historical values and recent contractor prices to determine the 2021 rates. He stated that he used typical and normal contractor prices when establishing rates. **Motion** by Rubenzer, seconded by Olson to recommend the Common Council approve the attached resolution for 2021 Special Assessment Rate. **All present voting aye. MOTION CARRIED.**

5. Assistant City Engineer McElroy presented the attached resolution for 2021 alley special charges. He noted that the alley front foot rate had increased from \$8.00 per alley front foot in 2020 to \$8.50 per alley front foot in 2021 due to expected asphalt price increases. Mayor Hoffman asked if any more downtown alleys were scheduled for repaving in 2021. Director of Public Works Rubenzer will discuss with staff and report back at a future Board meeting. **Motion** by Olson, seconded by Rubenzer to recommend the Common Council approve the attached resolution setting the special charge for alleys at \$8.50 per alley front foot for 2021. **All present voting aye. MOTION CARRIED.**

6. **Motion** by Olson, seconded by Bauer to adjourn. **All present voting aye. MOTION CARRIED.** The Board of Public Works meeting adjourned at 6:11 P.M.


Richard J. Rubenzer, PE
Secretary, Board of Public Works

**Classification and Width Determination for Cedar Street
Terrill Street to Wheaton Street
BPW 2/8/2021**

Main Considerations:

- Traffic Count Information (September 2020):
 - Cedar Street – (Terrill Street to St Paul Street): 161 vpd
 - Cedar Street – (St Paul Street to St Augustine Street): 206 vpd
 - Cedar Street – (St Augustine Street to Wheaton Street): 285 vpd
- Existing Width:
 - Cedar Street – (Terrill Street to Wheaton Street): 38 feet from face to face of curb
- WisDOT Functional Classification – Local Street

Other Considerations:

- On-street parking is allowed in this section and typically three to five cars can be found parked at any one time on the street.
- Most homes have driveway access to Cedar Street as well as access from alley
- Land Uses – Single Family Residential
- Cedar Street is not a bus route in this segment
- Boulevard trees will be affected by this project regardless of width. Trees present in this section vary in size and some are currently impacting adjacent concrete and will be removed with the project.
- Sidewalk is present on both sides of the street except at the following locations:
 - North side of street from Terrill Street to St Paul Street
 - 120 feet in western half of south side of street from St Paul to Terrill
 - 70 feet in western portion of side of street from St Augustine to Wheaton
- Cedar Street (Terrill to Wheaton) is within the walk zone for the elementary, middle, and high school and is not served by busses.
- No major traffic crash concerns within this segment

Conclusions:

- **Chippewa Falls Reconstruction Ordinance Functional Classification – Local Street**

Width Recommendation:

- **Cedar Street: (Terrill Street to Wheaton Street) – 34 feet face to face of curb**
 - (Existing width – 38 feet)
- **Recommend addition of sidewalk in all of the gaps listed above.**

Recommendations were based on traffic volumes, pedestrian usage, allowed parking, and impact to the surrounding neighborhood. No major traffic changes are anticipated for the life of the proposed street. A 34 foot wide street would still accommodate the expected traffic volumes and allow for parking while increasing the boulevard width to allow for additional greenscaping, boulevard trees, and stormwater management.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28'-32'	30'	30'-38'	36'
Collector	2	30'-34'	32'	36'-40'	38'
Minor Arterial	2	34'-36'	36'	40'-52'	42'
Principal Arterial - Other than freeways and expressways	2-4	36'-52'	2 ln - 36' 4 ln - 52'	-----	-----

**Classification and Width Determination for Irvine Street
Greenville Street to Summit Avenue
BPW 2/8/2021**

Main Considerations:

- Traffic Count Information (October 2020):
 - Irvine Street – (Greenville St to Lafayette St): 184 vpd
 - Irvine Street – (Lafayette St to Summit Ave): 184 vpd

- Existing Width:
 - Irvine Street – (Greenville St to Summit Ave): 38 feet from face to face of curb

- WisDOT Functional Classification – Local Street

Other Considerations:

