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

Will be held on **Monday, August 12, 2024 at 5:30 PM** in the City Hall **Council Chambers**, Chippewa Falls, Wisconsin. 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 the meeting, please notify the Engineering Dept. by calling 726-2736.

1. Approve the minutes of the July 8, 2024 Board of Public Works meeting. *(Attachment)*
2. Review and consider SEH's update on River Street and Highway 53 Re-design project. *(Attachment)*
3. Review and consider ISG Sewer Siphon Replacement Analysis, review design contract, and grant assistant agreement. Make recommendation to Common Council. *(Attachment)*
4. Review and consider Warning Sirens Audit. Make recommendation to Common Council. *(Attachment)*
5. Review City sidewalk replacement criteria. Make recommendation to Common Council. *(Attachment)*
6. Review and consider Safe Step Program for Bridge Street Sidewalk. Make recommendation to Common Council. *(Attachment)*
7. Review and consider TAPCO Traffic Cabinet Audit. Make recommendation to Common Council. *(Attachment)*
8. 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 emailed to the Chippewa Herald, posted on the 1st floor of City Hall, and on the outside City Hall Bulletin Board on Thursday, August 8, 2024 at 2:00 PM by Leanne Rogge.

CITY OF CHIPPEWA FALLS
BOARD OF PUBLIC WORKS
MEETING MINUTES
MONDAY, JULY 8, 2024 – 5:30 PM

The Board of Public Works met in City Hall on July 8, 2024, at 5:30 PM. Attending were Mayor Greg Hoffman, Director of Public Works Brandon Cesafsky, Alderman Jason Hiess, and Finance Manager Lynne Bauer. Absent was Vice-President Tom Hubbard.

1. **Motion** by Hiess, seconded by Bauer to approve the minutes of the June 24, 2024 Board of Public Works meeting. **All present voting aye. MOTION CARRIED.**

2. Director of Public Works provided a handout which showed pavement marking and a no parking request along River Street near the Island Street intersection. There was discussion about the flow of traffic and the proposed turn lanes provided by the Engineering Department. Cesafsky stated that the new layout will make it safer for traffic and pedestrians using the corridor. There was also discussion about the Island and River Street intersection visibility and the Engineering Department's request to eliminate parking in front of the Market on the River building which creates a traffic safety concern about vision. City Engineer McElroy created a map that showed that in order to make this intersection safe, no vehicles should be parked in front of the building along River Street. **Motion** by Hoffman, seconded by Hiess to approve the pavement marking as recommended by City Engineering and to also amend section 7.09, Parking Restrictions, of the City of Chippewa Falls Code of Ordinances to provide that parking is not allowed along the north side of River Street from the eastern edge of Island Street to the eastern edge of the Market on the River Building. **All present voting aye. MOTION CARRIED.**

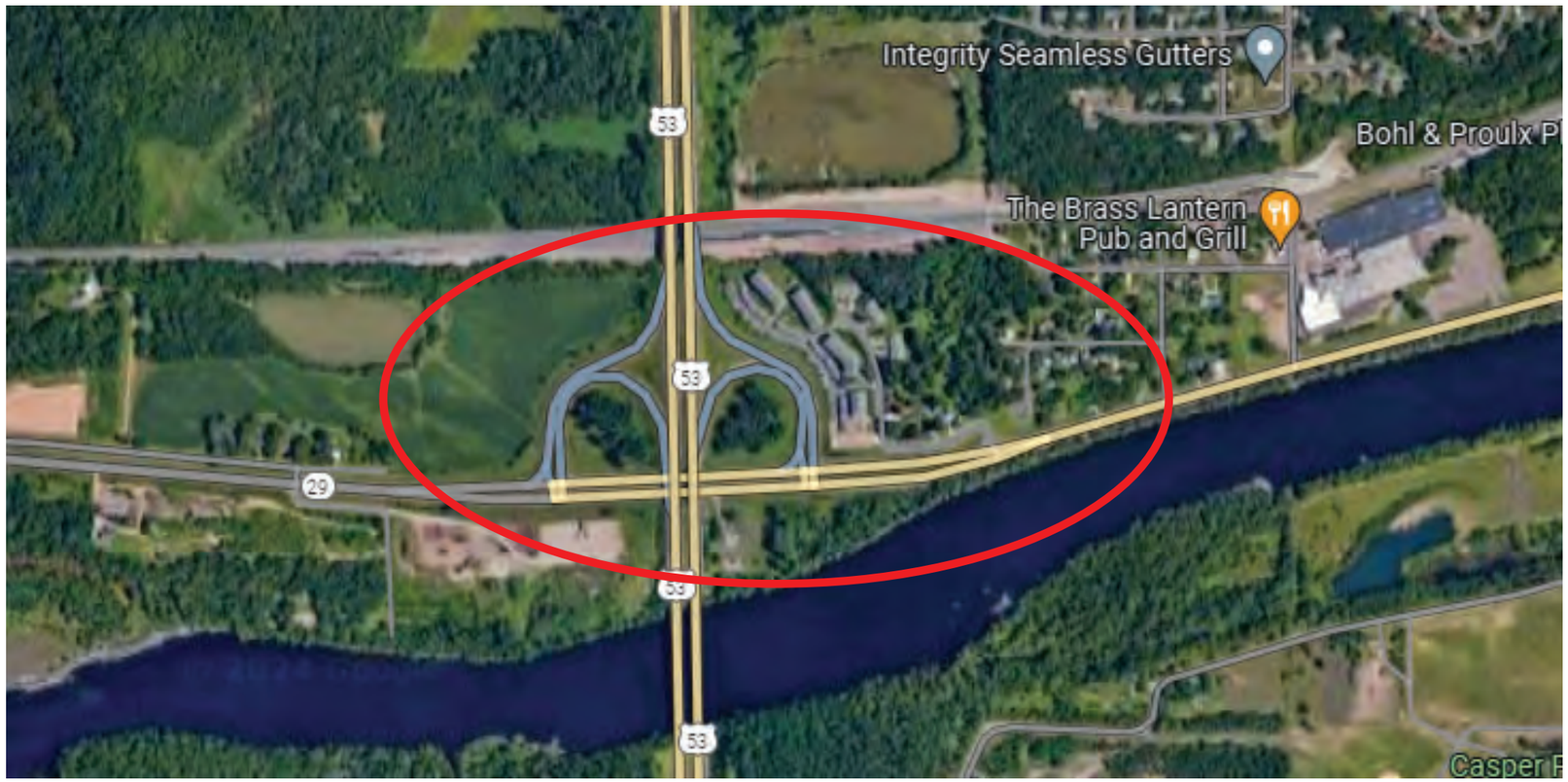
3. Adjournment
   Motion by Hiess, seconded by Bauer to adjourn. **All present voting aye. MOTION CARRIED.** The Board of Public Works meeting adjourned at 6:00 PM.

Brandon Cesafsky
Secretary, Board of Public Works

ITEM 2

STH 53 & RIVER STREET DESIGN UPDATE

CONSULTANT: Short Elliott Hendrickson Inc.
SCHEDULE: 2025 CONSTRUCTION TO TIME UP WITH STH 53 PROJECT
TRAFFIC CONTROL = TO BE DONE UNDER TRAFFIC, SINGLE LANE, STOP AND GO LIGHTS / FLAGGERS



LEGEND
CONCRETE PAVEMENT 8-INCH
GRASS MEDIAN
FUTURE 10' SHARED TRAIL

USH 53 SB OFFRAMP
USH 53 SB ONRAMP
WORK UNDER WISDOT PROJECT
ASPHALT
CONCRETE
W RIVER ST
BEGIN PROJECT
N

USH 53 NB OFFRAMP
USH 53 NB ONRAMP
WORK UNDER WISDOT PROJECT
SUNSHINE CIRCLE / RIVER ST
END CONSTRUCTION
W RIVER ST
N

SUNSHINE CIRCLE / RIVER ST
END CONSTRUCTION
REGENT ST
FLEET ST
END CONSTRUCTION
W RIVER ST
END PROJECT
N

LEGEND
CONCRETE PAVEMENT 8-INCH
GRASS MEDIAN
FUTURE 10' SHARED TRAIL

ITEM 3

Duncan Creek Siphon Analysis

Preliminary Engineering Report
Chippewa Falls, WI

March 25, 2024

Project No. 29694

ISG
Architecture
Engineering
Environmental
Planning
ISGInc.com

REPORT FOR:
City of Chippewa Falls
Brandon Cesafsky
30 West Central Street
Chippewa Falls, Wisconsin 54729
715.726.2738
btcesafsky@chippewafalls-wi.gov

FROM:
ISG
Reese Sudtelgte
6465 Wayzata Boulevard + Suite 970
St. Louis Park, MN 55426
952.426.0699
Reese.Sudtelgte@ISGInc.com

SIGNATURE SHEET

I HEREBY CERTIFY THAT THIS REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF WISCONSIN.

Reese Sudtelgte, PE
Civil Engineer
Reg. No. 100668-6
Expires: 7/31/2024

Duncan Creek Siphon Analysis
Chippewa Falls, Wisconsin

Engineer's Project Number: 23-29694

Dated this XX day of March 2024

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APPENDICES

EXECUTIVE SUMMARY

Background

The City of Chippewa Falls retained I&S Group, Inc. (ISG) to prepare a preliminary engineering report (PER) to evaluate the existing condition of two (2) sanitary sewer siphons which cross Duncan Creek located at River Street and Jefferson Avenue. The River Street siphon consists of an 8-inch diameter and a 12-inch diameter system running underneath Duncan Creek. Currently the 12-inch siphon has what is assumed to have river cobble blocking flow through the siphon, rendering it non-operational. The Jefferson Avenue siphon consists of a 10-inch diameter and 8-inch diameter system running underneath Duncan Creek. Currently both of the Jefferson Avenue pipes are operational.

Service Area

The River Street siphon has a service area of approximately 1,469 acres in the northeast area of the City limits. Industrial and residential zoning types make up the majority of the service area, with industrial zoned areas being 41.80% and residential zoned areas being 37.10% of the service area. The Jefferson Avenue siphon has a service area of approximately 508 acres north of Leinenkugel's. Residential zoning types comprise over half of the service area at 54.30%.

Improvement Options

There are four (4) improvement options for the River Street siphon. Alternative No. 1 would be to replace the existing siphon system with a new siphon system. This new system would utilize an 8-inch and 12-inch siphon, with a new siphon control structure and valving. Alternative No. 2 is a new lift station with the forcemain crossing underneath the Duncan Creek. The proposed lift station would have the same capacity of 2,100 gallons per minute as Alternative No. 1. Alternative No. 3 is a Lift station using the bridge at East Spring Street to convey the forcemain across Duncan Creek. The forcemain would be attached to an existing beam on the bridge. This option is not recommended over Alternative No. 1 and Alternative No. 2 the bridge is listed on the National register of Historic Places. Alternative No. 4 is to attempt to locate and repair the existing 12-inch siphon currently plugged with river cobble as well as rehabilitate the siphon structure. This option has some risks as if the failure of the 12-inch siphon is unlocatable or unfixable the cost of exploration will not amount to any improvements to the River Street siphon.

The Jefferson Avenue Siphon appears to be in fair condition for the age and has adequate capacity for the service area. ISG recommends that the internal equipment such as valves be replaced, replace the top three (3) to four (4) feet of the structure for a new cap, and the interior sandblasted, cleaned, minor concrete surface repairs made, and new coating system installed.

Engineer's Opinion of Probable Cost

Below is the Engineer's Opinion of Probable Cost for each Alternative. Please see **Appendix C** for line items associated with each alternative.

Alternative No.	Alternative Description	Total Cost
River Street Alt. 1	New Siphon System	$1,008,000
River Street Alt. 2	Lift Station Under Creek	$2,042,208
River Street Alt. 3	Lift Station Under Bridge	$1,955,088
Jefferson Avenue	Existing Siphon Rehabilitation	$228,960

Funding Sources

Potential sources of funding for the improvements of the River Street and Jefferson Avenue siphons would be from:

- State Clean Water Loan Program
- Revenue Bonds

INTRODUCTION

Background

The City of Chippewa Falls retained I&S Group, Inc. (ISG) to prepare a preliminary engineering report (PER) to evaluate the existing condition of two (2) sanitary sewer siphons. This PER following the guidance and regulations of the Wisconsin Department of Natural Resources and the Ten State Standards.

There are two (2) siphons that were evaluated hereafter referred to as River Street Siphon and Jefferson Avenue Siphon. The River Street and Jefferson Avenue Siphons were constructed in 1939. Work to modify the River Street siphon was also performed in 1975. The River Street siphon is a 12-inch diameter and 8-inch diameter system approximately 200 feet in length. It runs east to west underneath Duncan creek and the control structure is located on the north bank of Duncan Creek, east of the Grace Parkside Apartments. The Jefferson Avenue is an 8-inch diameter and 10-inch diameter system approximately 210 feet in length. This siphon runs north to south across Duncan Creek near the Jacob Leinenkugel Brewing Company. This evaluation was prompted because of river cobble that was found in the existing 12-inch siphon pipe at the River Street location making that siphon inoperable.

Population

Chippewa Falls had a population of 14,731 from the 2020 Census. The City has seen consistent growth over the last 20 years. The population increased 5.7% from 2000-2010 and increased 5.4% from 2010-2020. An average growth of 5.55% since 2000.

EXISTING CONDITIONS

River Street Siphon

The River Street siphon is located approximately 330 feet southeast of East Spring Street and runs parallel to the street underneath Duncan Creek. This sanitary sewer siphon services approximately 1,470 acres with the majority of the area being zoned and utilized as light industrial or various types of residential. The siphon control structure is located on top of the north bank of Duncan Creek, east of the Grace Parkside Apartments. The siphon control structure has two (2) pipe outlets that cross underneath Duncan Creek, a 12-inch and an 8-inch cast iron pipe, that run parallel across Duncan Creek. The 12-inch pipe is currently inoperable and has been plugged with river cobble. The City has previously televised from the siphon outlet structure on the west side of Duncan Creek and the picture in **Figure 1.1** displays the findings. It has not been verified how the river cobble has entered the 12-inch pipe, however due to the age of the siphon, it is suspected that there is a failure somewhere along the 12-inch pipe beneath the creek. The City has previously attempted to remove the cobble by vacuuming and had little success. The 8-inch pipe appears to be in fair and operable condition.

3D scans of the existing siphon control and outlet structures were taken to visually evaluate the structural and surface conditions of the structure, and the conditions of the valves. The existing concrete of both the control and outlet structure was noted to have minor pitting and build up on the structure walls. There are no visible signs of failure, see **Figure 1.2** and **Figure 1.3** for internal photos of the structures from the 3D video. To prolong the life of the outlet structure, sand blasting and resealing of the structure walls can help prolong the life of the structure. Concrete sounding should occur after sand blasting to confirm that the structural integrity of the concrete is not compromised. Please refer to the IMPROVEMENT OPTIONS section of the report for

alternatives for control structure. The existing valving, casting and cover are in in poor condition and should be replaced. City staff also observed that the lift station downstream flow readings increase significantly when Duncan Creek rises to a certain level. This could indicate that there is a failure between siphon structure and where the pipe bends before crossing the stream on the east side of the siphon. Further investigation such as televising from the inlet side (east side of the stream), or hydro excavating would need to be performed to verify.

Figure 1.1 12-Inch River Street Siphon Cobble

Figure 1.2 River Street Control Structure

Figure 1.3 River Street Outlet Structure

Both pipes are encased in concrete below Duncan Creek, see **Appendix E** for original plans of both siphons. The internal control gates for both siphons are inoperable. The 12-inch pipe is currently sandbagged to direct flow to the 8-inch pipe. River Street siphon has a 12-inch clay bypass that flows to the creek that is utilized for emergency uses only that was removed during the 1975 upgrades.

EXISTING CAPACITY

Based on a topographic survey performed by ISG as part of the study and the existing plans provided by the City, the capacity of each siphon outlet pipe was calculated. ISG used the difference in elevation between the siphon outlet pipe invert and siphon pipe inlet elevation as the maximum Delta H in feet. The maximum allowable flow for the 8-inch pipe is approximately 1.2 million gallons per day. While the maximum allowable flow for the 12-inch is approximately 2.9 million gallons per day. The maximum combined capacity of the two (2) pipes for the existing River Street siphon is 4.2 million gallons per day. Below are the given calculations referenced from Discharge Measurements Structures, Third Edition, M.G. Bos International Institute for Land Reclamation and Improvement / ILRI.

Table 1: River Street Siphon Calculated Existing Capacities

Diameter (IN)	Inlet Elevation (FT)	Outlet Elevation (FT)	Delta H (FT)	Siphon Length (FT)	Flow Capacity (GPD)	Flow Capacity (MGD)
8	819.5	814.89	3.91	200	1,299,000	1.299
12	819.5	814.89	3.91	200	2,921,000	2.922
					Total	**4.220**

SERVICE AREA

The River Street siphon's service area includes a variety of zoning types with an overall service area of 1,469 acres. Right of Way (ROW) inside of the service area makes up approximately 308 acres of the total service area. The remaining 1,161 acres is the currently zoned land inside of the service area and was used to calculated required flow rates for the River Street Siphon. The northern portion of the service area is comprised of a majority industrial zoned areas. Majority of the buildings in the industrial zoned areas are warehouses that are low water users. The industrial zoning types comprise 41.79% of River Street siphon's service area. Approximately 14% of the industrial zoned areas are currently unbuilt and are empty lots as of November 2023. The southern portion of the service area consists of majority residential zoning, with corresponding public and commercial zoning areas. This service area has two (2) main sanitary interceptor lines that flow to the River Street siphon. Please refer to **Appendix B-2** for the zoning exhibit of the River Street siphon service area.

Future growth for the City is expected adjacent to the northern limits of the River Street Siphon's service area. This area is planned to be expanded via annexation of approximately 650 acres of new service area which will ultimately be serviced by the River Street siphon. Of the future 650 acres, 550 acres is expected to consist of light industrial users while 100 acres would support commercial use.

The River Street siphon and Jefferson Avenue siphon have a shared service area of approximately 297 acres. The shared service area was created when the River Street Siphon's 12-inch pipe became inoperative to minimize the flow to the River Street siphon in the event that the 8-inch pipe became inoperative as well. The current infrastructure of the River Street Siphon's service area has more capacity to handle the flow from the shared service area and it was intended that this flow was to be directed to the River Street siphon. The shared service area included within River Street's Siphon's service area. Refer to **Appendix B-2** for a map defining River Street Siphon's service area and the shared siphon service area.