- On-street parking is allowed in this section and is moderately.
- No alleys are present in this neighborhood so all homes have driveway access from Irvine St
- Land Uses – Single Family Residential
- Irvine Street is not a bus route in this segment
- Boulevard trees will be affected by this project regardless of width. Trees present in this section vary in size and some are currently impacting adjacent concrete and will be removed with the project.
- Sidewalk is present on both sides of Irvine Street
- Irvine Street is within the walk zone for the elementary school.
- No major traffic crash concerns within this segment

Conclusions:

- **Chippewa Falls Reconstruction Ordinance Functional Classification – Local Street**

Width Recommendation:

- **Irvine Street: (Greenville Street to Summit Ave) – 34 feet face to face of curb**
 - (Existing width – 38 feet)

Recommendations were based on traffic volumes, pedestrian usage, allowed parking, and impact to the surrounding neighborhood. No major traffic changes are anticipated for the life of the proposed street. It is recommended to narrow the street due to the low traffic volumes. A 34 foot wide street would still accommodate the expected traffic volumes and allow for parking while increasing the boulevard width to allow for additional greenscaping, boulevard trees, and stormwater management.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28'-32'	30'	30'-38'	36'
Collector	2	30'-34'	32'	36'-40'	38'
Minor Arterial	2	34'-36'	36'	40'-52'	42'
Principal Arterial - Other than freeways and expressways	2-4	36'-52'	2 ln - 36'	-----	-----
			4 ln - 52'		

**Classification and Width Determination for Summit Avenue
Irvine Street to A Street
BPW 2/8/2021**

Main Considerations:

- Traffic Count Information (October 2020):
 - Summit Avenue – (Irvine Street to A Street): 124 vpd
- Existing Width:
 - Summit Avenue – (Irvine Street to A Street): 30 feet from face to face of curb
- WisDOT Functional Classification – Local Street

Other Considerations:

- On-street parking is allowed in this section but is not often utilized.
- Nearly all lots have driveways to Summit Avenue
- Land Uses – Single Family Residential
- Summit Avenue is not a bus route in this segment
- Sidewalk is only present along one property on the north side of the street.
- South of Summit Ave is within the walk zone for the elementary school.
- No major traffic crash concerns within this segment

Conclusions:

- **Chippewa Falls Reconstruction Ordinance Functional Classification – Local Street**

Width Recommendation:

- **Summit Avenue: (Irvine Street to A Street) – 30 feet face to face of curb**
 - (Existing width – 30 feet)

Recommendations were based on traffic volumes, pedestrian usage, allowed parking, and impact to the surrounding neighborhood. No major traffic changes are anticipated for the life of the proposed street. The existing street functions well for existing and forecasted traffic demands.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28'--32'	30'	30'--38'	36'
Collector	2	30'--34'	32'	36'--40'	38'
Minor Arterial	2	34'--36'	36'	40'--52'	42'
Principal Arterial - Other than freeways and expressways	2--4	36'--52'	2 ln - 36' 4 ln - 52'	-----	-----

**Classification and Width Determination for River Street
Prairie Street to Culver Street
BPW 2/8/2021**

Main Considerations:

- Traffic Count Information (August 2020):
 - River Street – (Prairie Street to Grove Street): 121 vpd
 - River Street – (Grove Street to Rural Street): 117 vpd
 - River Street – (Rural Street to State Street): 132 vpd
 - River Street – (State Street to Culver Street): 86 vpd

- Existing Width:
 - River Street – (Prairie Street to State Street): 30 feet from face to face of curb
 - River Street – (State Street to Culver Street): 26 feet edge to edge of asphalt
- WisDOT Functional Classification – Local Street

Other Considerations:

- On-street parking is allowed in this section and is often utilized by the surrounding residents
- Most homes have driveway access to cross street or alley.
- Land Uses – Residential (One, Two, and Three Family)
- Heyde Center and Notre Dame Church generate some traffic and parking along River Street
- River St from Prairie to State is a bus route for the elementary school
- River St from State to Culver is a bus route for the middle and high school.
- Boulevard trees will be affected by this project regardless of width. Trees present in this section vary in size and some are currently impacting adjacent concrete and will be removed with the project.
- Sidewalk is present on both sides of the street from Prairie to State St. Sidewalk is also present, but in poor condition from State St to midblock Culver on the northwest side of the roadway.
- No major traffic crash concerns within this segment

Conclusions:

- **Chippewa Falls Reconstruction Ordinance Functional Classification – Local Street**