The City did not have any flow recording or records at the River Street Siphon and flows were determined by the following. Residential areas were determined by utilizing the City's zoning map and converting that to the equivalent population. Please refer to **Table 2** for residential flow volumes based on total zoning area. Majority of the industrial zoned areas flow to Pumphouse Road Lift Station near the intersection of Pumphouse Road and the Railroad tracks. The City had provided that the average daily flow for that lift station is approximately 105,000 GPD. Utilizing a peaking factor of five (5), the peak flow was calculated to be 525,000 GPD. Please refer to **Appendix B-3** for a map showing the service area of the Pumphouse Road Lift Station.

Table 2: River Street Siphon Residential Flow Volumes

Zoning Type	Area (AC)	Approximate Number of People	Approximate Number of Units	Gallons Per Capita Per Day (GPCD)	Average Gallons Per Day (GPD)	Peak Gallons Per Day (GPD)
R-1A	0	0	0	100	0	0
R-1B	0	0	0	100	0	0
R-1C	71.1	711	237	100	71,100	355,500
R-2	26.1	392	131	100	39,150	195,750
R-3-4	0	0	0	100	0	0
R-3-8	4.6	69	23	100	6,900	34,500
R-3-A	17.7	266	89	100	26,550	132,750
R-3-B	7	105	35	100	10,500	52,500
R-3-M	0	0	0	100	0	0
TND	0	0	0	100	0	0
				Residential Flow Rate Total	154,200	771,000
				Non-Residential Flow Rate Total:	188,850	944,250
				Pumphouse Lift Station Flow Rate Total:	105,000	525,000
				Total Flow Rate:	448,050	2,240,250

Notes:
Areas are only areas of zoning outside of the Pumphouse Road Lift Station service area. Approximate number of people and units were calculated using the total amount of area per zoning type. GPCD is the approximate water usage per person per day.

MAINTENANCE

River Street's operational 8-inch pipe has been periodically jetted to prevent build-up that will restrict flow and capacity.

Survey data was gathered for the access easement for the River Street siphon. See **Appendix A-2** for survey and GIS boundary for property boundaries around the River Street siphon. See **Appendix F-1** for the original easement survey from 1987. See **Figure 1.4** below for image from County GIS showing property and easement boundaries.

Figure 1.4 County GIS Zoning Map

Jefferson Avenue Siphon

The Jefferson Avenue siphon is located south of Jacob Leinenkugel Brewing Company. The Jefferson Avenue siphon services approximately 508 acres with industrial and residential making up majority of the service area. The siphon control structure is located west of the Brewery's pedestrian bridge, placing the siphon in a very high pedestrian traffic area. A 10-inch pipe and an 8-inch pipe run under Duncan Creek from the control structure to the outlet structure. Both siphons are encased in concrete below Duncan Creek. Both the 10-inch pipe and 8-inch pipe are currently operation and their internal gate valves are also currently operational. The internal walls of the control structure have a heavy amount of buildup accumulating on the concrete.

3D scans of the existing siphon control and outlet structures were taken to visually evaluate the structural and surface conditions of the structure and the condition of the operational valves. The existing concrete for the control and outlet structures appear to be in good condition. There are no visible signs of failure inside of the structure, see **Figure 2.1** and **Figure 2.2** for internal photos of the structures. It is recommended that the concrete walls are sand blasted and sealed to prolong the life of the structure. Concrete sounding should occur after sand blasting to confirm that the structural integrity of the concrete is not compromised. The existing concrete top is showing signs of deterioration, and the top three (3) to four (4) feet should be considered to be replaced if work improvements are being done. The existing hatches and valves show significant deterioration and have lasted longer than the anticipated life span.

Figure 2.1 Jefferson Avenue Control Structure

Figure 2.2 Jefferson Avenue Outlet Structure

EXISTING CAPACITY

Based on a topographic survey and existing documents provided by the City, flows from each of the pipes were calculated. The maximum allowable flow for the 8-inch pipe based on the elevations of the inlet and outlet is approximately 1.2 million gallons per day. The maximum allowable flow for the 10-inch pipe based on the elevations of the inlet and outlet is approximately 1.8 million gallons per day. Combined the maximum allowable flow through the existing Jefferson Avenue siphon is 3.0 million gallons per day. Below are the given calculations referenced from Discharge Measurements Structures, Third Edition, M.G. Bos International Institute for Land Reclamation and Improvement / ILRI.

Table 3: Jefferson Avenue Siphon Calculated Existing Capacities

Diameter (IN)	Inlet Elevation (FT)	Outlet Elevation (FT)	Delta H (FT)	Siphon Length (FT)	Flow Capacity (GPD)	Flow Capacity (MGD)
8	844.9	841.26	3.35	220	1,159,000	1.159
10	844.9	841.26	3.35	220	1,811,000	1.811
					Total	**2.971**

SERVICE AREA

Jefferson Avenue Siphon's service area comprises thirteen (13) of the City of Chippewa Falls' twenty-two (22) zoning area types with an overall service area is 508 acres. Right of Way (ROW) inside of the service area makes up approximately 111 acres of the total service area. The remaining 497 acres is the currently zoned land inside of the service area and was used to calculated required flow rates for the Jefferson Avenue Siphon. The service area is located in the northcentral portion of the City limits. Majority of the service area is zoned for various residential uses. The eastern section of the service area is where the majority of the industrial zoned areas are located. This industrial zoned area is adjacent to the industrial zoned portion of the River Street Siphon's service area. The Northern Wisconsin State Fairgrounds is located north of Leinenkugel Brewing Co, in the center of the

Jefferson Avenue Siphon's service area. Please refer to **Appendix B-1** for the zoning exhibit of the Jefferson Avenue Siphon service area.

Future growth for the City is expected adjacent to the northern limits of the Jefferson Avenue Siphon's service area. This area is planned to be expanded via annexation of approximately 300 acres of new service area which will ultimately be serviced by the Jefferson Avenue Siphon. The future 300 acres is expected to consist of light industrial users.

The City did not have any flow recording or records at the Jefferson Avenue Siphon and flows were determined by the following. Residential areas were determined by utilizing the City's zoning map and converting that to the equivalent population. Please refer to **Table 4** for residential flow volumes based on total zoning area.

Table 4: Jefferson Avenue Siphon Residential Flow Volumes

Zoning Type	Area (AC)	Approximate Number of People	Approximate Number of Units	Gallons Per Capita Per Day (GPCD)	Average Gallons Per Day (GPD)	Peak Gallons Per Day (GPD)
R-1A	20.2	202	68	100	20,200	101,000
R-1B	80	800	267	100	79,980	399,900
R-1C	78.3	784	261	100	78,360	391,800
R-2	21.1	316	106	100	31,635	158,175
R-3-4	0	0	0	100	0	0
R-3-8	0	0	0	100	0	0
R-3-A	14.9	224	75	100	22,395	111,975
R-3-B	1	14.1	5	100	1,410	7,050
R-3-M	0	0	0	100	0	0
TND	0	0	0	100	0	0
				Residential Flow Rate Total	233,980	1,169,900
				Non-Residential Flow Rate Total:	107,870	539,350
				Total Flow Rate:	341,850	1,709,250

Notes:
Approximate number of people and units were calculated using the total amount of area per zoning type. GPCD is the approximate water usage per person per day.

MAINTENANCE

Jefferson Avenue Siphon 8-inch pipe needs to be periodically jetted to prevent build-up and keep proper flow velocity. The 10-inch pipe needs to be jetted more than the 8-inch to keep the proper velocity and flow rate for the siphon functioning properly.

IMPROVEMENT OPTIONS

After reviewing the existing conditions and capacities of the two (2) siphons of interest, ISG has prepared the following improvement options for each siphon location.

River Street Siphon

The televising that the City had previously performed confirmed that 12-inch siphon is not functioning properly due to cobble blocking the pipe restricting the flow through the system. It is recommended that the City proceeds with replacing the siphon system opposed to rehabilitation because of both the age of the existing system as well as the confirmed river cobble in

the 12-inch siphon. It is also recommended that a flow monitoring device be utilized in the system to get more accurate data from the existing flow conditions prior to design proceeding for the recommended solution. This more accurate reading may reduce the size of the potential siphon needed which would also reduce the cost.

ALTERNATIVE NO. 1 – NEW SIPHON SYSTEM

The first alternative evaluated was replacing the existing siphon system with a new siphon system. The existing siphon system will remain in service during the installation of the new siphon system. The new siphon system will be placed south of the existing siphon system. Based on conversations with City Staff and the existing analysis, the new siphon system will utilize the same size pipes, 8-inch and 12-inch diameter, to cross the stream and tie into the existing sanitary sewer system.

The length of the sewer pipes crossing underneath Duncan Creek will be approximately the same length as the existing system, which is 200 lineal feet. The operation of the siphon will be typically through the 8-inch pipe and will utilize the 12-inch siphon during higher flows. During average daily flows, the velocities are below 3 feet per second through the 12-inch siphon. When the 8-inch siphon needs routine cleaning, the 12-inch siphon can be utilized at this time. Please refer to **Appendix C-1** for an exhibit of the proposed alternative.

The 8-inch and 12-inch siphons are planned to be installed via directional boring for the portion of the pipe that crosses underneath the stream. Each pipe will have a steel casing pipe installed underneath the stream to protect the carrier pipe and mitigate environmental impacts in the case of pipe failure. Level instrumentation with an alarm system will be installed in the inlet siphon structure to record levels within the structure and send an alarm to City staff if the water level reaches a certain height within the inlet structure.

The existing siphon structure will be removed once the new siphon system is operational. The existing siphon pipes crossing the stream will be plugged and abandoned.

The opinion of probable cost for construction, contingency and design of the new siphon system is $1,008,000. A detailed Engineer's Opinion of Cost can be seen in **Appendix D-1**. In addition, please see the environmental impacts sections of this report for environmental requirements and considerations for this alternative.

ALTERNATIVE NO. 2 – NEW LIFT STATION WITH FORCEMAIN CROSSING UNDERNEATH STREAM

The second alternative evaluated will be a new lift station with a forcemain installed to underneath Duncan Creek to the existing Siphon Outlet Structure. The capacity of this lift station is rated for the capacity of the influent pipe to the existing siphon structure. The two (2) existing pipe sizes are 12-inch and 8-inch diameter and are assumed to be at minimum grade. The capacity of the two (2) existing influent pipes was calculated to be 2,100 gallons per minute total (gpm). The existing grades of the influent pipes will be verified during design if the City decided to move forward with this alternative. Furthermore, as outlined earlier in the report, ISG would recommend the City to install a temporary flow measurement device within the existing siphon structure to verify the flows and finalize the required flow capacity of the lift station.

The proposed lift station will be approximately 20-feet deep and a diameter of 8 feet. It is planned to be a duplex pump lift station with variable frequency drives (VFDs) to allow the pump to operate at lower flows during normal operating conditions. One (1) pump will have a capacity of 2,100 gpm with the second pump fully redundant. A below valve vault will be installed after the lift station and will also have a magnetic flow meter to measure the flow going through the lift station.

An 8-inch diameter forcemain will be installed leaving the valve vault and convey the waste underneath the creek and discharge to the existing siphon outlet structure. This is planned to be installed with a steel casing pipe as outlined before in the

new siphon system alternative. A new manhole is recommended to be installed upstream of the new lift station to connect the existing influent sanitary sewer pipes for the existing siphon structure. A 21-inch sewer main will then be installed to convey waste from the new manhole to the new lift station. Please refer to **Appendix C-2** for an exhibit of the proposed alternative.

The opinion of probable cost for construction, contingency and design of Alternative No. 2 is $2,042,208. A detailed Engineer's Opinion of Cost can be seen in **Appendix D-2**. In addition, please see the environmental impacts section of this report for environmental requirements and considerations for this alternative.

ALTERNATIVE NO. 3 – NEW LIFT STATION WITH FORCEMAIN ROUTE UNDERNEATH SPRING STREET BRIDGE

Alternative No. 3 will utilize the same lift station proposed in Alternative No. 2, however, the forcemain alignment would be routed north to Spring Street and cross Duncan Creek attached to a beam on the Spring Street Bridge. The forcemain will be heat traced and insulated for the portion above grade as it crosses the stream attached to the beam of the bridge to account for inclement weather in the wintertime. Once across Duncan Creek, the forcemain will then return to below grade and discharge to the sanitary manhole near the intersection of Rushman Drive and Spring Street. The advantage to this alternative is there would be no excavation involved within the Duncan Creek banks. Please refer to **Appendix C-3** for an exhibit of the proposed alternative.

The opinion of probable cost for construction, contingency and design of Alternative No. 3 is $1,995,088. A detailed Engineer's Opinion of Cost can be seen in **Appendix D-3**. In addition, please see the environmental impacts section of this report for environmental requirements and considerations for this alternative. Alternative No. 3 is not recommended above Alternative No. 1 and Alternative No. 2. East Spring Street Bridge (Marsh Rainbow Arch Bridge) is listed on the National Register of Historic Places and would likely require additional permitting and work to be able to route the forcemain across the bridge.

ALTERNATIVE NO. 4 12-INCH SIPHON EXPLORATION AND REPAIR

Alternative No. 4 would be exploring the location of the failure in the 12-inch siphon to determine if the failure is prior to crossing the steam. This exploration would come with risks. Using a camera to explore the location of the failure could cause it to be stuck in the siphon, triggering an emergency dig to recover the camera. This emergency dig would likely need permitting for work below the Ordinary High-Water Mark. Please refer to the Environmental Impacts for permit requirements of work below the Ordinary High-Water Mark. If the failure was found to be fixable, the valving, hatches, and other internal components would be replaced, as well as sand blasting and recoating the concrete of the structure. Another risk would be the cost of the exploration of the failure in the 12-inch siphon will likely outweigh the benefits if the failure of the siphon was found to be unrepairable. If failure is unfixable or unlocatable, it will be an added expense for the River Street Siphon without directly contributing to the installation of a new usable line. Because the current infrastructure is nearing the end of its expected useful life and unknown condition, this alternative is not recommended.

Jefferson Avenue Siphon

The existing Jefferson Avenue Siphon is in good condition considering the age of the system. It is recommended that all the internals are replaced, and the internal surfaces are cleaned and recoated. Sand blasting the internal of the structure will be necessary to confirm the condition of the concrete. The concrete of the structure should be sealed with a polyurethane coating after the sand blasting has taken place to prolong the life of the structure and help prevent corrosion. It is also recommended that concrete sounding of the structure walls should take place to confirm the any potential failures internally. If the concrete of the structure does not pass the concreting sounding test, it is recommended that the structure is partially or fully replaced. Replacement of the top three (3) to four (4) feet of the structure and replacement of the cap is also recommended to maintain

safe access to the structure in a high pedestrian area. The estimated cost for the rehabilitation of the Jefferson Avenue Siphon is $228,960. A detailed Engineer's Opinion of Cost can be seen in **Appendix D-4**.

ENVIRONMENTAL IMPACTS

The impacts of the proposed alternatives for work in the Jefferson Avenue and River Street Siphon were reviewed in the Environmental Due Diligence Memorandum located in **Appendix G**. The Environmental Due Diligence Memorandum outlines results of a preliminary investigation of the Wetland Delineation, review of Floodplains, State Historic Preservation Office, Threatened and Endangered Species and Contaminated Sites adjacent and within the project area. Please refer to **Appendix C-4** for approximate areas of disturbance for the River Street Siphon alternatives. Findings from the Environmental Due Diligence Memorandum are summarized below:

- The entirety of the project area was mapped within the FEMA Special Flood Hazard Areas. All work must be conformed with local flood plain ordinances.
- No wetlands were found within the Wisconsin Wetland Inventory. One (1) area of interest was identified based on LiDAR contours and hillside data was found to be a potential wetland at the Jefferson Avenue Siphon.
- A U.S. Fish & Wildlife Service Official Species List was generated for the project area. The list contained seven (7) listed species. No critical habitats of the listed species were mapped within the proposed project area.
- Wisconsin Department of Natural Resources' (DNR) Remediation and Redevelopment Database was reviewed for contaminated sites within the vicinity of the project area. Records did not indicate any current or former contaminated site within the project area. Closed sites were located adjacent to the project area, these sites have been cleaned to satisfaction of the regulatory agency and no longer pose risk to human health or the environment.
- The Wisconsin Historical Society State Historical Preservation Office (SHPO) was reviewed. No historic area was found at the time to be within the project area. Please note that East Spring Street Bridge (Marsh Rainbow Arch Bridge) is listed on the National Register of Historic Places and was added to the project area of Alternative No. 3 for the River Street Siphon after the memorandum was written.

Current assumed area of work for the alternatives are not below the Ordinary High-Water Mark of Duncan Creek. Any work below the Ordinary High-Water Mark (OHWM) will require a DNR Waterways Permit. Refer to **Appendix H** for the Wisconsin DNR OHWM determination. Please note that any unforeseen work outside of the assumed project area within the OHWM will most likely trigger a DNR Waterways Permit. The Salamander Mussel was identified within USFWS Official Species List as a proposed endangered species. Once this species status has been finalized, it will be protected. A mussel survey will likely be required for any of the proposed work that will occur below the Ordinary High-Water Mark of Duncan Creek.

FUNDING OPORTUNITIES

State Clean Water Loan Program

The Safe Drinking Water Loan Program (SDWLP) is designed to offer cost-effective financial assistance to municipalities for essential drinking water infrastructure projects. These projects are crucial to safeguarding public health and ensuring compliance with federal and state regulations, particularly those outlined in the Safe Drinking Water Act (SDWA). The Wisconsin Environmental Improvement Fund (EIF) operates as a state revolving loan fund, leveraging federal capitalization grants from the U.S. Environmental Protection Agency (EPA) Drinking Water State Revolving Fund (SRF) along with state funds. This combined pool of resources provides municipalities with funding in the form of subsidized loans, featuring reduced-interest rates. In some cases, municipalities may even qualify for additional subsidy, such as principal forgiveness, further reducing the size of their loans.

The program's financial support is directed towards reasonable and necessary costs directly associated with planning, designing, and constructing eligible projects. These funds can be utilized for a range of purposes, including the construction, improvement, modification, purchase, replacement, restoration, and upgrading of drinking water systems and related infrastructure. This encompasses various aspects such as sourcing, treatment, storage, and distribution of drinking water. Loans can be extended for up to a 30-year term, with current estimated interest rates of 2.25%.

Revenue Bonds

Revenue Bonds are a common way to finance a public improvement. The revenues collected from utility rates repay the Revenue Bond. Revenue bonds typically have a higher interest rate than other funding sources.

FINAL CONSIDERATIONS

River Street Siphon

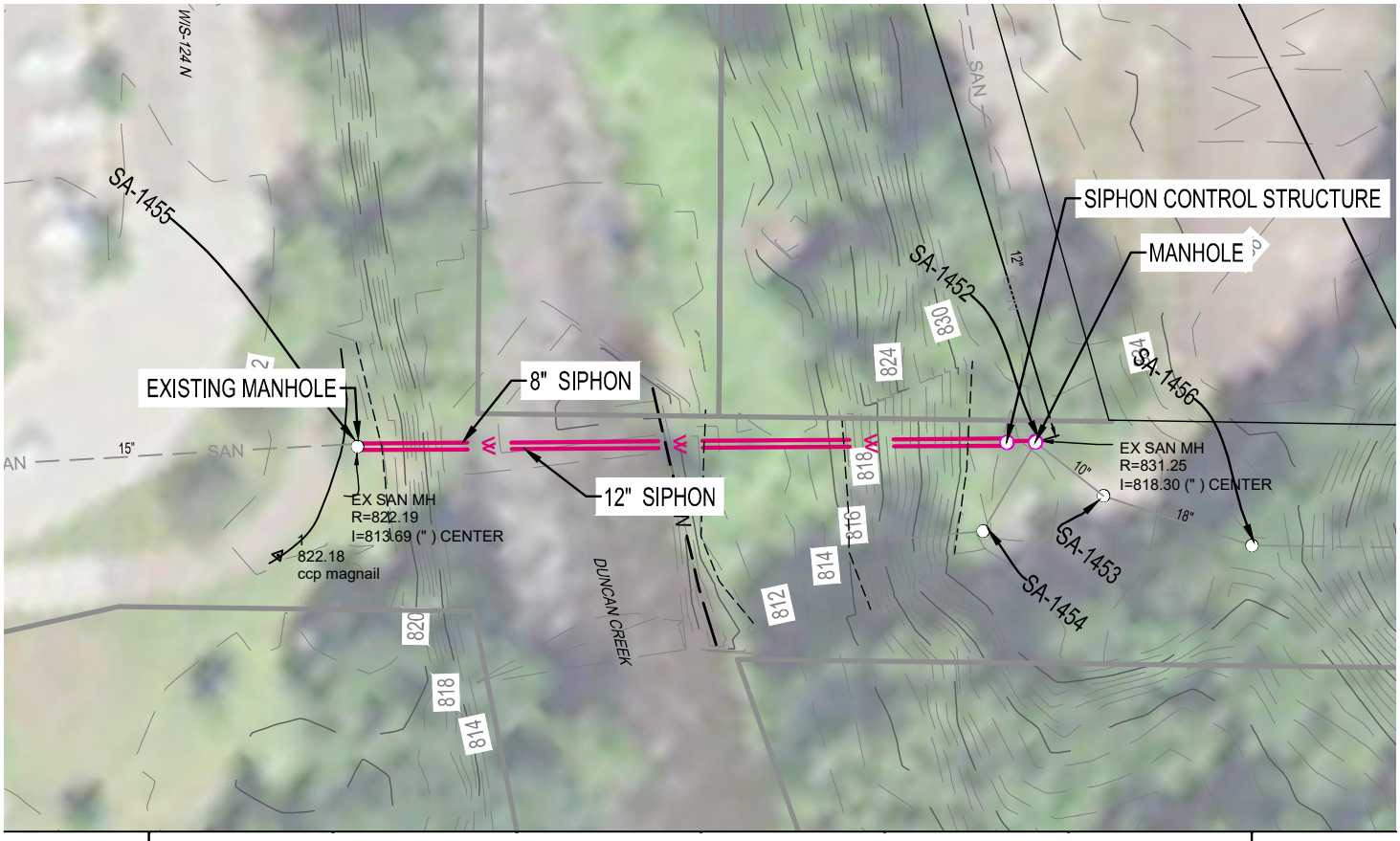
Alterative No. 1 is recommended as a replacement to the existing River Street Siphon. A new siphon system would be more cost effective compared to the cost of a new lift station. A new siphon system would need less infrastructure connected to it and only the float alarm system would need to be connected to power. Required maintenance for the new siphon system would be the same as the existing siphon system, periodic jetting of the siphons to promote keep the proper flow rate.

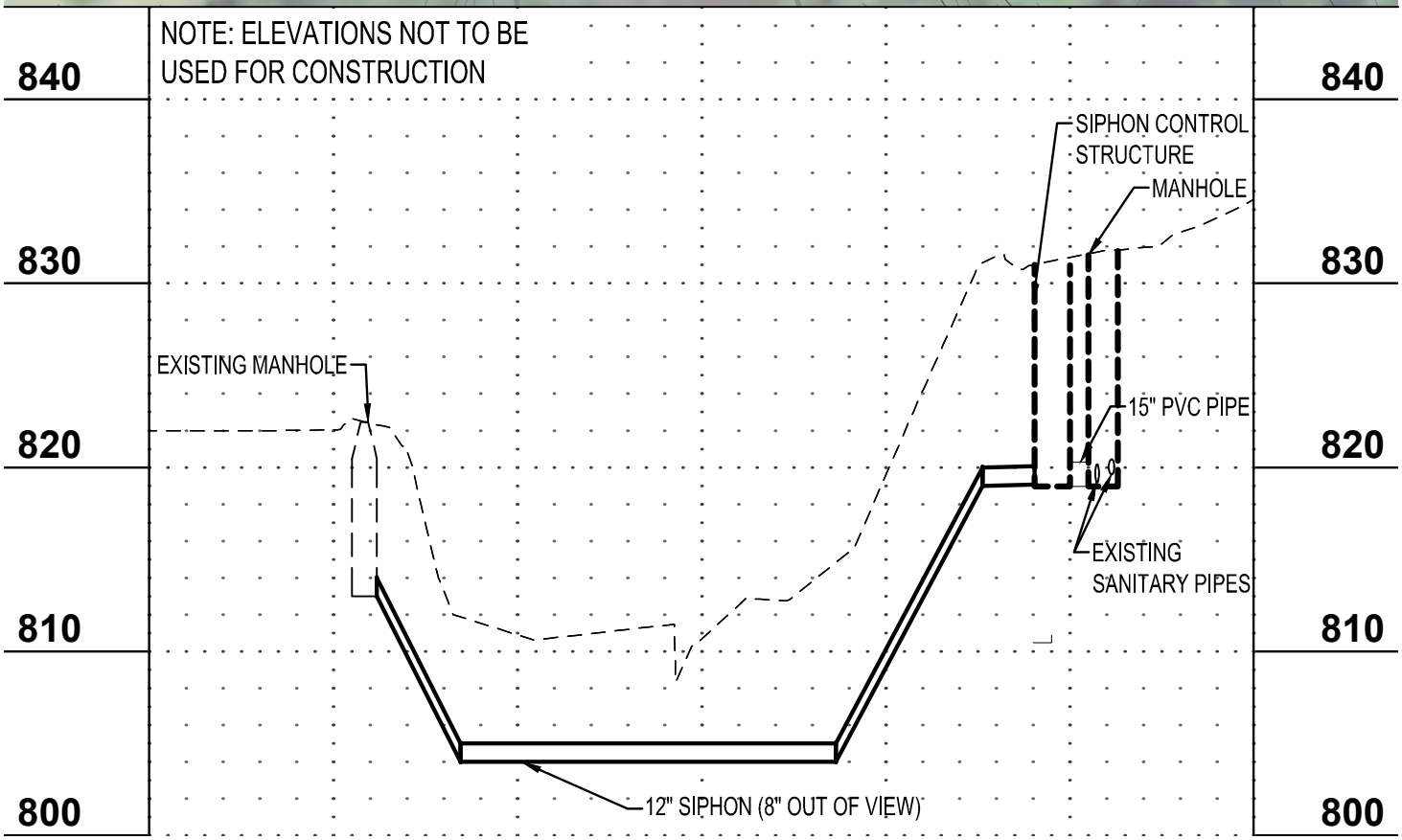
Jefferson Avenue Siphon

It is recommended that the Jefferson Avenue Siphon is rehabilitated. The Jefferson Avenue Siphon’s structure is in fair condition considering the age of the system. Rehabilitation items that are recommended are replacing the top three (3) to four (4) feet of the structure, the valves and float alarm sensor. Sandblasting and recoating the structure is also recommended to prolong the life of the concrete of the structure.

Appendix C: Alternative Exhibits

EXHIBIT C-1





RIVER STREET SIPHON CONCEPT

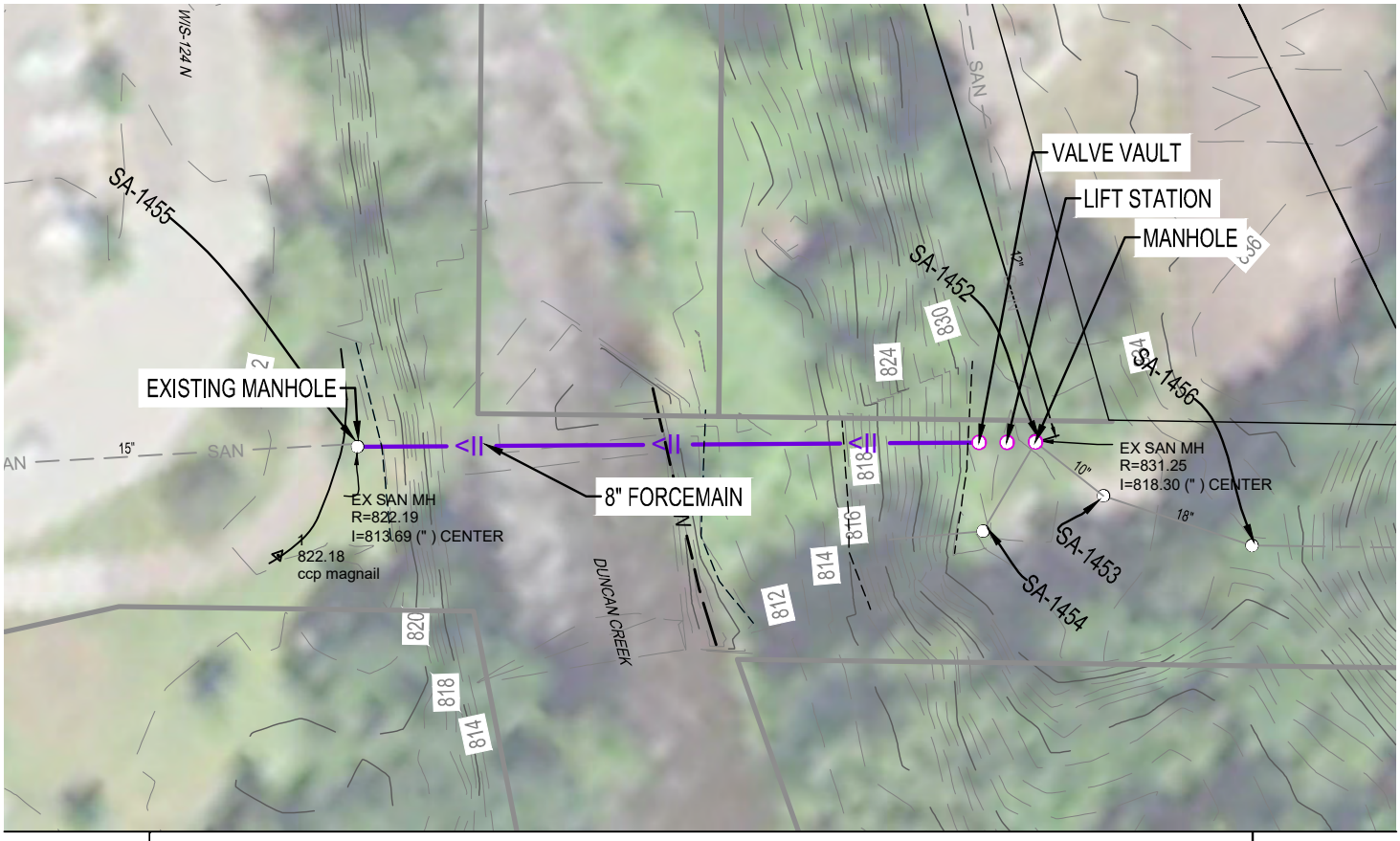
0 25 50
SCALE IN FEET

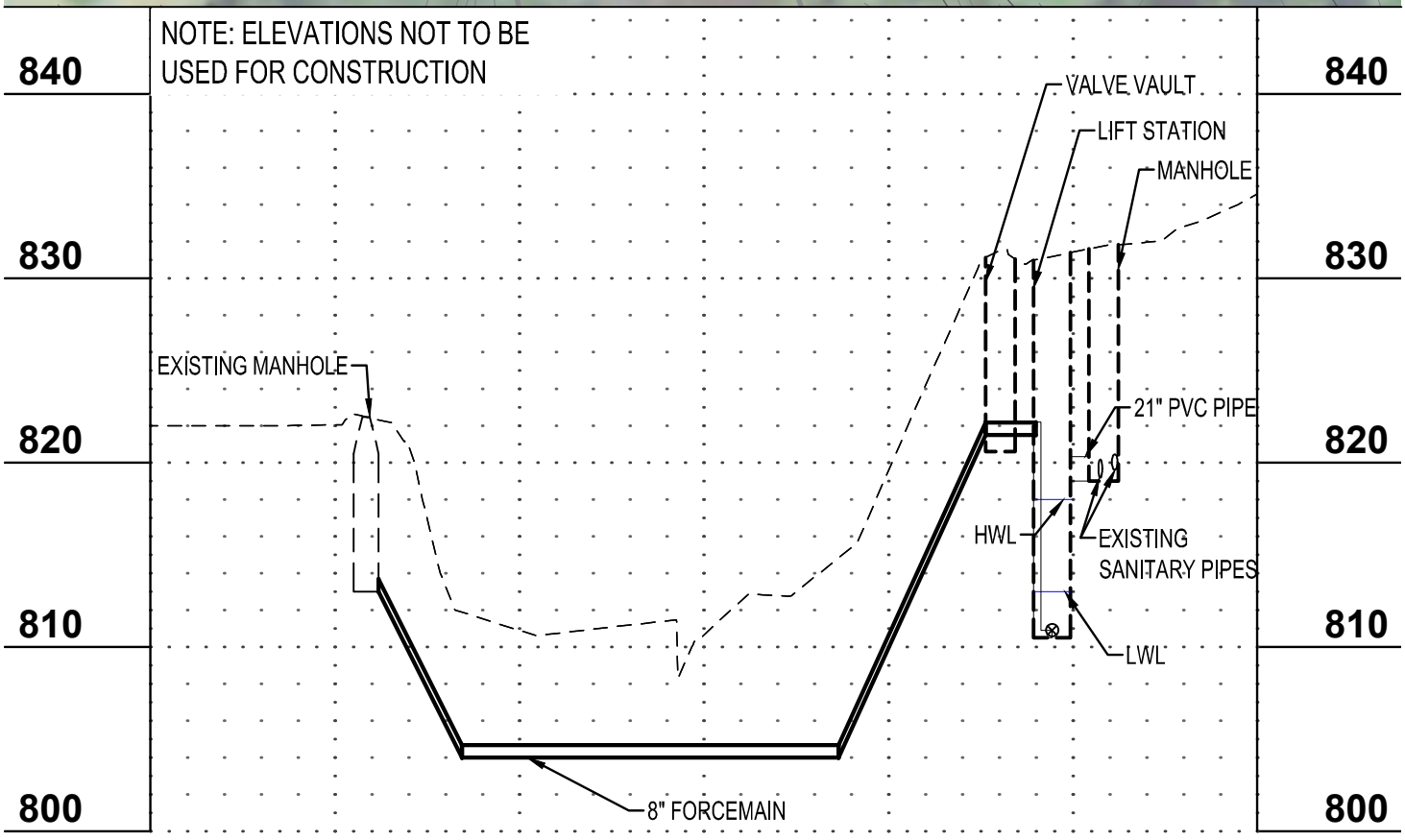
ISG

Architecture + Engineering + Environmental + Planning
ISGInc.com

DUNCAN CREEK SIPHON ANALYSIS
CHIPPEWA FALLS, WISCONSIN - 12/18/23
ISG PROJECT NO. 23-29694

EXHIBIT C-2





RIVER STREET LIFT STATION CONCEPT

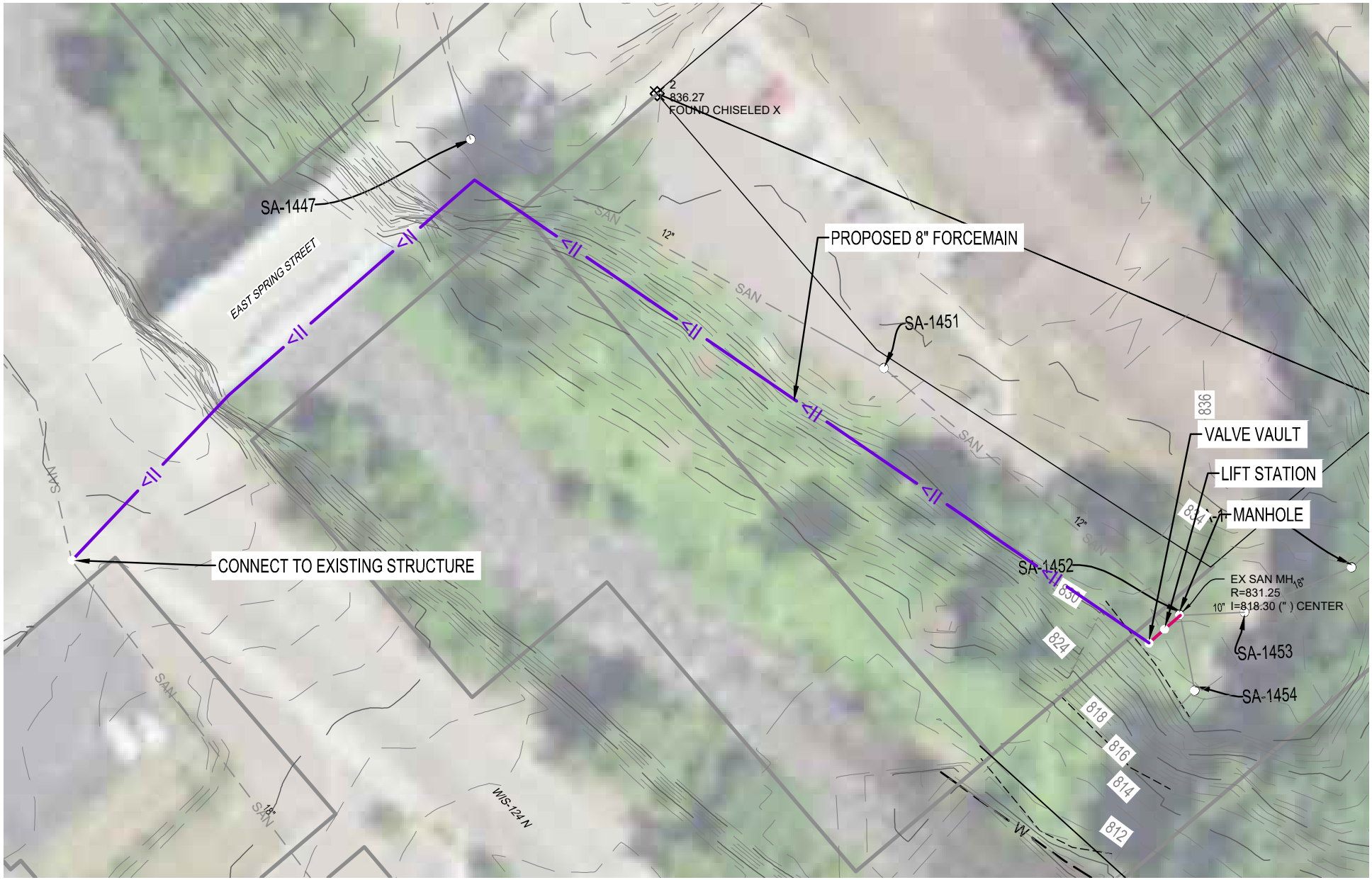
0 25 50
SCALE IN FEET

ISG

Architecture + Engineering + Environmental + Planning
ISGInc.com

DUNCAN CREEK SIPHON ANALYSIS
CHIPPEWA FALLS, WISCONSIN - 12/18/23
ISG PROJECT NO. 23-29694

EXHIBIT C-3



RIVER STREET LIFT STATION CONCEPT (FORCEMAIN UNDER BRIDGE)