Width Recommendation:

- **River Street: (Prairie Street to State Street) – 34 feet face to face of curb**
 - (Existing width – 30 feet)
- **River Street: (State Street to Culver Street) – 30 feet face to face of curb**
 - Existing width – 26 feet (edge to edge)

Recommendations were based on traffic volumes, pedestrian usage, allowed parking, and impact to the surrounding neighborhood. No major traffic changes are anticipated for the life of the proposed street. It is recommended to widen the street from Prairie to State to better accommodate the frequently used parking along the street. It is recommended to install curb and gutter at a 30-foot width from State to Culver to better account for roadway drainage. Thirty foot width is the minimum for streets with allowed parking. That section of street has less volume and does not justify the 34-foot width.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28'-32'	30'	30'-38'	36'
Collector	2	30'-34'	32'	36'-40'	38'
Minor Arterial	2	34'-36'	36'	40'-52'	42'
Principal Arterial - Other than freeways and expressways	2-4	36'-52'	2 ln - 36'	-----	-----
			4 ln - 52'		

**Classification and Width Determination for Bridgewater Avenue
Perry Street to Terrill Street
BPW 2/8/2021**

Main Considerations:

- Traffic Count Information (September 2020):
 - Bridgewater Avenue – (Perry Street to Terrill Street): 1401 vpd
- Existing Width:
 - Bridgewater Ave – (Perry Street to Terrill Street): 48 feet from face of curb to HMA edge (curb only on south edge)
- WisDOT Functional Classification – Collector

Other Considerations:

- On-street parking is allowed is regularly utilized particularly on the south side of the roadway
- Land Uses – Multi Family Residential
- Bridgewater Avenue is a bus route for the elementary, middle, and high school
- Sidewalk is present on the south side of Bridgewater for the eastern two thirds of the project length.
- South of Bridgewater Ave is within the walk zone for the middle and high school, but not the elementary school. North of Bridgewater is outside the walk zone for all the schools.
- No major traffic crash concerns within this segment

Conclusions:

- **Chippewa Falls Reconstruction Ordinance Functional Classification – Urban Collector**

Width Recommendation:

- **Bridgewater Avenue: (Perry Street to Terrill Street) – 40 feet face to face of curb**
 - (Existing width – 48 feet)

Recommendations were based on traffic volumes, pedestrian usage, allowed parking, and impact to the surrounding neighborhood. Traffic is anticipated to increase along the roadway as the Willow Creek neighborhood continues to develop. A 40 foot width would be adequate for the current and future traffic volumes while accommodating parking. It also matches the width of Bridgewater Avenue west of Perry Street (completed in 2000) making for a consistent roadway width in that area. Bridgewater Avenue east of Terrill St is 48 feet wide, but would be proposed narrower when that section is due for reconstruction.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28'-32'	30'	30'-38'	36'
Collector	2	30'-34'	32'	36'-40'	38'
Minor Arterial	2	34'-36'	36'	40'-52'	42'
Principal Arterial - Other than freeways and expressways	2-4	36'-52'	2 ln - 36'	-----	-----
			4 ln - 52'		

**Classification and Width Determination for Spring Street
State Street to Marshall Street
BPW 2/8/2021**

Main Considerations:

- Traffic Count Information (August 2020):
 - Spring Street – (State Street to Culver Street): 131 vpd
 - Spring Street – (Culver Street to Herschel Street): 94 vpd
 - Traffic counts from Herschel to Marshall were not done due to the high frequency of vehicles maneuvering around the business located within that block. Traffic counts would not have been representative.

- Existing Width:
 - Spring Street – (State Street to Marshall Street): 30 feet from face to face of curb
- WisDOT Functional Classification – Local Street

Other Considerations:

- On-street parking is allowed in this section and is not often utilized by the surrounding residents
- Most homes have driveway access to cross street or alley.
- Land Uses – Two Family Residential, Industrial on north end
- Powder coating business at Spring and Marshall is a generator for light truck traffic.
- Spring Street is not a bus route
- Boulevard trees will be affected by this project regardless of width. Trees present in this section vary in size and some are currently impacting adjacent concrete and will be removed with the project.
- Sidewalk is present on both sides of the street from State Street to Herschel Street. No sidewalk is present from Herschel Street to Marshall Street.
- No major traffic crash concerns within this segment