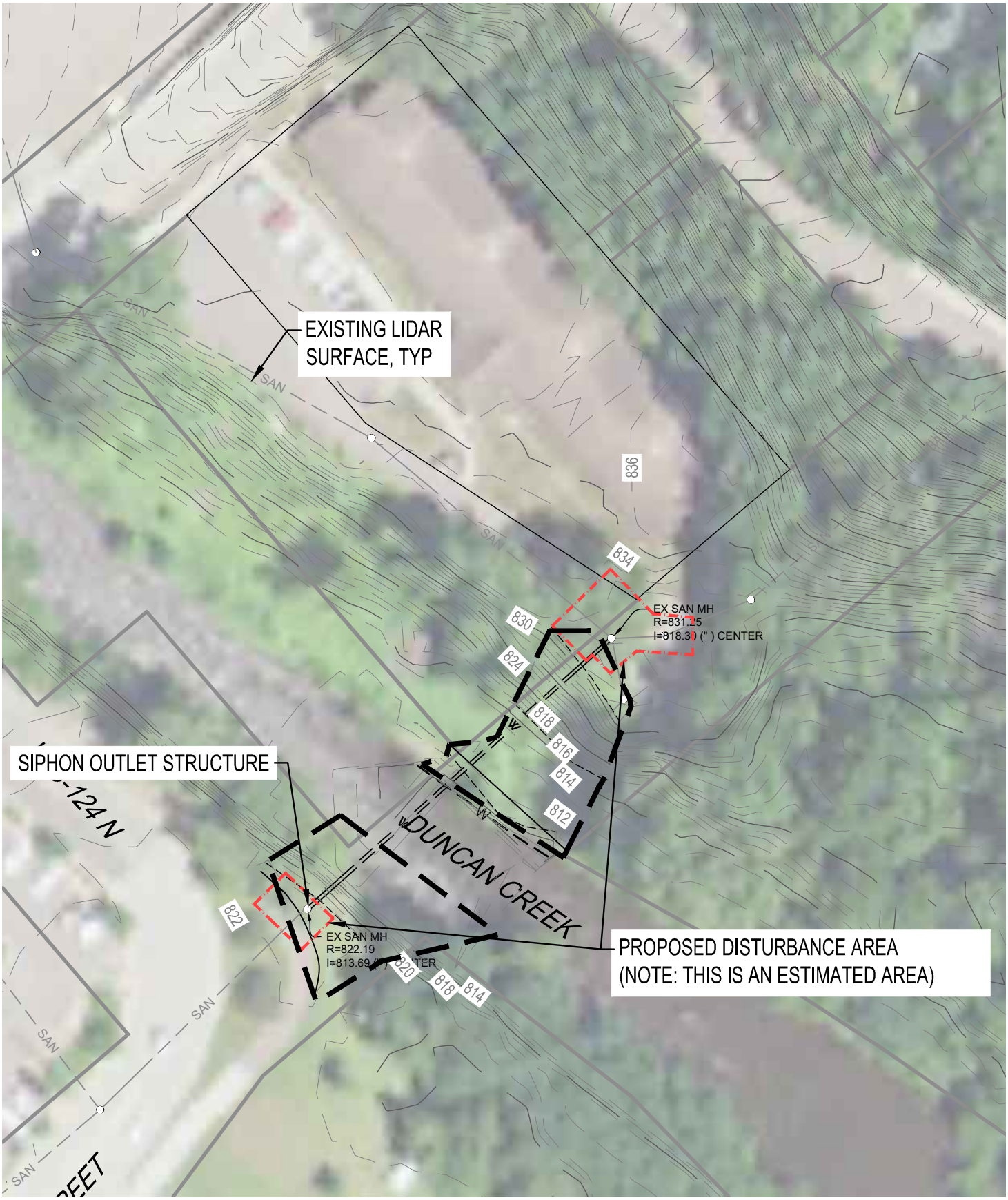
0 50 100
SCALE IN FEET

ISG

Architecture + Engineering + Environmental + Planning
ISGInc.com

DUNCAN CREEK SIPHON ANALYSIS
CHIPPEWA FALLS, WISCONSIN - 12/18/23
ISG PROJECT NO. 23-29694

EXHBIT C-4



RIVER STREET SIPHON DISTURBED AREA

0 30 60
SCALE IN FEET

ISG

Architecture + Engineering + Environmental + Planning
ISGInc.com

DUNCAN CREEK SIPHON ANALYSIS
CHIPPEWA FALLS, WISCONSIN - 01/08/24
ISG PROJECT NO. 23-29694

Appendix D: Opinion of Probable Cost

EXHIBIT D-1

River Street Siphon

Client Name: City of Chippewa Falls
Location: River Street Siphon
ISG Project Number: 29694

Engineer's Opinion of Probable Cost

ITEM NO.	ITEM DESCRIPTION	UNIT	AMOUNT	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	LS	1	$50,000.00	$50,000.00
2	TRAFFIC CONTROL	LS	1	$2,500.00	$2,500.00
3	COMMON EXCAVATION	CY	100	$100.00	$10,000.00
4	BYPASS PUMPING	LS	1	$10,000.00	$10,000.00
5	SANITARY SEWER GRAVITY MAIN,	LF	10	$300.00	$3,000.00
6	SANITARY SEWER SIPHON PIPE 8 INCH	LF	50	$85.00	$4,250.00
7	SANITARY SEWER SIPHON PIPE 12 INCH	LF	50	$100.00	$5,000.00
8	SANITARY FORCE MAIN WITH STEEL CASING 8 INCH PVC	LF	150	$700.00	$105,000.00
9	SANITARY FORCE MAIN WITH STEEL CASING 12 INCH PVC	LF	150	$775.00	$116,250.00
10	TEMPORARY CONSTRUCTION SHORING	LS	1	$100,000.00	$100,000.00
11	SANITARY SEWER ABANDONMENT, FILL AND PLUG	LF	200	$15.00	$3,000.00
12	SIPHON STRUCTURE WITH VALVES, FLOATS, ETC.	LS	1	$250,000.00	$250,000.00
13	CONNECT TO EXISTING SANITARY SEWER GRAVITY MAIN	EA	2	$1,500.00	$3,000.00
14	ELECTRICAL/ALARM SYSTEM	LS	1	$20,000.00	$20,000.00
15	EROSION CONTROL	LS	1	$3,000.00	$3,000.00
16	SEEDING, FERTILIZING, & MULCHING	LS	1	$5,000.00	$5,000.00
17	TESTING	LS	1	$10,000.00	$10,000.00
				20% Contingency	$140,000.00
				20% Non-Construction Cost	$168,000.00
				TOTAL PROJECT COST	**$1,008,000.00**

EXHIBIT D-2

River Street Lift Station Route Under Creek

Client Name: City of Chippewa Falls
Location: River Street
ISG Project Number: 29694

Engineer's Opinion of Probable Cost

ITEM NO.	ITEM DESCRIPTION	UNIT	AMOUNT	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	LS	1	$93,000.00	$93,000.00
2	TRAFFIC CONTROL	LS	1	$2,500.00	$2,500.00
3	COMMON EXCAVATION	CY	100	$100.00	$10,000.00
4	BYPASS PUMPING	LS	1	$10,000.00	$10,000.00
5	SANITARY SEWER GRAVITY MAIN	LF	10	$300.00	$3,000.00
6	SANITARY SEWER FORCE MAIN 8 INCH	LF	50	$200.00	$10,000.00
7	SANITARY FORCE MAIN WITH STEEL CASING 8 INCH PVC	LF	150	$700.00	$105,000.00
8	TEMPORARY SHORING	LS	1	$50,000.00	$50,000.00
9	SANITARY SEWER ABANDONMENT, FILL AND PLUG	LF	200	$15.00	$3,000.00
10	CONNECT TO EXISTING SANITARY SEWER GRAVITY MAIN	EA	2	$600.00	$1,200.00
11	STANDBY GENERATOR	LS	1	$54,000.00	$54,000.00
12	ELECTRICAL	LS	1	$200,000.00	$200,000.00
13	LIFT STATION, COMPLETE PACKAGE	LS	1	$850,000.00	$850,000.00
14	PRIVACY FENCE	LS	1	$5,000.00	$5,000.00
15	EROSION CONTROL	LS	1	$4,500.00	$4,500.00
16	SEEDING, FERTILIZING, &MULCHING	LS	1	$5,000.00	$5,000.00
17	TESTING	LS	1	$12,000.00	$12,000.00
				20% Contingency	$283,640.00
				20% Non Construction Cost (Engineering, Admin, Legal, etc.)	$340,368.00
				TOTAL PROJECT COST	**$2,042,208.00**

EXHIBIT D-3

River Street Lift Station Bridge Route

Client Name: City of Chippewa Falls
Location: River Street Bridge Route
ISG Project Number: 29694

Engineer's Opinion of Probable Cost

ITEM NO.	ITEM DESCRIPTION	UNIT	AMOUNT	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	LS	1	$89,000.00	$89,000.00
2	TRAFFIC CONTROL	LS	1	$4,000.00	$4,000.00
3	COMMON EXCAVATION	CY	100	$100.00	$10,000.00
4	BYPASS PUMPING	LS	1	$10,000.00	$10,000.00
5	SANITARY SEWER GRAVITY MAIN,	LF	10	$300.00	$3,000.00
6	SANITARY SEWER FORCE MAIN WITH COLD WEATHER PROCTECTION	LF	350	$150.00	$52,500.00
7	SANITARY SEWER ABANDONMENT, FILL AND PLUG	LF	200	$15.00	$3,000.00
8	CONNECT TO EXISTING SANITARY SEWER GRAVITY MAIN	EA	2	$600.00	$1,200.00
9	TEMPORARY SHORING	LS	1	$50,000.00	$50,000.00
10	STANDBY GENERATOR	LS	1	$54,000.00	$54,000.00
11	ELECTRICAL	LS	1	$200,000.00	$200,000.00
12	LIFT STATION, COMPLETE PACKAGE	LS	1	$850,000.00	$850,000.00
13	PRIVACY FENCE	LS	1	$5,000.00	$5,000.00
14	EROSION CONTROL	LS	1	$4,500.00	$4,500.00
15	SEEDING, FERTILIZING, &MULCHING	LS	1	$7,500.00	$7,500.00
16	TESTING	LS	1	$14,000.00	$14,000.00
				20% Contingency	$271,540.00
				20% Non Construction Cost	$325,848.00
				TOTAL PROJECT COST	**$1,955,088.00**

EXHIBIT D-4

Jefferson Avenue Rehabilitation

Client Name: City of Chippewa Falls
Location: Jefferson Avenue Siphon
ISG Project Number: 29694

Engineer's Opinion of Probable Cost

ITEM NO.	ITEM DESCRIPTION	UNIT	AMOUNT	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	LS	1	$10,000.00	$10,000.00
2	SAND BLASTING AND RECOATING (BOTH STRUCTURES)	SF	1000	$90.00	$90,000.00
3	REMOVAL AND REPLACEMENT OF LID AND CASTING	LS	1	$9,000.00	$9,000.00
4	REPLACE VALVES AND FLOATS	LS	1	$25,000.00	$25,000.00
5	ELECTRICAL/ALARM SYSTEM	LS	1	$20,000.00	$20,000.00
6	TESTING	LS	1	$5,000.00	$5,000.00
				20% Contingency	$31,800.00
				20% Non-Construction Cost	$38,160.00
				TOTAL PROJECT COST	**$228,960.00**

ITEM 3A

August 6, 2024

Brandon Cesafsky
Director of Public Works and Utilities Manager

715.726.2739
btcesafsky@chippewafalls-wi.gov

Bill McElroy, PE
City Engineer

715.726.2738
bmcelroy@chippewafalls-wi.gov

City of Chippewa Falls
30 West Central Street
Chippewa Falls, WI 54729

116+
Wisconsin Employees

3
WI Offices

FULL-SERVICE
Design Team

LOCAL
Understanding

REGIONAL
Presence

NATIONAL
Reach

RE: **Professional Services Proposal for Design for Siphon Improvements**
Chippewa Falls, Wisconsin

ISG

Brandon and Bill,

As the City of Chippewa Falls looks to maintain high-quality and resilient infrastructure in their community, ISG is excited to remain your dedicated project partner.

Based on the Preliminary Engineering Report (PER) that we recently completed with the City, we propose the City proceed with the recommended solution of replacing the existing River Street Siphon. It is also recommended that the Jefferson Avenue Siphon be rehabilitated.

Backed by our in-house, multi-disciplinary professionals, vast civil engineering and wastewater industry experience, and a sound project understanding, ISG proposes to meet your project needs. In doing so we offer the following benefits to make this an easy project and enjoyable engineering experience for the City:

- ☑ **Responsiveness To Streamline Working As An Extension Of Your Staff**
  Resulting in better decisions faster.
- ☑ **Familiarity Working With You**
  Bringing valuable knowledge from the Duncan Creek Siphon Analysis PER.
- ☑ **A Listen-First Approach To Prioritize Your Goals**
  Demonstrated in our project due diligence and throughout execution, allowing us to learn what is important and ensure right-sized solutions.

Working with the City's best interests as our priority, we propose to work as part of your staff and guide you through the scope of services described below and in the Proposed Contract attached to this proposal.

SCOPE OF SERVICES

Pre-Design

Limited Topographic Survey

Expanding on the previously collected topographic information, ISG staff will visit the site to perform a topographic site survey to facilitate the additional CIPP lining and manhole replacement in High Street. This work will include locating significant site features (fences, improvements, impervious areas, landscaping, etc.), as well as visible evidence of underground utilities. Prior to our site visit, ISG will also place a One Call utility locate request to have public underground utilities marked; any resulting markings will be documented during our site visit. This topographic information will be used to generate 1-foot contours for the site, sufficient to facilitate design and planning activity.

Sanitary Televising Coordination

To confirm the condition of the sanitary main between the River Street Siphon and High Street is suitable for lining and rehabilitation, ISG will solicit quotes from televising companies to perform the investigation. The results of this televising will be used to confirm the current pipe condition and identify any necessary spot repairs prior to performing a CIPP lining procedure. This work will be coordinated by ISG but billed directly to the City. Upon request, ISG can subconsult this work with a 10% markup applied.

Geotechnical Coordination

ISG will solicit a quotation for all required geotechnical services for the design of the project and upon receipt review and provide a recommendation to the Owner. ISG will then coordinate with the selected geotechnical consultant to perform subsurface soils exploration and preparation of a geotechnical report. ISG will locate and elevate the soil boring locations and coordinate their work. This work will be coordinated by ISG but billed directly to the City. Upon request, ISG can subconsult this work with a 10% markup applied.

Design

Construction Documents

Upon receiving the appropriate approvals from the City, ISG will prepare final construction documents for the sanitary system improvements. A summary of the items to be impacted and to be addressed in the plans and specifications include:

- River Street siphon replacement including:
  - Removal/abandonment of existing siphon system
  - New siphon control structure
  - New effluent structure
  - Sanitary siphon piping
  - Alarm system replacement
- Traffic control plans associated with the work
- Erosion control
- Sanitary main rehabilitation from the River Street siphon to High Street
  - Approx 150 LF of CIPP lining
  - Manhole replacement
- Jefferson Avenue siphon rehabilitation
  - Reconditioning and partial replacement of existing siphon control structure
  - Valving and float replacement
  - Alarm system upgrade/replacement

60% Preliminary Design

Building off the previously completed work within the Preliminary Engineering Report, preliminary plans will include the production of plan sheets from the PER design with any comments from the City incorporated. The 60% preliminary plans will be submitted to the City for review and comment. With the submittal of preliminary plans, an updated project opinion of probable cost will be included.

95% Check Plans

Check plans will include the updated plan sheets that include the revision of comments provided from the City from the 60% preliminary plan submittal. The 95% check plans will be submitted to the City for review and comments. With the submittal of check plans, an updated project opinion of probable construction cost will be included. A page turn review of the 95% check plans will also be conducted to ensure the project is completed and aligns with the City's goals. After this meeting, it is anticipated that permits will be applied for to the respective jurisdictions.

100% Final Plans

Final plans will include the final updated plan sheets including any final comments from the City. This plan set will be used for bidding of the project. With the submittal of final plans, a final project opinion of probable construction cost will be included.

Permitting + Plan Review

ISG will provide a dedicated development services coordinator to provide streamlined coordination and navigation of the required permitting and approvals process. Initially, ISG will identify the authorities having jurisdiction (AHJs) and develop a permit matrix outlining the applicable permits and approvals based on the project scope.

Based on our preliminary due diligence, this proposal anticipates the following permits and plan reviews will be required:

- Wisconsin Department of Natural Resources (WDNR) Wastewater Plan Submittal for Municipal Sewage Collection System Projects (i.e. lift stations, gravity sanitary sewer, force main, siphons, and pressure sewers)
- WDNR-General Permit #3 (for utilities crossing public waterway)
- Wisconsin Public Service Commission review

Once preliminary due diligence has been confirmed, ISG will prepare and submit permit application materials, project narratives, and other supplemental information that may be required. ISG is also prepared to provide correspondence and representation on the Owner's behalf throughout the process.

Meeting attendance can be provided on a time and materials (T+M) basis as requested by the Owner.

All fees associated with permits and plan reviews will be the responsibility of the Owner. If any payments are advanced by ISG on behalf of the Owner to expedite the approval process, these costs will be invoiced as a reimbursable at cost plus 10%.

Post-Design

Bidding + Contract Administration

ISG will prepare an advertisement for bids to assist with solicitation of competitive general contractor bids. We are prepared to respond to contractor questions and issue clarifications via addendum if necessary. We will also provide assistance with bid evaluation, issuance of a recommendation of award, and preparation of the Notice to Proceed and Agreement between the Owner and Contractor.

Construction Administration (If Requested)

If requested, Construction administration will consist of assisting the City in managing the construction contract. The work tasks to be performed by ISG will include, but are not limited to the following:

- Coordinate a pre-construction meeting for the contractor, subcontractors, utility companies and other interested parties. Distribute notes after the meeting.
- Review shop drawings, provide submittal reviews, and respond to construction questions.
- Hold construction meetings with the Contractor, City, and affected stakeholders as appropriate during construction.
- Inform impacted businesses and residences of upcoming traffic and access impacts based on the Contractor's construction schedule.
- Document and review project quantities for submission to the City.
- Review and prepare Contractor's Applications for Payment.
- Issue the necessary interpretations and clarifications of the plans, and in conjunction therewith, prepare clarifications and change orders needed for any addition/reviews made to the original scope of the project.
- Perform project walkthrough at substantial and final completion and issue a list of any necessary corrective actions to the Contractor.

Field Inspection + Observation (If Requested)

If requested, field inspection and observation will consist of managing the construction contract on site under a full or part-time basis. The work tasks to be performed by ISG will include, but are not limited to the following:

- Observations of Contractor's work on project and field check of materials and equipment. ISG shall not supervise, direct, or have control over Contractor's work, no authority over or responsibility for the means, methods, techniques, sequences, or procedures of construction by Contractor.
- Documentation of construction progress, including photographs and written field reports containing information on unexpected issues encountered in the field, timing of when individual items are installed and weather conditions on site.

- Work shall include observing the performance of construction work and advising the Contractor and City of non-complying work or materials.
- Assist the Contractor in notifying local utilities of any impacts or relocations necessary during construction.
- Obtain tags and tickets for construction material when brought on-site to confirm it matches with shop drawing submittals and conforms to the project documents.
- Measure project quantities for submittal to the City.

As-Built/Field Verification

ISG will visit the site post-construction to verify the as-built locations of utilities and topographic features such as manholes, electrical equipment, and pavement. Using the information gathered on-site, ISG will prepare as-built drawings for submittal to the City as required.

COMPENSATION

ISG proposes to provide the scope of work described within this proposal for compensation in accordance with the following schedule. Anticipated reimbursable expenses such as travel, mileage, and printing are included.

Phase	Cost
Pre-Design	
Limited Topographic Survey	$2,500
Sanitary Televising Coordination	$1,000
Geotechnical Coordination	$1,000
Design	
Construction Documents	$102,000
Permitting + Plan Review	T+M, Estimated at $6,000
Post-Design	
Bidding + Contract Administration	$6,500
Construction Administration (If Requested)	Separate Proposal
Field Inspection + Observation (If Requested)	Separate Proposal
As-Builts/Field Verification	$8,500

ADDITIONAL SERVICES

Under ISG Master Services agreement for on call funding services ISG will look into potential funding opportunities regarding potential grants and loans for the Siphon Improvement project. ISG's goal for this proposal, like its services, is to be flexible with accommodating the requirements of this project. Upon request, ISG is able to provide a subsequent proposal to assist with additional professional design and construction phase services that will be necessary to facilitate this project as it moves forward.

ISG appreciates the opportunity to provide a solution tailored to the needs of the City of Chippewa Falls. Upon acceptance of this proposal, please sign the acknowledgment box and return a copy of the proposal to our office. We look forward to providing you with responsive service, a collaborative approach, and timely delivery.

Sincerely,

Reese Sudtelgte, PE
Civil Engineer

Michael Novitzki
Development Strategist

ATTACHMENT

- Proposed Contract

ACKNOWLEDGMENT OF ACCEPTANCE

This proposal is valid for 30 days.

Accepted this _____ day of _____ , 2024.

Company: _____
Print

Name: _____
Print

Title: _____
Print

Signature: _____

SHORT FORM OF AGREEMENT
BETWEEN OWNER AND ENGINEER
FOR PROFESSIONAL SERVICES

This is an Agreement between **City of Chippewa Falls** (Owner) and **I & S Group, Inc (ISG)** (Engineer). Owner's Project, of which Engineer's services under this Agreement are a part, is generally identified as **Design for Duncan Creek Siphons Improvements** (Project). Engineer's services under this Agreement (Services) are generally identified as **design for rehabilitating the Jefferson Avenue siphon structure and replacement of the River Street siphon piping and structures along with rehabilitating a segment of sanitary sewer between the River Street siphon and High Street**.

Owner and Engineer further agree as follows:

1.01 Services of Engineer

A. Engineer shall provide or furnish the Services set forth in this Agreement, and any Additional Services authorized by Owner and consented to by Engineer.

2.01 Owner's Responsibilities

A. Owner shall provide Engineer with existing Project-related information and data in Owner's possession and needed by Engineer for performance of Engineer's Services. Owner will advise the Engineer of Project-related information and data known to Owner but not in Owner's possession. Engineer may use and rely upon Owner-furnished information and data in performing its Services, subject to any express limitations applicable to the furnished items.

1. Following Engineer's assessment of initially-available Project information and data, and upon Engineer's request, Owner shall obtain, furnish, or otherwise make available (if necessary through retention of specialists or consultants) such additional Project-related information and data as is reasonably required to enable Engineer to complete its Services; or, with consent of Engineer, Owner may authorize the Engineer to obtain or provide all or part of such additional information and data as Additional Services.

B. Owner shall provide necessary direction and make decisions, including prompt review of Engineer's submittals, and carry out its other responsibilities in a timely manner so as not to delay Engineer's performance. Owner shall give prompt notice to Engineer whenever Owner observes or otherwise becomes aware of (1) any relevant, material defect or nonconformance in Engineer's Services, or (2) any development that affects the scope or time of performance of Engineer's Services.

3.01 Schedule for Rendering Services

A. Engineer shall complete its Services within the following specific time period: **6 months from the Effective Date**. If no specific time period is indicated, Engineer shall complete its Services within a reasonable period of time.

B. If, through no fault of Engineer, such periods of time or dates are changed, or the orderly and continuous progress of Engineer's Services is impaired, or Engineer's Services are delayed or suspended, then the time for completion of Engineer's Services, and the rates and amounts of Engineer's compensation, shall be adjusted equitably.

4.01 Invoices and Payments

A. Invoices: Engineer shall prepare invoices in accordance with its standard invoicing practices and submit the invoices to Owner on a monthly basis. Invoices are due and payable within 30 days of receipt.

B. Payment: As compensation for Engineer providing or furnishing Services and Additional Services, Owner shall pay Engineer as set forth in this Paragraph 4.01, Invoices and Payments. If Owner disputes an invoice, either as to amount or entitlement, then Owner shall promptly advise Engineer in writing of the specific basis for doing so, may withhold only that portion so disputed, and must pay the undisputed portion.

C. Failure to Pay: If Owner fails to make any payment due Engineer for Services, Additional Services, and expenses within 30 days after receipt of Engineer's invoice, then (1) the amounts due Engineer will be increased at the rate of 1.0% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day; (2) in addition Engineer may, after giving 7 days' written notice to Owner, suspend Services under this Agreement until Engineer has been paid in full all amounts due for Services, Additional Services, expenses, and other related charges, and in such case Owner waives any and all claims against Engineer for any such suspension; and (3) if any payment due Engineer remains unpaid after 90 days, Engineer may terminate the Agreement for cause pursuant to Paragraph 5.01.A.2.

D. Reimbursable Expenses: Engineer is entitled to reimbursement of expenses only if so indicated in Paragraph 4.01.E or 4.01.F. If so entitled, and unless expressly specified otherwise, the amounts payable to Engineer for reimbursement of expenses will be the Project-related internal expenses actually incurred or allocated by Engineer, plus all invoiced external expenses allocable to the Project, including Engineer's subcontractor and subconsultant charges, with the external expenses multiplied by a factor of **1.10**.

E. Basis of Payment

1. Lump Sum. Owner shall pay Engineer for Services as follows:

a. A Lump Sum amount of **refer to Attachment A Professional Services Proposal for Design for Siphon Improvements for costs**.

b. In addition to the Lump Sum amount, reimbursement of the following expenses: None.

c. The portion of the compensation amount billed monthly for Engineer's Services will be based upon Engineer's estimate of the percentage of the total Services actually completed during the billing period.

2. Hourly Rates. Owner shall pay Engineer for Services as follows:

a. An amount equal to the cumulative hours charged to the Project by Engineer's employees times standard hourly rates for each applicable billing class~~, plus reimbursement of expenses incurred in connection with providing the Services~~. **Anticipated reimbursable expenses such as printing and mileage are included within the standard hourly rates.**

b. Engineer's Standard Hourly Rates are attached as Appendix 1.

c. The total compensation for Services and reimbursement of expenses is estimated to be **refer to Attachment A Professional Services Proposal for Design for Siphon Improvements for costs.**

F. Additional Services: For Additional Services, Owner shall pay Engineer an amount equal to the cumulative hours charged in providing the Additional Services by Engineer's employees, times standard hourly rates for each applicable billing class; plus reimbursement of expenses incurred in connection with providing the Additional Services. Engineer's standard hourly rates are attached as Appendix 1.

5.01 Termination

A. Termination for Cause

1. Either party may terminate the Agreement for cause upon 30 days' written notice in the event of substantial failure by the other party to perform in accordance with the terms of the Agreement, through no fault of the terminating party.

a. Notwithstanding the foregoing, this Agreement will not terminate under Paragraph 5.01.A.1 if the party receiving such notice begins, within 7 days of receipt of such notice, to correct its substantial failure to perform and proceeds diligently to cure such failure within no more than 30 days of receipt thereof; provided, however, that if and to the extent such substantial failure cannot be reasonably cured within such 30-day period, and if such party has diligently attempted to cure the same and thereafter continues diligently to cure the same, then the cure period provided for herein will extend up to, but in no case more than, 60 days after the date of receipt of the notice.

2. In addition to its termination rights in Paragraph 5.01.A.1, Engineer may terminate this Agreement for cause upon 7 days' written notice (a) if Owner demands that Engineer furnish or perform services contrary to Engineer's responsibilities as a licensed professional, (b) if Engineer's services for the Project are delayed or suspended for more than 90 days for reasons beyond Engineer's control, (c) if payment due Engineer remains unpaid for 90 days, as set forth in Paragraph 4.01.C, or (d) as the result of the presence at the Site of undisclosed Constituents of Concern as set forth in Paragraph 6.01.I.

3. Engineer will have no liability to Owner on account of any termination by Engineer for cause.

B. Termination for Convenience: Owner may terminate this Agreement for convenience, effective upon Engineer's receipt of notice from Owner.

C. Payments Upon Termination: In the event of any termination under Paragraph 5.01, Engineer will be entitled to invoice Owner and to receive full payment for all services performed or furnished in accordance with this Agreement, and to reimbursement of expenses incurred through the effective date of termination. Upon making such payment, Owner will have the limited right to the use of all deliverable documents, whether completed or under preparation, subject to the provisions of Paragraph 6.01.F, at Owner's sole risk.

1. If Owner has terminated the Agreement for cause and disputes Engineer's entitlement to compensation for services and reimbursement of expenses, then Engineer's entitlement to payment and Owner's rights to the use of the deliverable documents will

be resolved in accordance with the dispute resolution provisions of this Agreement or as otherwise agreed in writing.

2. If Owner has terminated the Agreement for convenience, or if Engineer has terminated the Agreement for cause, then Engineer will be entitled, in addition to the payments identified above, to invoice Owner and receive payment of a reasonable amount for services and expenses directly attributable to termination, both before and after the effective date of termination, such as reassignment of personnel, costs of terminating contracts with Engineer's subcontractors or subconsultants, and other related close-out costs, using methods and rates for Additional Services as set forth in Paragraph 4.01.F.

6.01 General Considerations

A. The standard of care for all professional engineering and related services performed or furnished by Engineer under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Engineer makes no warranties, express or implied, under this Agreement or otherwise, in connection with any services performed or furnished by Engineer. Subject to the foregoing standard of care, Engineer may use or rely upon design elements and information ordinarily or customarily furnished by others, including, but not limited to, specialty contractors, manufacturers, suppliers, and the publishers of technical standards.

B. Engineer shall not at any time supervise, direct, control, or have authority over any Constructor's work, nor will Engineer have authority over or be responsible for the means, methods, techniques, sequences, or procedures of construction selected or used by any Constructor, or the safety precautions and programs incident thereto, for security or safety at the Project site, nor for any failure of a Constructor to comply with laws and regulations applicable to that Constructor's furnishing and performing of its work. Engineer shall not be responsible for the acts or omissions of any Constructor.

C. Engineer neither guarantees the performance of any Constructor nor assumes responsibility for any Constructor's failure to furnish and perform its work.

D. Engineer's opinions of probable construction cost (if any) are to be made on the basis of Engineer's experience, qualifications, and general familiarity with the construction industry. However, because Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from opinions of probable construction cost prepared by Engineer. If Owner requires greater assurance as to probable construction cost, then Owner agrees to obtain an independent cost estimate.

E. Engineer shall not be responsible for any decision made regarding the construction contract requirements, or any application, interpretation, clarification, or modification of the construction contract documents, other than those made by Engineer.

F. All documents prepared or furnished by Engineer are instruments of service, and Engineer retains an ownership and property interest (including the copyright and the right of reuse) in such documents, whether or not the Project is completed. Engineer grants to Owner a limited license to use the deliverable documents on the Project, extensions of the Project, and for

related uses of the Owner, subject to receipt by Engineer of full payment due and owing for all Services and Additional Services relating to preparation of the deliverable documents, and subject to the following limitations:

1. Owner acknowledges that such documents are not intended or represented to be suitable for use on the Project unless completed by Engineer, or for use or reuse by Owner or others on extensions of the Project, on any other project, or for any other use or purpose, without written verification or adaptation by Engineer;
2. any such use or reuse, or any modification of the documents, without written verification, completion, or adaptation by Engineer, as appropriate for the specific purpose intended, will be at Owner's sole risk and without liability or legal exposure to Engineer or to its officers, directors, members, partners, agents, employees, and subconsultants;
3. Owner shall indemnify and hold harmless Engineer and its officers, directors, members, partners, agents, employees, and subconsultants from all claims, damages, losses, and expenses, including attorneys' fees, arising out of or resulting from any use, reuse, or modification of the documents without written verification, completion, or adaptation by Engineer; and
4. such limited license to Owner shall not create any rights in third parties.

G. Owner and Engineer agree to transmit, and accept, Project-related correspondence, documents, text, data, drawings, information, and graphics, in electronic media or digital format, either directly, or through access to a secure Project website, in accordance with a mutually agreeable protocol.

H. Waiver of Damages; Limitation of Liability: To the fullest extent permitted by law, Owner and Engineer (1) waive against each other, and the other's officers, directors, members, partners, agents, employees, subconsultants, and insurers, any and all claims for or entitlement to special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to this Agreement or the Project, from any cause or causes, and (2) agree that Engineer's total liability to Owner under this Agreement shall be limited to $100,000 or the total amount of compensation received by Engineer, whichever is greater.

I. The parties acknowledge that Engineer's Services do not include any services related to unknown or undisclosed Constituents of Concern. If Engineer or any other party encounters, uncovers, or reveals an unknown or undisclosed Constituent of Concern, then Engineer may, at its option and without liability for consequential or any other damages, suspend performance of Services on the portion of the Project affected thereby until such portion of the Project is no longer affected, or terminate this Agreement for cause if it is not practical to continue providing Services.

J. Owner and Engineer agree to negotiate each dispute between them in good faith during the 30 days after notice of dispute. If negotiations are unsuccessful in resolving the dispute, then the dispute will be mediated. If mediation is unsuccessful, then the parties may exercise their rights at law.

K. This Agreement is to be governed by the laws of the state in which the Project is located.

L. Engineer's Services do not include: (1) serving as a "municipal advisor" for purposes of the registration requirements of Section 975 of the Dodd-Frank Wall Street Reform and

Consumer Protection Act (2010) or the municipal advisor registration rules issued by the Securities and Exchange Commission; (2) advising Owner, or any municipal entity or other person or entity, regarding municipal financial products or the issuance of municipal securities, including advice with respect to the structure, timing, terms, or other similar matters concerning such products or issuances; (3) providing surety bonding or insurance-related advice, recommendations, counseling, or research, or enforcement of construction insurance or surety bonding requirements; or (4) providing legal advice or representation.

7.01 Definitions

A. Constructor—Any person or entity (not including the Engineer, its employees, agents, representatives, subcontractors, and subconsultants), performing or supporting construction activities relating to the Project, including but not limited to contractors, subcontractors, suppliers, Owner's work forces, utility companies, construction managers, testing firms, shippers, and truckers, and the employees, agents, and representatives of any or all of them.

B. Constituent of Concern—Asbestos, petroleum, radioactive material, polychlorinated biphenyls (PCBs), lead based paint (as defined by the HUD/EPA standard), hazardous waste, and any substance, product, waste, or other material of any nature whatsoever that is or becomes listed, regulated, or addressed pursuant to laws and regulations regulating, relating to, or imposing liability or standards of conduct concerning, any hazardous, toxic, or dangerous waste, substance, or material.