Conclusions:

- Chippewa Falls Reconstruction Ordinance Functional Classification – Local Street

Width Recommendation:

- Spring Street: (State Street to Marshall Street) – 30 feet face to face of curb
 - (Existing width – 30 feet)

Recommendations were based on traffic volumes, pedestrian usage, allowed parking, and impact to the surrounding neighborhood. The existing street functions well for existing and forecasted demands. A 30 foot width would also match the width of the section to the south creating a uniform corridor throughout.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28'--32'	30'	30'--38'	36'
Collector	2	30'--34'	32'	36'--40'	38'
Minor Arterial	2	34'--36'	36'	40'--52'	42'
Principal Arterial - Other than freeways and expressways	2--4	36'--52'	2 ln - 36' 4 ln - 52'	-----	-----

**Classification and Width Determination for Marshall Street
Spring Street to Central Street
BPW 2/8/2021**

Main Considerations:

- Traffic Count Information
 - Traffic counts on Marshall were not done due to the high frequency of vehicles maneuvering around the business located within that block. Traffic counts would not have been representative.
 - Estimated traffic counts are <100 vpd due to 94 vpd on Spring Street from Culver to Herschel. Traffic generated by business at Spring and Central likely utilizes the same route.

- Existing Width:
 - Marshall Street – (Spring Street to Central Street): varies, approximately 30 feet edge to edge of asphalt

- WisDOT Functional Classification – Local Street

Other Considerations:

- On-street parking is allowed in this section and is utilized
- The street is primarily used by the business located at Spring and Marshall Street. Business vehicles utilize the street for parking, material loading/unloading, etc
- Building is located very close to right of way line
- Land Uses –Industrial (Powder coat business, highway shop on north side – inaccessible)
- Powder coating business at Spring and Marshall is a generator for light truck traffic.
- Marshall Street is not a bus route
- No sidewalk is present in this section
- No major traffic crash concerns within this segment
- Widest street able to build with Right of Way acquisition and significant, costly slope work

Conclusions:

- Chippewa Falls Reconstruction Ordinance Functional Classification – Local Street

Width Recommendation:

- **Marshall Street: (Spring Street to Central Street) – 26 feet face to face of curb**
 - (Existing width – 30 feet edge to edge)

Recommendations were based on current use, allowed parking, and impact to the surrounding neighborhood. The proposed street would be the minimum street width with parking. Curb and gutter would be added to allow for stormwater conveyance.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28'--32'	30'	30'--38'	36'
Collector	2	30'--34'	32'	36'--40'	38'
Minor Arterial	2	34'--36'	36'	40'--52'	42'
Principal Arterial - Other than freeways and expressways	2--4	36'--52'	2 ln - 36'	-----	-----
			4 ln - 52'		

ALTERNATIVE #1 - 26' F-F CURB & GUTTER

26' F-F AT A NON-RIGHT ANGLE TO SPRING ST. STREET WOULD TAPER OUT TO MEET EXISTING CURBS AT CENTRAL STREET. WIDEST STREET POSSIBLE WITHOUT ROW ACQUISITION OR MAJOR SLOPE CONSIDERATIONS.



PROJECT NO: XXXX-XX-XX

HWY: MARSHALL STREET

COUNTY: XXX

ALTERNATIVE #1 - 26' WIDTH

SHEET

E



ALTERNATIVE #2 - MARSHALL ST DISCONTINUANCE

SPRING STREET WOULD DEAD END INTO MARSHALL STREET WITH A HAMMERHEAD.

SPRING ST ROW WOULD EXTEND THROUGH MARSHALL STREET ROW

COUNTY WOULD MAINTAIN ACCESS THROUGH EXISTING DRIVEWAY

EXISTING ROW LINE

EXISTING TREE LINE AND TOP OF BANK

EXISTING ASPHALT EDGE

SPRING STREET ROW WOULD BE MAINTAINED THROUGH EXISTING MARSHALL STREET ROW

PROPOSED VACATED TO CHIPPEWA COUNTY

PROPOSED VACATED TO CHIPPEWA COUNTY

MARSHALL STREET

PROPOSED VACATED TO 4 SISTERS LLC

PROPOSED VACATED TO KEITH CLOUTIER

EXISTING ROW LINE
16' VACATED IN 1915

EXISTING ROW LINE

720 E SPRING STREET
4 SISTERS LLC

"HAMMER HEAD" CONSTRUCTED AT END OF SPRING ST TO ALLOW VEHICLES TO TURN AROUND

715 E SPRING STREET
KEITH CLOUTIER

CENTRAL STREET

SPRING STREET

29.97'

HIGHWAY MAINTENANCE AGREEMENT

This Agreement is made and entered into by and between Chippewa County, a quasi-municipal corporation hereinafter referred to as "County" and the City of Chippewa Falls, Chippewa County, Wisconsin, hereinafter referred to as "City" and is authorized by Wis. Stat. 66.0301.

WHEREAS, the City is desirous of utilizing services of the Chippewa County Highway Department for certain maintenance work; and

WHEREAS, the County through its Highway Department is desirous of contracting to provide such maintenance service.

NOW, THEREFORE, it is agreed by and between the City and the County as follows:

1. Term. This Agreement shall commence on the date of execution and shall remain in effect until either Party chooses to terminate the Agreement. Either Party may in its sole discretion and without reason terminate this Agreement at any time by furnishing the other Party within thirty (30) days' written notice of termination.
2. Work Covered. The County will provide the following services:

24-hour winter maintenance coverage of Business 29 (between STH 124 and STH 178) within City's jurisdiction. See Exhibit A
Coverage is for driving lanes only. Turn lanes and intersections shall be maintained by City.

Maintenance work shall be performed by the County to a reasonably professional and commercial standard.
3. How Payment Calculated. The City will pay for all maintenance work in accordance with the wage rates, material costs, and machinery rental rates normally used by the County. Payment to be made under current County requirements.
4. Discrimination. Both parties agree not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability, sexual orientation as defined in Section 51.01(5), Wis. Stats., or national origin. This provision shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, rates of pay or other forms of compensation and selection for training, including apprenticeship.
5. Indemnification. The City shall indemnify, defend and hold harmless the County, its appointed or elected officials, committee members, employees, agents and each of them for any and all suits, actions, legal or administrative proceedings, claims, demands, damages, liabilities, interests, attorneys' fees, costs and expenses of whatsoever kind or nature, in any manner directly or indirectly caused, occasioned or contributed to in whole or in part by reason of any willful act, error or omission, fault or negligence by the City, in fulfilling the terms of this Agreement.
6. Notices. Notice required or deemed advisable under this Agreement shall be placed in writing and be delivered personally or by registered or certified mail upon the County to Chippewa County Highway Commissioner, 801 East Grand Avenue, Chippewa Falls, WI 54729
7. Applicable Law. This Agreement shall be governed under the laws of the state of Wisconsin and is made at Chippewa County, Wisconsin, and venue for any legal action to enforce the terms of this Agreement shall be in Chippewa County Circuit Court.

8. Non-Assignment of Agreement. The parties agree there shall be no assignment or transfer of this Agreement, nor of any interests, rights or responsibilities herein contained, except as agreed to in writing.
9. Waiver of Breaches. No waiver of any breaches of this Agreement shall be held to be a waiver of any other or any subsequent breaches. All remedies afforded in this Agreement shall be considered to be cumulative and in addition to any other remedies provided by law.
10. Modifications to Agreement. There shall be no modifications to this Agreement, except in writing, signed by both parties.
11. Integration of Agreement. The entire agreement of the parties is contained herein, and this Agreement supersedes all previous agreements, whether written or oral and all negotiations as well as any previous agreements presently in effect between the City and the County relating to the subject matter.

Both parties hereto having read and understood the entirety of this Agreement consisting of two (2) typewritten pages hereby affix their duly authorized signatures.