8.01 Successors, Assigns, and Beneficiaries

A. Successors and Assigns

1. Owner and Engineer are hereby bound and the successors, executors, administrators, and legal representatives of Owner and Engineer (and to the extent permitted by Paragraph 8.01.A.2 the assigns of Owner and Engineer) are hereby bound to the other party to this Agreement and to the successors, executors, administrators, and legal representatives (and said assigns) of such other party, in respect of all covenants, agreements, and obligations of this Agreement.

2. Neither Owner nor Engineer may assign, sublet, or transfer any rights under or interest (including, but without limitation, money that is due or may become due) in this Agreement without the written consent of the other party, except to the extent that any assignment, subletting, or transfer is mandated by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

B. Beneficiaries: Unless expressly provided otherwise, nothing in this Agreement shall be construed to create, impose, or give rise to any duty owed by Owner or Engineer to any Constructor, other third-party individual or entity, or to any surety for or employee of any of them. All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of Owner and Engineer and not for the benefit of any other party.

9.01 Total Agreement

A. This Agreement (including any expressly incorporated attachments), constitutes the entire agreement between Owner and Engineer and supersedes all prior written or oral

understandings. This Agreement may only be amended, supplemented, modified, or canceled by a duly executed written instrument.

Attachments: Appendix 1, Engineer's Standard Hourly Rates

Attachment A: Professional Services Proposal for Design for Siphon Improvements

This Agreement's Effective Date is **[insert date]**.

Owner:	Engineer:
_____ (name of organization)	_____ (name of organization)
By: _____ (authorized individual's signature)	By: _____ (authorized individual's signature)
Date: _____ (date signed)	Date: _____ (date signed)
Name: _____ (typed or printed)	Name: _____ (typed or printed)
Title: _____ (typed or printed)	Title: _____ (typed or printed)
Address for giving notices:	Address for giving notices:
_____	_____
_____	_____
_____	_____
Designated Representative:	Designated Representative:
Name: _____ (typed or printed)	Name: _____ (typed or printed)
Title: _____ (typed or printed)	Title: _____ (typed or printed)
Address:	Address:
_____	_____
_____	_____
_____	_____
Phone: _____	Phone: _____
Email: _____	Email: _____

This is **Appendix 1, Engineer's Standard Hourly Rates**, referred to in and part of the Short Form of Agreement between Owner and Engineer for Professional Services dated **8/6/2024**.

ENGINEER'S STANDARD HOURLY RATES

A. Standard Hourly Rates:

1. Standard Hourly Rates are set forth in this Appendix 1 and include salaries and wages paid to personnel in each billing class plus the cost of customary and statutory benefits, general and administrative overhead, non-project operating costs, and operating margin or profit.

2. The Standard Hourly Rates apply only as specified in Paragraph 4.01 and are subject to annual review and adjustment.

B. Schedule of Hourly Rates: **See Attached 2024 Standard Hourly Rates.**

2024 Standard Hourly Rates

Rates are effective as of January 1, 2024 and are subject to change on an annual basis.

ISG

Job Type	Hourly Rate
Administrative *I-IV*	$75–145
Applied Technology Specialist *I-Senior*	$105–160
Architect *I-Senior*	$125–225
Architectural Designer *I-Senior*	$115–175
Business Developer *I-Senior*	$145–220
Business Writer *I-Senior*	$110–130
Civil Engineer *I-Senior*	$140–230
Civil Designer *I-Senior*	$110–175
Construction Administrator *I-Senior*	$115–175
Development Services Coordinator *I-Senior*	$125–190
Drone Specialist *I-Senior*	$110–160
Electrical Controls Designer	$200
Electrical Engineer *I-Senior*	$150–235
Electrical Designer *I-Senior*	$120–185
Environmental Scientist/Engineer *I-Senior*	$120–205
General Counsel	$350
GIS Specialist *I-Senior*	$125–195
Graphic Designer *I-Senior*	$105–125
IT Specialist *I-Senior*	$125–190
Interior Designer *I-Senior*	$125–190

Job Type	Hourly Rate
Land Surveyor *I-Senior*	$115–200
Land Survey Specialist *I-Senior*	$100–145
Landscape Architect *I-Senior*	$130–205
Landscape Designer *I-Senior*	$110–160
Marketing Consultant/Specialist *I-Senior*	$120–190
Mechanical Engineer *I-Senior*	$150–235
Mechanical Designer *I-Senior*	$120–185
Planner *I-Senior*	$125–200
Senior Process Engineer	$220
Project Coordinator *I-IV*	$125–175
Project Manager *I-Senior*	$135–225
Refrigeration Engineer *I-Senior*	$170–275
Refrigeration Designer *I-Senior*	$130–200
Senior Finance Consultant	$190
Senior Project Executive	$280
Structural Engineer *I-Senior*	$145–230
Structural Designer *I-Senior*	$115–175
Technical Writer *I-Senior*	$145–160
Technology Engineer *I-Senior*	$130–210
Technology Designer *I-Senior*	$110–200
Telecommunications Engineer *I-Senior*	$150–230

Job Type	Hourly Rate
Telecommunications Designer *I-Senior*	$90–145
Visualization Specialist *I-Senior*	$160–210
Videographer	$145
Water/Wastewater Engineer *I-Senior*	$145–230
Water/Wastewater Designer *I-Senior*	$115–170
Water/Wastewater Project Manager *I-Senior*	$135–225
Water/Wastewater Operator *I-IV*	$110–125

Equipment	Hourly Rate
Survey Grade GPS/Robotics	$62
Mapping Grade GPS	$22
3D Laser Scanner	$75
Manhole Scanner	$75
Mobile Scanner**	Varies
R/C Boat + Sounding Equipment	$58
Surveillance Drone	$56
Photogrammetry Drone	$138
Thermal Imaging Drone	$193
LiDAR Drone**	Varies
All-Terrain Vehicle	$30
Traffic Counter	$15
Pipe Crawler** *(per linear foot)*	Varies

Mileage reimbursement is at the IRS standard rate.

Outside services are billed at cost plus 10%.

**Project-specific rates—call for pricing

Architecture + Engineering + Environmental + Planning ISGInc.com

ITEM 3B

August 6, 2024

Brandon Cesafsky
Director of Public Works,
Utility Manager

City of Chippewa Falls
30 West Central Street
Chippewa Falls, WI 54729

715.726.2739
btcesafsky@chippewafalls-wi.gov

RE: Professional On-Call Services Proposal for Funding + Grant Assistance
Chippewa Falls, Wisconsin

ISG

Brandon,

As the City of Chippewa Falls looks to secure funding for future infrastructure improvements, **ISG stands ready to assist as your partner** and guide you through funding and grant applications.

Backed by our in-house, multi-disciplinary professionals and grant writers, vast funding and grant success, and a sound understanding of applications, ISG proposes to provide the following scope of services to meet your project needs.

ON-CALL FUNDING + GRANT ASSISTANCE AGREEMENT

Our goal is to foster a trusted relationship where you feel comfortable calling us for any reason. Whether you have a quick application question or a detail you need input on, we are ready with answers without charging you unnecessary or unexpected fees. If you need us in person, we will be there.

As your on-call funding and grants experts, we **will serve as an extension of your staff and champion to help you secure the necessary funding for community infrastructure improvements**. ISG believes in a philosophy of no surprises, remaining transparent and accessible, and maintaining open lines of communication at all times. We will be reliable, knowledgeable, and understanding of the task at hand.

The following areas of expertise will be included under the agreement on a discounted time and materials rate:

- Capital Improvement Plan Strategies
- Community Block Development Grant For Public Facilities
- Economic Development
- Grant Writing
- Legislative Tracking
- Municipal State Aid Funding
- Public-Private Partnerships
- Revolving Loan Funding
- State Aid Highway Funding
- United States Department of Agriculture Rural Development
- Wisconsin Community Action Program Association Rural Community Assistance Program
- Wisconsin Department of Natural Resources Funding Collaboration
  - Clean Water Fund Program
  - Safe Drinking Water Loan Program
  - Small Loans Program
- Wisconsin Rural Water Association Funding Collaboration + Assistance Program

APPLICABLE CONTRACT

The General Terms and Conditions applicable to this Proposal are available at the link below and are hereby accepted and incorporated herein by reference. Upon acceptance of this Proposal, the parties can proceed with the project based on this signed Proposal, per its General Terms and Conditions, or for more complex projects, ISG, at its discretion, will prepare and require the use of an AIA or EJCDC Contract that will govern the project.

General Terms + Conditions
bit.ly/termsconditions_isg

When items of a general nature progress into a specific project, ISG will produce a separate proposal and contract for that project. This proposal is continuous, without expiration, and subject to termination at City's discretion at any time for any reason.

COMPENSATION

ISG proposes to provide the scope of work described within this proposal for compensation of $100 per hour.

ISG appreciates the opportunity to provide a solution tailored to the needs of the City of Chippewa Falls. Upon acceptance of this proposal, please sign the acknowledgment box and return a copy of the proposal to our office. We look forward to providing you with responsive service, a collaborative approach, and timely delivery.

Sincerely,

Reese Sudtelgte, PE
Civil Engineer

Michael Novitzki
Development Strategist

ACKNOWLEDGMENT OF ACCEPTANCE

This proposal is valid for 30 days.

Accepted this _____ day of _____ , 2024.

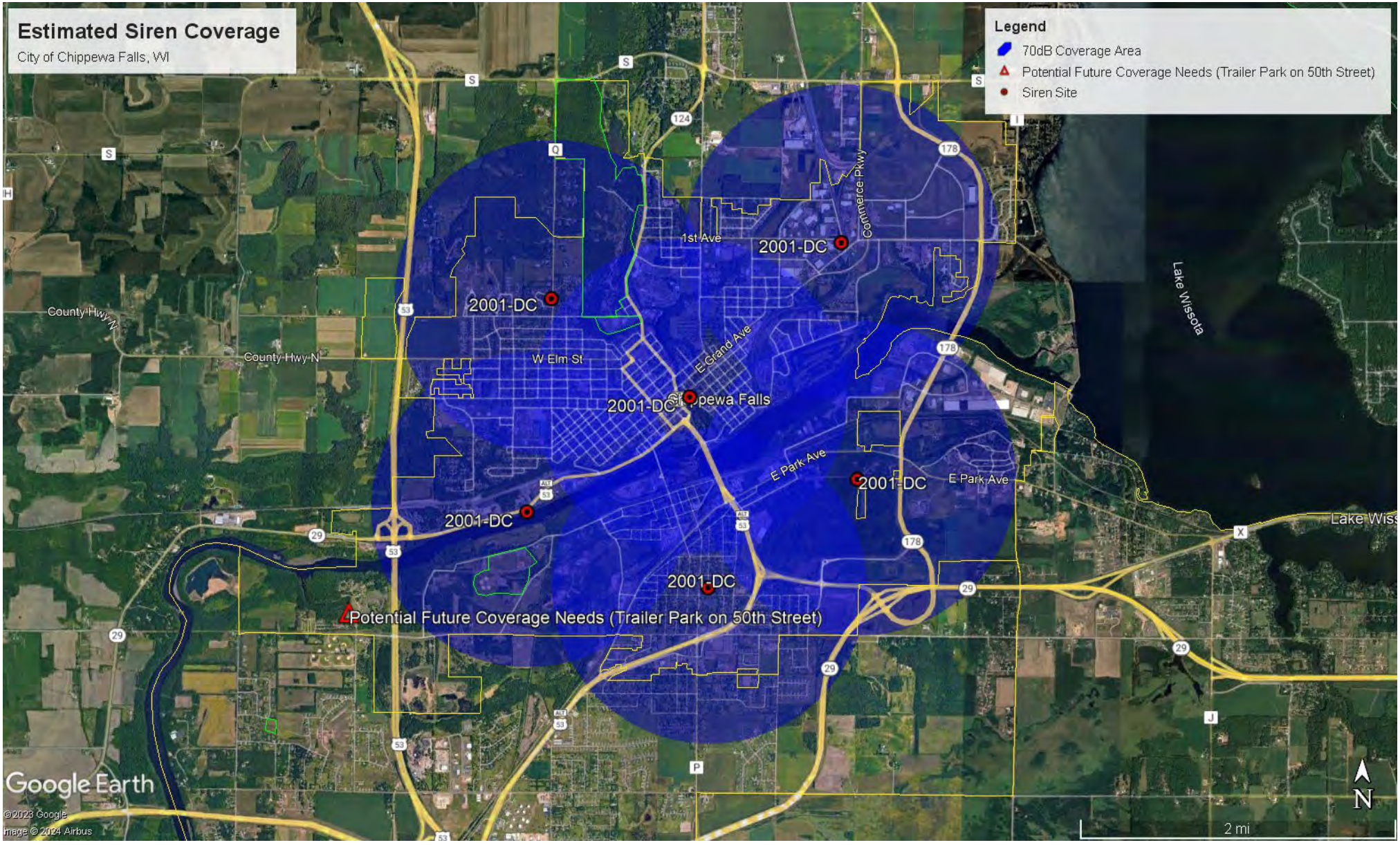
Company: _____
Print

Name: _____
Print

Title: _____
Print

Signature: _____

ITEM 4


Estimated Siren Coverage
City of Chippewa Falls, WI
Legend
70dB Coverage Area
Potential Future Coverage Needs (Trailer Park on 50th Street)
Siren Site
2001-DC
2001-DC
2001-DC
2001-DC
2001-DC
2001-DC
Potential Future Coverage Needs (Trailer Park on 50th Street)
1st Ave
Commerce Pkwy
Lake Wissota
County Hwy N
County Hwy-N
W Elm St
E Grand Ave
Chippewa Falls
E Park Ave
E Park Ave
Google Earth
©2023 Google
Image © 2024 Airbus
2 mi
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ITEM 4a

SHEBOYGAN WARNING SYSTEMS

Sheboygan Warning Systems LLC
1904 Geele Ave, Sheboygan, WI 53083
(920) 287-4432
sales@swssirens.com

Prepared For:

Brandon Cesafsky

Public Works Director

City of Chippewa Falls

30 W. Central St

Chippewa Falls, WI 54729

Chippewa Falls Outdoor Warning Siren Audit 4/29/2024

Outdoor warning sirens have been used for over a century to efficiently and effectively warn communities during a wide variety of natural and man-made disasters. Today they remain one of the most cost-effective and simplistic means to keep residents safe from these disasters in any redundant warning system. Most outdoor warning sirens manufactured and installed in this era utilize a battery bank to function and use grid power only to keep the batteries topped off. This prevents siren failures relating to AC power failure in a storm.

Siren Sites/Ratings/Theory of Operation

The City of Chippewa Falls currently has six outdoor warning siren sites located atop 60' poles. These outdoor warning sirens are located along West River Street, Wheaton Street, North High Street, Halbleib Road, Chippewa Street and Summit Avenue. All six sirens are FS 2001-SRNB AC primary, battery backup units. This means they operate mainly on grid power and revert to the batteries in case of a power failure. They were installed after a recommendation by a city committee in 2002 and are currently 21 years old.

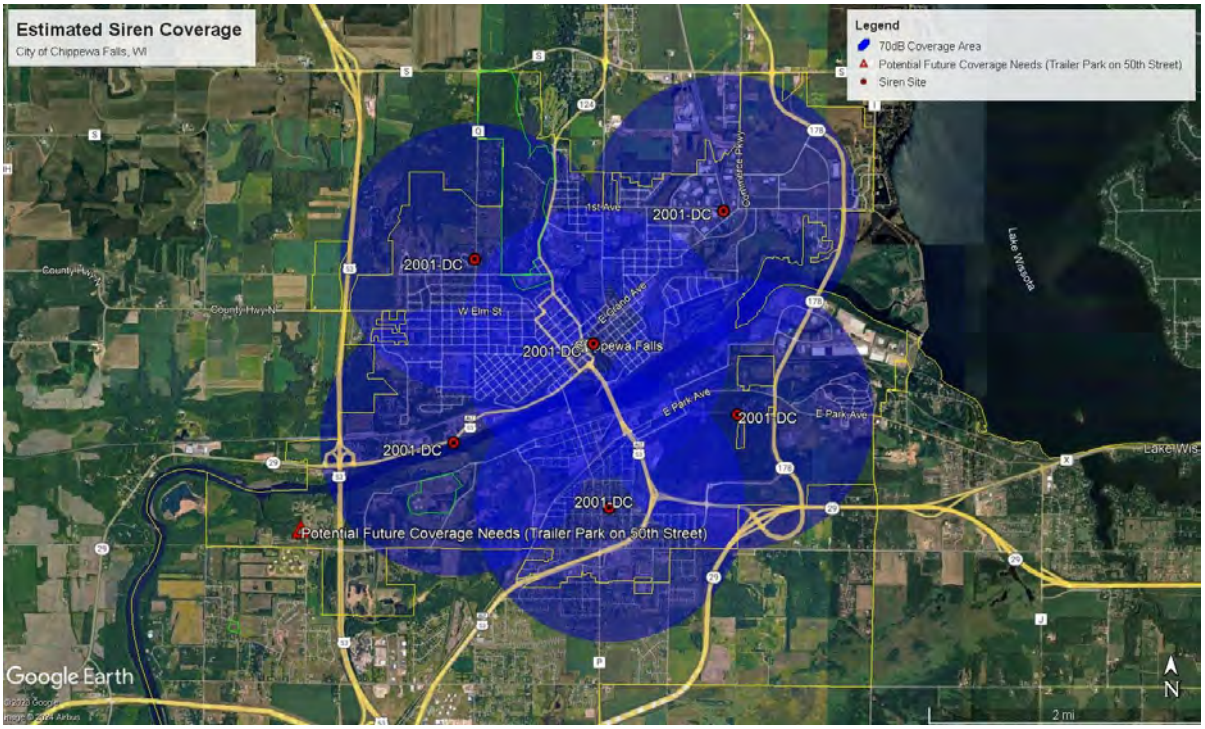
The 2001-SRNB is a higher-pitched 790hz siren with a sound output of 128dB @ 100'. These two factors give the siren an effective 70dB range of 5,280 feet (70dB being industry standard for outdoor warning system planning). The AC/DC controllers feature stainless steel battery/radio cabinets and a 240VAC to 48VDC transformer/rectifier. There is a large switching contactor in the radio box that switches between AC primary and the battery bank. The battery box houses 4 deep cycle marine batteries wired in series which supply the backup power to the sirens. The

controller/radio is a one-way DCFCBH. The siren sites are currently configured to be activated by Chippewa County for testing and emergency operation. They are activated with a 7-digit DTMF string. Being one-way, the sirens are not encrypted leaving them vulnerable to unauthorized activations. There is currently no capability for two-way monitoring of the siren sites.

Existing Siren Coverage

Siren coverage maps are based on the terrain, total height of the siren above the ground, and factory estimated 70dB coverage range of each unit. The 70dB coverage goal of outdoor warning systems is the industry/FEMA standard. The goal of outdoor warning siren coverage is to pinpoint the farthest the sound may travel from the site factoring in existing geography, manmade structures and density and natural attenuation over the course of the coverage area while remaining louder than theoretical ambient noise levels at any given point on the map. The maps we put together are always made with these factors in mind and produced on the conservative side to give a sense real-world siren coverage. While some sound plans may show siren coverage in absolute perfect conditions, we try to refrain from approaching a situation where sirens are purchased, and the actual coverage is less than what was estimated. We do note and acknowledge all sound maps are estimates and will vary slightly in real world applications. We have drafted and attached coverage maps for the City of Chippewa Falls to this siren study/proposal.

Overall siren coverage looks to be thorough throughout the city. We identified only one area with potential siren coverage concerns in the far southwest corner along 50th street. The Eagle Ridge Campground and Newbourne Village Renaissance Faire do not have adequate siren coverage.



Audit Results

During our audit process and ground inspection, there are a variety of aspects that are considered when considering the condition of each siren site. There was a common trend among some of the inspection points between all sites. Looking at the system as a whole, all siren sites:

- Are wired for 240VAC single phase service with a 40A fused disconnect
- All siren sites featured an on-board receiver and a ground-plane antenna

- The system is set up for one-way activation utilizing DTMF and has no encryption
- All siren sites received a charger upgrade (4-charger system to bank charger system) around 2018

Each of the following criteria differed site to site and individual conditions were noted during your siren audit:

- Battery, Rectifier, Charger Voltages (48VDC – 48VDC - 54VDC nominal respectively)
- Siren Activated/Cancelled
- Main Chopper Motor Current (100A nominal)
- Charger Post-Sound Test (chargers turned on?)
- Cabinet/Conduit/Wire Condition (conduit/wire deterioration – water intrusion)
- Pole/Site Conditions

Summit Ave Notes

- Rectifier is only putting out 16VDC
- AC/DC switching contactor is shorting out and is only running on batteries
- Batteries have exceeded their useful life and no longer hold a charge (corrected by DPW post audit, batteries new in 2024)
- Battery charger was on and had bank to full voltage until the siren was ran
- The pole is in poor condition due to woodpecker damage
- Siren run current is unknown, it could not be tested due to bad batteries/rectifier
- Wire and conduit are in fair/poor condition
- Siren was programming was altered at some point prior to run only for 59 seconds instead of the full 3-minute cycle (corrected by SWS post audit, siren is programmed to run only on batteries for a full 3-minute cycle when triggered by Chippewa County)

River Street Notes

- Siren activated and cancelled on both AC and DC
- All voltages were normal
- Operating current was within range (100.7A Rectifier, 93A Batteries)
- Major woodpecker damage to pole (at least 6 very large holes)
- Ground wires cut 8’ up (to be corrected by others post audit)
- Batteries were from 2021
- Battery charger was operating normally
- Wire and conduit are in fair/poor condition
- Siren was programming was altered at some point prior to run only for 59 seconds instead of the full 3-minute cycle (corrected by SWS post audit, siren is programmed to run only on batteries for a full 3-minute cycle when triggered by Chippewa County)

Chippewa Street Notes

- Siren activated and cancelled on both AC and DC
- All operating voltages were normal
- Operating current was within range (100.1A Rectifier, 100A Batteries)
- Pole is in ok condition
- Batteries were from 2021
- Battery charger was operating normally
- Wire and conduit are in fair/poor condition
- Siren was programming was altered at some point prior to run only for 59 seconds instead of the full 3-minute cycle (corrected by SWS post audit, siren is programmed to run only on batteries for a full 3-minute cycle when triggered by Chippewa County)

Wheaton Street Notes

- Siren activated and cancelled on both AC and DC
- All operating voltages were normal
- Operating current exceeded the expected range (110A Rectifier, 108A Batteries)
- Pole is in ok condition
- Batteries were from 2020 and have exceeded their life expectancy
- Battery charger was operating normally
- Wire and conduit are in fair/poor condition
- Siren was programming was altered at some point prior to run only for 59 seconds instead of the full 3-minute cycle (corrected by SWS post audit, siren is programmed to run only on batteries for a full 3-minute cycle when triggered by Chippewa County)

Halbleib Road Notes

- AC/DC switching contactor is shorting out and is only running on batteries
- The siren activated and cancelled on DC only
- All operating voltages were normal
- Operating current was within range (101A Batteries)
- Pole is in ok condition
- Conduit is in poor condition
- Cabinet has lots of water intrusion from conduit to head
- Batteries were from 2021
- Battery charger was operating normally
- Siren was programming was altered at some point prior to run only for 59 seconds instead of the full 3-minute cycle (corrected by SWS post audit, siren is programmed to run only on batteries for a full 3-minute cycle when triggered by Chippewa County)

High Street Notes

- Siren activated and cancelled on both AC and DC
- All operating voltages were normal

- Operating current exceeded the expected range (111A Rectifier, 108A Batteries)
- Pole is in fair condition
- Batteries were from 2018 and have exceeded their life expectancy
- Battery charger was operating normally
- Wire and conduit are in fair/poor condition
- Cabinet seals have failed and allowed wasps/water inside
- Siren was programming was altered at some point prior to run only for 59 seconds instead of the full 3-minute cycle (corrected by SWS post audit, siren is programmed to run only on batteries for a full 3-minute cycle when triggered by Chippewa County)

Future Repairs/System Recommendations

Going forward there are a few repairs that will need to be made to the system to bring all the sites back into good condition. There are also a few recommendations we have prepared that both coincide with these repairs as an alternative option and to bolster system health in the future. I have listed these in order of highest to lowest priority.

City will replace batteries

- Batteries – The general life expectancy for outdoor warning siren batteries is 4 years. While batteries may last past their general life expectancy, preventative measures should be taken to keep all batteries replaced on a regular basis to avoid failure during an emergency. We would suggest battery replacements in all sites (aside from Summit Avenue) during the 2024 season or at the beginning of the 2025 season.

Item a&b Provide price to replace poles and another quote to repair poles

- Poles – Both Summit Street and River Street sites have poles in poor condition, with River Street requiring immediate corrective action due to woodpecker damage. This could be done with an attempt to repair the poles with filler/patches or entire pole replacement. Hardware cloth should be installed on both sites regardless of the option chosen to prohibit this type of damage in the future

$13,285
$2,760

Item c - City will consider maintenance plan option

- Maintenance – At least two of the siren sites have higher than normal current readings which is likely due to lack of maintenance on the heads over time. It is likely the other sites will also start to show higher current draw over time. Rotation was also noted to be jumpy on all siren sites, pointing to a potential lack of grease on the main gear assembly and/or incorrect/drifting slip band adjustment. To prevent further wear of siren head components over time a regular preventative maintenance plan should be put into place to prevent further issues/siren failures down the line. This will also provide you with annual records of all work/inspections being performed on your sirens for your reference down the line.

2 years
$4,248

Item d - Are switching contractors needed?, Provide price to permanently disable rectifiers

- Rectifiers – Two of the sites have bad AC/DC switching contactors and one site has a bad rectifier. After reprogramming, all sites are now operating on batteries only and the rectifiers should be more permanently disabled moving forward. Battery only operation helps prevent problems/siren failures down the line by allowing the sirens to regularly cycle the batteries and preventing them from going stale/exploding due to lack of use.

$5,970

Item e - Provide price to replace conduit and wire.

- Conduit/Wire - The conduit condition of all sites is very poor. There are many signs of water intrusion/freeze damage to conduit and some water intrusion in cabinets where the conduit has not burst due to freezing. All sites should have the conduit/wire redone to ensure a watertight seal and prevent damage to the wires or electronic components.

$17,880

Item f - Provide price to install RTU's

- Controllers – The siren controllers are all operating as intended aside from the issues with the AC/DC system. One step that communities tend to take to bolster their siren systems without complete system replacements is to retrofit two-way encrypted control boards (RTUs) into their systems. While the siren cabinets are mostly in good condition, the lack of a two-way monitoring system can make siren issues harder to notice. Also, the lack of encryption leaves your sirens very vulnerable to hacking. A two-way encryption retrofit will provide these capabilities and automatic activation during a severe weather event (tornado or

$74,147

What is the cost of cabinet and new controls for each site?

thunderstorm warnings). Furthermore, this retrofit updates aging electronics which are more prone to catastrophic failures than the physical siren itself. I would also like to note that with the conduit/wire upgrades needed as well as pole and water intrusion issues noted, complete cabinet replacement with the new control software may be more economical down the line.

Note taken

- Coverage – There is currently excellent siren coverage within most of the city limits. At some point down the line, it would be suggested to budget and implement one final siren site located in the far southwest corner near Eagle Ridge Campground and Newbourne Village Renaissance Faire on 50th street. A smaller electronic siren site would be most beneficial in this area.

Conclusion

Overall, the siren sites are currently all operating as intended. Aside from the repairs needed, the sirens themselves are all in OK condition and do not need any form of complete replacement at this time. We have provided seven recommendations that should be considered moving forward to bring your system back to excellent/good condition and bolster against failures. All recommendations will help ensure your system will operate properly for many more years to come while providing a more economical option to system replacement.

While we have made every attempt to ensure this document explains the system and proposed options in detail, please do not hesitate to reach out with any questions you may have. We are available 24/7 for your community.

Sincerely,

Josh Schmirler - Lead Service Technician/Sales

Sheboygan Warning Systems - Authorized American Signal Dealer

1904 Geele Avenue

Sheboygan, WI 53083

920-237-9572 – Cell

Josh@swssirens.com

ITEM 4b

Sheboygan Warning Systems — QUOTATION

Company Address
1904 Geele Avenue Sheboygan, WI 53083
Phone: (920) 287-4432

Date 7/18/2024
Quotation # 397

Quotation For
City of Chippewa Falls
30 W. Central Street
Chippewa Falls, WI

Quotation valid until: 8/17/2024

Comments or Special Instructions

This quote is to replace two of the siren poles in Chippewa Falls, WI. The poles located at River Street, and Summit Avenue have substantial woodpecker damage. The existing siren head, conduit, wire, controls, AC service would be re-used. Quote includes two new class two 50' wood poles, disposal of old poles, installation, ground wire, ground rods, and woodpecker prevention wire cloth. The first optional line item is for lever bypass meter bases should Xcel Energy require the sites to now be metered. The 2nd optional line item is to add the woodpecker prevention wire cloth to the other sites. Optional line items are not factored into the total quote price. The customer to provide a local electrician if needed to work on-site with the install crew while siren is being installed. Any required permits and or licenses are the responsibility of the customer. Customer to bring power to the disconnect installed on the siren pole.

Quantity	Description	Unit Price	Taxable?	Amount
2	•Remove siren and existing wood pole. •Furnish and install new class 2 50' wood pole at the same location. •Mount Siren, controls and associated equipment on new pole. •Furnish and install woodpecker prevention wire cloth. •Does not include cost of electrical permit if applicable or cost of utility hookup •Coordinate Project with Diggers Hotline	$6,642.50		$ 13,285.00
OPTIONAL	• Install woodpecker protection wire cloth at the four other remaining sites.	$2,760.00		
OPTIONAL	• 200-amp lever bypass meter socket. Includes installation at both sites.	$665.00		

Terms & Conditions	Installation Terms & Conditions In the event that rock or other obstructions are encountered while digging, work at the site will be discontinued until the client can offer an alternate site that will not require unexpected expenses to Sheboygan Warning Systems such as the cost of rock removal. All quotes do not include the costs of electrical service hookup by the local electrical utility. Sheboygan Warning Systems is not responsible for the cost of electrical permits or inspections and will be billed to the customer if said services are required. The site where the equipment is to be installed must be free from obstructions such as trees & power lines. Digging conditions must be free of obstacles for a minimum of eight feet deep to set a utility pole. Any obstacles that change the scope of work that are out of Sheboygan Warning Systems' control may be subject to an additional fee. Sheboygan Warning Systems is not responsible for landscaping restoration that may be necessary as a result of equipment installation.			
1	System Testing, Training and Optimization	$0.00		$ -

TERMS AND CONDITIONS

1. Sheboygan Warning Systems is not liable for any damage and/or errors (Ex. Warning siren not sounding) when not on premise.

2. Mail signed quote to the address listed above.

Subtotal	$13,285.00
Tax Rate	N/A
Sales Tax	Exempt (Pending Exemption Form)
Other	N/A
TOTAL	**$13,285.00**

Customer Acceptance (Sign Below):

_____

Print Name

_____

Signature

Sheboygan Warning Systems — QUOTATION

Company Address
1904 Geele Avenue Sheboygan, WI 53083
Phone: (920) 287-4432

Date 7/18/2024
Quotation # 398

Quotation For
City of Chippewa Falls
30 W. Central Street
Chippewa Falls, WI

Quotation valid until: 8/17/2024

Comments or Special Instructions

This quote is to repair two of the siren poles in Chippewa Falls, WI. The poles located at River Street, and Summit Avenue have substantial woodpecker damage. Holes in the pole would be cleaned of excess debris and nesting material. Holes would be filled with blocking and utility grade resin to seal the holes and restore strength to the pole. Woodpecker preventing wire cloth would be added to the poles to prevent woodpeckers from causing damage to the poles again. Optional line item is to add wire cloth to the other four sites to prevent woodpeckers from causing damage to those poles. This quote includes all labor, drive-time, equipment, high reach equipment & materials to complete the scope of work.

Quantity	Description	Unit Price	Taxable?	Amount
2	•Remove Debris from holes in pole. •Fill holes with blocking and resin. •Trim excess resin from pole. •Install woodpecker prevention wire cloth.	$3,278.00		$ 6,556.00
OPTIONAL	• Install woodpecker protection wire cloth at the four other remaining sites.	$2,860.00		
1	System Testing, Training and Optimization	$0.00		$ -

TERMS AND CONDITIONS

1. Sheboygan Warning Systems is not liable for any damage and/or errors (Ex. Warning siren not sounding) when not on premise.

2. Mail signed quote to the address listed above.

Subtotal	$6,556.00
Tax Rate	N/A
Sales Tax	Exempt (Pending Exemption Form)
Other	N/A
TOTAL	**$6,556.00**

Customer Acceptance (Sign Below):

Print Name

Signature

2024 | Agreement for Warning System Annual Inspection & Biennial Preventative Maintenance

SHEBOYGAN WARNING SYSTEMS

1904 Geele Ave, Sheboygan, Wisconsin

SUMMARY

Creating an agreement between Sheboygan Warning Systems and our customers instills confidence in our clients that their warning system will be ready when an emergency arises. Sheboygan Warning Systems prides itself on going above and beyond the industry standard of customer service, education, and level of maintenance and testing being performed. Service contracts with our clients allows them to have peace of mind that their warning system is being properly maintained, and eliminates the need to quote regularly for maintenance. Service contracts allow Sheboygan Warning Systems to keep digital and physical records about your warning system to ensure proper operation and maintenance is being performed. Sheboygan Warning Systems maintenance plans are the most thorough in the industry so you can be rest assured that your system will be "Ready When You Need It."

The Following Annual Inspection & Biennial Maintenance Agreement is between:

SHEBOYGAN WARNING SYSTEMS, LLC	CITY OF CHIPPEWA FALLS
SWS	Municipality / Client

This agreement covers annual system inspection and biennial maintenance for siren heads. Sirens added to the client's system after this agreement will be included the year following the unit's installation unless discussed and agreed upon by the client and Sheboygan Warning Systems.

2024 | Agreement for Warning System Annual Inspection & Biennial Preventative Maintenance

SHEBOYGAN WARNING SYSTEMS

1904 Geele Ave, Sheboygan, Wisconsin

AGREEMENT DETAILS

AGREEMENT PERIOD: (Please Select One) 2-Year Agreement ☐ 4-Year Agreement ☐

Total Number of Siren Sites to Be Serviced:	6
Year One Cost Per Site:	$414.00
Year One Total Cost:	$2,484.00
Year Two Cost Per Site:	$258.00
Year Two Total Cost:	$1,548.00
Additional Materials Cost: (Billed Yearly)	$108.00
Total Agreement Cost:	$4,248.00

Carter Haen
SWS Printed Name

Carter Haen
SWS Signature

Representative Printed Name

Representative Signature

Date

• The total agreement cost is the cost of two years of preventative maintenance. If the 4-year option is selected the total agreement cost would be double the cost of the shown total agreement cost.

• By signing this agreement you agree to and understand the terms and conditions that are listed on the following page of this document.

2024 | Agreement for Warning System Annual Inspection & Biennial Preventative Maintenance

SHEBOYGAN WARNING SYSTEMS

1904 Geele Ave, Sheboygan, Wisconsin

AGREEMENT TERMS AND CONDITIONS

1. This agreement follows a biennial maintenance schedule. Meaning, year one, Sheboygan Warning Systems will service the head & controls of the warning siren(s). Year two, Sheboygan Warning Systems will solely maintain the controls of the warning siren(s). This is done to avoid over maintaining of the warning siren(s) head(s).

2. The respective municipality / customer shall be responsible for providing for, facilitating or allowing access for Sheboygan Warning Systems personnel and vehicles to access each warning siren site as required to perform preventative maintenance.

3. Site landscaping damage is an assumed liability of the respective municipality / customer due to the use of heavy machinery to perform preventative maintenance. Sheboygan Warning Systems is not responsible and or liable for repairing accidental landscaping damage.

4. The respective municipality / customer agrees to pay Sheboygan Warning Systems the total of annual charges set forth in this agreement. In addition, the customer is responsible for any sales tax associated with payments involving this agreement. If applicable the municipality / customer must provide Sheboygan Warning Systems with a tax exemption certificate upon receiving invoice.

5. Following the terms of this agreement, this agreement may be renewed by mutual agreement of the parties (respective municipality / customer & Sheboygan Warning Systems). Sheboygan Warning Systems has the option to revise annual charges for the agreement renewal and shall notify the respective municipality / customer of such revisions. Any renewal will be finalized by the signature of a new agreement presented to the respective municipality / customer by Sheboygan Warning Systems.

6. Sheboygan Warning Systems is not responsible and or liable for the failure of warning siren equipment when off premise.