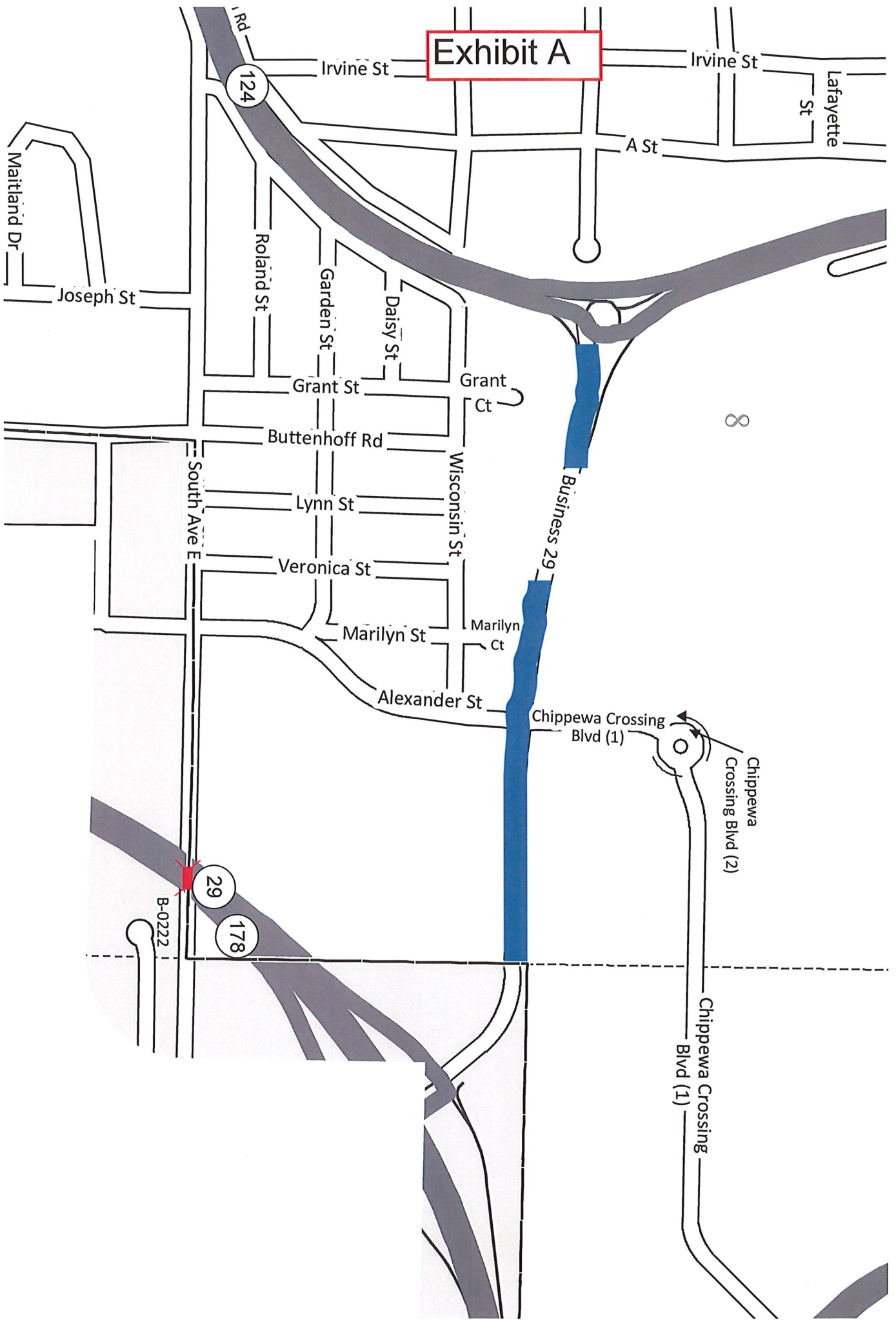
CITY OF CHIPPEWA BY:

_____	_____	_____
Print Name	Signature	(Date)
_____	_____	_____
Print Name	Signature	(Date)

CHIPPEWA COUNTY BY:

_____	_____
Patrol Division Superintendent	(Date)
_____	_____
Highway Commissioner	(Date)

Exhibit A



8

124

29

178

B-0222

Chippewa Crossing Blvd (2)

Chippewa Crossing Blvd (1)

Chippewa Crossing Blvd (1)

Business 29

Irvine St

Irvine St

A St

Lafayette St

Grant St

Grant Ct

Buttenhoff Rd

Wisconsin St

Lynn St

Veronica St

Marilyn St

Marilyn Ct

Alexander St

Joseph St

Roland St

Garden St

Daisy St

Maitland Dr

South Ave E