7. Sheboygan Warning Systems shall use reasonable diligence to perform its obligation hereunder on a commercially timely basis, but subject to delays or failure resulting from fire, war, labor disputes, acts of God, governmental regulations, commercial shortages, component or material unavailability, weather conditions, and other causes beyond its reasonable control. Performance by Sheboygan Warning Systems is further conditioned upon complete information or instructions being furnished by the customer regarding inoperative or malfunctioning conditions of the equipment and possible causes thereof.

If any questions or concerns come up, it is advised a City of Chippewa Falls representative calls a representative from Sheboygan Warning Systems prior to signing and returning this agreement.

Sheboygan Warning Systems — QUOTATION

Company Address
1904 Geele Avenue Sheboygan, WI 53083
Phone: (920) 287-4432

Date 7/18/2024
Quotation # 414

Quotation For
City of Chippewa Falls
30 W. Central Street
Chippewa Falls, WI

Quotation valid until: 8/17/2024

Comments or Special Instructions

This quote is to remove and dispose of the transformer rectifiers off of the six siren sites in the City of Chippewa Falls. This quote includes drive-time, labor and equipment necessary to remove the transformer rectifiers.

Quantity	Description	Unit Price	Taxable?	Amount
6	**Transformer Rectifier Removal** •Remove and Dispose of Transformer rectifier •Convert controls to DC only operation with AC charge •Reprogram controller to not test or run siren from the rectifier •Seal conduit hole on DC cabinet and disconnect	$995.00		$ 5,970.00
1	System Testing, Training and Optimization	$0.00		$ -

TERMS AND CONDITIONS

1. Sheboygan Warning Systems is not liable for any damage and/or errors (Ex. Warning siren not sounding) when not on premise.

2. Mail signed quote to the address listed above.

Subtotal	$5,970.00
Tax Rate	N/A
Sales Tax	Exempt (Pending Exemption Form)
Other	N/A
TOTAL	**$5,970.00**

Customer Acceptance (Sign Below):

Print Name

Signature

Sheboygan Warning Systems — QUOTATION

Company Address
1904 Geele Avenue Sheboygan, WI 53083
Phone: (920) 287-4432

Date 7/18/2024
Quotation # 399

Quotation For
City of Chippewa Falls
30 W. Central Street
Chippewa Falls, WI

Quotation valid until: 8/17/2024

Comments or Special Instructions

This quote is to replace the conduit and wire on all the siren sites in Chippewa Falls, WI. The existing conduit is allowing water to enter the controls. The new conduit will be sealed and have drain holes to prevent water from entering the cabinet as well as prevent the formation of ice inside the conduit in the winter that can degrade the wire. This quote includes all labor, drive-time, hotel fares, equipment, high reach equipment & materials to complete the scope of work.

Quantity	Description	Unit Price	Taxable?	Amount
6	•Remove existing conduit and wire between the siren head and controller. •Run new rigid conduit and wire between siren head and controls and furnish new wire. •Seal where conduit enters the cabinet to prevent water from entering. •Rewire siren cabinet & head. •Verify operation of siren after rewire.	$2,980.00		$ 17,880.00
1	System Testing, Training and Optimization	$0.00		$ -

TERMS AND CONDITIONS

1. Sheboygan Warning Systems is not liable for any damage and/or errors (Ex. Warning siren not sounding) when not on premise.

2. Mail signed quote to the address listed above.

Subtotal	$17,880.00
Tax Rate	N/A
Sales Tax	Exempt (Pending Exemption Form)
Other	N/A
TOTAL	**$17,880.00**

Customer Acceptance (Sign Below):

_____

Print Name

_____

Sheboygan Warning Systems — QUOTATION

Company Address
1904 Geele Avenue Sheboygan, WI 53083
Phone: (920) 287-4432

Date 7/18/2024
Quotation # 410

Quotation For
City of Chippewa Falls
30 W. Central Street
Chippewa Falls, WI

Quotation valid until: 8/17/2024

Comments or Special Instructions

This quote includes the equipment and installation of a American Signal Corporation RTU's (Remote Terminal Unit) at each of the six siren sites in the City of Chippewa Falls. In addition, sensors, radios, coax, mounts, antennas and encrypted communications cards will be included and installed at each site. Also included is the equipment and installation of CompuLert NexGen a siren activation & monitoring software that communicates via the CSC-960 unit that is connected to the NexGen server/software. The software and equipment allows for real-time status monitoring of each siren site for various analytics and general health of the sirens. This software and equipment also allows for activation of the siren system, a single siren or any amount of selected sirens with human interaction. The sirens can also be activated without human interaction utilizing the CAP feeds provided by NOAA if that optional line item is desired. This quote includes all labor, drive-time, hotel fares, equipment, high reach equipment & materials to complete the scope of work. This quote does not cover FCC licensing should the City of Chippewa Falls not have a frequency for the system to use.

Quantity	Description	Unit Price	Taxable?	Amount
6	**RTU--AC-M** Remote Terminal Unit. Stand Alone for Mechanical sirens (fiberglass enclosure) NG 2.0	$3,585.00		$ 21,510.00
6	**SENSOR - Current** Current Sensor, 2001 Series	$120.00		$ 720.00
6	**SENSOR-ROTATION** Rotation Current Sensor, 2001 Series	$144.95		$ 869.70
6	**ECC-KIT** Encrypted Communications Card	$382.50		$ 2,295.00
6	**KIT-KCT-19** Radio Interface, UHF/VHF MHz	$56.25		$ 337.50
6	**Antennas Sites** VHF 3 dBb Gain Omnidirectional Antenna , Antenna Mounting Braket, 25' Low Loss Antenna Cable (Coax)	$556.00		$ 3,336.00

1	**Antenna Base Station** •VHF 3 dBb Gain Omnidirectional Antenna •Antenna Mounting Bracket •Antenna Cable 100'	$835.00		$	835.00
7	**VHF Radio Mobile Radio**	$375.00		$	2,625.00
1	**CSC-960-NG** Central Station Controller-960, For NEXGen Platform includes 10 programmable push buttons	$4,425.00		$	4,425.00
1	**KIT-KCT-18** Radio Interface, UHF/VHF MHz	$56.25		$	56.25
1	**CompuLert NEXgen** CompuLert™ NEXGen Command and Control Server software with Google Chrome client. Requires Ubuntu LTS Server operating system, and Google Chrome for the Client	$7,650.00		$	7,650.00
1	**Server** Tower Server-Includes RAID 1 data mirroring, 8Gb RAM, 21" Monitor, Keyboard, Mouse. Preloaded with Ubuntu LTS and supporting environment for CompuLert™ NEXGen.	$3,825.00		$	3,825.00
OPTIONAL	Automatic System Activation Based on NOAA Alerts	$2,500.00			
6	**RTU Upgrade Sites:** •Install 1 American Signal RTU-AC-M two-way controller. •Install new cable, antenna, and bracket. •Interface RTU with existing DC controller •Funish and install accessories for 120V Single Phase AC operation. •Calibrate Sensors	$3,575.00		$	21,450.00

1	Installation of CSC-960, tower server & other associated equipment and antenna.	$4,212.50		$ 4,212.50
OPTIONAL	*If the distance between the antenna and CSC-960 / radio is over 100' the additional equipment will need to be added.* *•Astron radio power supply* *•Motorola desk set* *•Motorola Tone Remote Adapter* *•Cat 5 cable for in between the desk set and tone remote*	$1,774.93		
1	System Testing, Training and Optimization	$0.00		$ -

TERMS AND CONDITIONS

1. Sheboygan Warning Systems is not liable for any damage and/or errors (Ex. Warning siren not sounding) when not on premise.

2. Mail signed quote to the address listed above.

Subtotal	$74,146.95
Tax Rate	N/A
Sales Tax	Exempt (Pending Exemption Form)
Other	N/A
TOTAL	**$74,146.95**

Customer Acceptance (Sign Below):

Print Name

Signature

Item 5

Sidewalk Replacement Criteria

The City of Chippewa Falls responds to sidewalk complaints and addresses the complaints upon field inspection by Engineering Staff. The Engineering Department abides by State Statue 66.0907 which states the Board of public works may order any sidewalk which is unsafe, defective or insufficient to be repaired or removed and replaced with a sidewalk in accordance with the standard fixed by the council. The City's only method of repair is removing and replace.

Process

1. Engineering receives complaint.
2. Engineering reviews complaint based on criteria set by council.
3. If walk does not meet the criteria and is deemed unsafe, the Engineering Department sends out a letter via certified mail or personal delivery. This letter includes a copy of the ordinance, resolution, or order directing the laying removal, replacement, or repair of sidewalks shall be served upon the owner or agent of each lot or parcel of land in front of which the work is ordered.
4. From the date of delivery, the owner has 20 days to replace or repair the sidewalk to the standards set by the council. If not completed within 20 days the City may cause the work to be done at the expense of the owner. The City has a yearly concrete contract with a contractor who will remove and replace the concrete.
5. Owner has the option to appeal the sidewalk order which will be reviewed by the Board of Public Works.

Criteria

Underlined criteria shall be replaced at the discretion of the Engineering Department based on project area)

- Any sidewalk block with a crack of ½" or greater.
- Any sidewalk block with a 3/4" lip between sidewalk blocks.
- Any sidewalk block with surface defects. (spalling on Bridge Street)
- Any sidewalk block that "ponds" water.
- Any sidewalk block with multiple fractures.
- Any sidewalk block that is improperly pitched (toward the lot).
- Any sidewalk block that is heaved by tree roots.
- Any sidewalk block with longitudinal fractures through the entire sidewalk block.
- Any sidewalk block with fractures that have been previously patched or repaired.

8.02 - SIDEWALK CONSTRUCTION AND REPAIR .

(1) SIDEWALK GRADES. Where the grades of sidewalks have not been fixed by ordinance, they shall be laid to the established grade of the street.

(2) STANDARD SIDEWALKS. (Am. #86-27)

(a) Standard sidewalks in the City shall be constructed, maintained or replaced to a width of 6 feet or more in those blocks where such widths now exist. In those blocks where no walk has been previously constructed, standard sidewalks shall be constructed to a width of 5 feet. In residential areas where an owner is replacing the sidewalk for his entire frontage, such standard sidewalk width may be reduced to 5 feet at the discretion of the Director of Public Works.

(b) Walks constructed to widths greater than either of the above shall be laid to extend completely to the curb lines.

(c) The Board of Public Works shall review decisions of the Public Works Director regarding walk width if requested by the affected owner and may reverse, modify or affirm such decision.

(d) All standard sidewalks shall be constructed of air-entrained concrete and shall contain a minimum cement content of 6 94-pound bags per cubic yard. Consistency shall be such that a slump of 4 inches shall not be exceeded when measured by a standard slump test. All aggregates shall be washed and shall not exceed 1½ inches in size. Equivalent materials may be approved by the Board of Public Works.

(e) Standard sidewalks shall be 4 inches thick laid on a well drained base course, shall be thoroughly consolidated, trowelled and given a brushed finish. Preformed expansion joint filler ½ inch thick shall be placed every 36 feet or less and at all radial points. The finished sidewalk shall be marked into 6-foot or 5-foot squares as the case may be by contraction joints approximately ⅛ inch wide and at least ¾ inch deep. The concrete shall be wood floated and given a broom finish crosswise of the sidewalk.

(f) All walks to be laid to grade and alignment given by the City Engineer and with a transverse slope of ¼ inch per foot minimum toward the center of the street. Sidewalks shall be cured as approved by the Director of Public Works.

(g) The construction, repairing or replacing of sidewalks shall be done subject to the approval of the Board of Public Works. If a public sidewalk over a filled-in basement is ordered to be repaired or replaced pursuant to §66.0907, Wis. Stats., and the City constructs the walk due to default of the owner, the Director of Public Works may cause the walk to be constructed to a thickness of 6 inches and reinforced with standard steel bars, if he determines that the basement area beneath the walk was not filled with granular material and adequately compacted.

(h)

Fees. The fee for setting grades for new sidewalk construction or total reconstruction shall be recommended by the Board of Public Works and established by the Common Council and may be modified from time to time by resolution. A schedule of fees established by the Common Council shall be available for review at the Department of Public Works. (Cr. #05-20)

(3) SPECIFICATIONS. All sidewalks shall be structured according to standards established by the Board of Public Works. All laying, repairing or replacing of sidewalks shall be done subject to the approval of the Director of Public Works.

(4) SPECIAL ASSESSMENTS. Special assessments for the laying of sidewalks shall be levied pursuant to §3.08 of this Municipal Code.

(5) REPAIRS. (Am. #O-01-08) Section 66.0907, Wis. Stats., shall apply. The Senior Civil Engineering Technician shall perform the duties prescribed therein for the Board of Public Works under the direction of the Public Works Director.

(6) REVIEW OF SIDEWALK ORDERS. (Cr. #89-36; Ren. MSC '90; Am. #O-01-08)

(a) When an order to repair or replace a sidewalk or a portion thereof is issued as provided by this section and §66.0907, Wis. Stats., and the owner of the affected property alleges that there is an error in such order, such aggrieved owner may request that the Board of Public Works review the order. (Am. #O-01-08)

(b) A request for review of a sidewalk order shall be filed with the Director of Public Works on forms provided for that purpose within 10 days of receiving such order.

(c) Expiration of the statutory 20-day notice period shall be stopped upon the day that the signed request for review form is filed and shall be resumed again after review by the Board of Public Works, unless the Board of Public Works reverses and cancels such sidewalk order.

(d) Upon receipt, the request for review shall be placed on the agenda of the next regularly scheduled Board of Public Works meeting. The Board shall reverse, affirm wholly or partly, or modify the order within 30 days that such order is first reviewed by the Board of Public Works. A concurring vote of 3 members shall be required to modify or reverse any sidewalk order.

66.0907 Sidewalks.

(1) PART OF STREET; OBSTRUCTIONS. Streets shall provide a right-of-way for vehicular traffic and, where the council requires, a sidewalk on either or both sides of the street. The sidewalk shall be for the use of persons on foot, and no person may encumber the sidewalk with boxes or other material. The sidewalk shall be kept clear for the use of persons on foot.

(2) GRADE. If the grades of sidewalks are not specially fixed by ordinance, the sidewalks shall be laid to the established grade of the street.

(3) CONSTRUCTION AND REPAIR.

(a) *Authority of council.* The council may by ordinance or resolution determine where sidewalks shall be constructed and establish the width, determine the material and prescribe the method of construction of standard sidewalks. The standard may be different for different streets. The council may order by ordinance or resolution sidewalks to be laid as provided in this subsection.

(b) *Board of public works.* The board of public works may order any sidewalk which is unsafe, defective or insufficient to be repaired or removed and replaced with a sidewalk in accordance with the standard fixed by the council.

(c) *Notice.* A copy of the ordinance, resolution or order directing the laying, removal, replacement or repair of sidewalks shall be served upon the owner, or an agent, of each lot or parcel of land in front of which the work is ordered. The board of public works, or either the street commissioner or the city engineer if so requested by the council, may serve the notice. Service of the notice may be made by any of the following methods:

1. Personal delivery.

2. Certified or registered mail.

3. Publication in the official newspaper as a class 1 notice, under ch. 985, together with mailing by 1st class mail if the name and mailing address of the owner or an agent can be readily ascertained.

(d) *Default of owner.* If the owner neglects for a period of 20 days after service of notice under par. (c) to lay, remove, replace or repair the sidewalk the city may cause the work to be done at the expense of the owner. All work for the construction of sidewalks shall be let by contract to the lowest responsible bidder except as provided in s. 62.15 (1).

(e) *Minor repairs.* If the cost of repairs of any sidewalk in front of any lot or parcel of land does not exceed the sum of $100, the board of public works, street commissioner or city engineer, if so required by the council, may immediately repair the sidewalk, without notice, and charge the cost of the repair to the owner of the lot or parcel of land, as provided in this section.

(f) *Expense.* The board of public works shall keep an accurate account of the expenses of laying, removing and repairing sidewalks in front of each lot or parcel of land, whether the work is done by contract or otherwise, and report the expenses to the comptroller. The comptroller shall annually prepare a statement of the expense incurred in front of each lot or parcel of land and report the amount to the city clerk. The amount charged to each lot or parcel of land shall be entered by the clerk in the tax roll as a special charge, as defined under s. 74.01 (4), against the lot or parcel of land and collected like other taxes upon real estate. The council by resolution or ordinance may provide that the expense incurred may be paid in up to 10 annual installments and the comptroller shall prepare the expense statement to reflect the installment payment schedule. If annual installments for sidewalk expenses are authorized, the city clerk shall charge the amount to each lot or parcel of land and enter it on the tax roll as a special charge, as defined under s. 74.01 (4), against the lot or parcel each year until all installments have been entered, and the amount shall be collected like other taxes upon real estate. The council may provide that the street commissioner or city engineer perform the duties imposed by this section on the board of public works.

(5) SNOW AND ICE. The board of public works shall keep the sidewalks of the city clear of snow and ice in all cases where the owners or occupants of abutting lots fail to do so, and the expense of clearing in front of any lot or parcel of land shall be included in the statement to the comptroller required by sub. (3) (f), in the comptroller's statement to the city clerk and in the special tax to be levied. The city may also impose a fine or penalty for neglecting to keep sidewalks clear of snow and ice.

(6) REPAIR AT CITY EXPENSE. The council may provide that sidewalks shall be kept in repair by and at the expense of the city or may direct that a certain proportion of the cost of construction, reconstruction or repair be paid by the city and the balance by abutting property owners.

(7) RULES. The council may by ordinance implement the provisions of this section, regulate the use of the sidewalks of the city and prevent their obstruction.

(10) APPLICATION OF SECTION; DEFINITIONS. The provisions of this section do not apply to 1st class cities but apply to towns and villages, and when applied to towns and villages:

(a) "Board of public works" means the committee or officer designated to handle street or sidewalk matters.

(b) "City" means town or village.

(c) "Comptroller" means clerk.

(d) "Council" means town board or village board.

History: 1975 c. 172, 356, 421, 422; 1979 c. 32; 1983 a. 189, 532; 1991 a. 316; 1993 a. 490; 1999 a. 150 s. 542; Stats. 1999 s. 66.0907; 2015 a. 55.

A city cannot delegate its primary responsibility to maintain its sidewalks, nor delegate or limit its primary liability by ordinance. Kobelinski v. Milwaukee & Suburban Transport Corp., 56 Wis. 2d 504, 202 N.W.2d 415 (1972).

The property owners' failure to remove snow and ice from sidewalks in violation of a municipal ordinance did not constitute negligence per se. Hagerty v. Village of Bruce, 82 Wis. 2d 208, 262 N.W.2d 102 (1978).

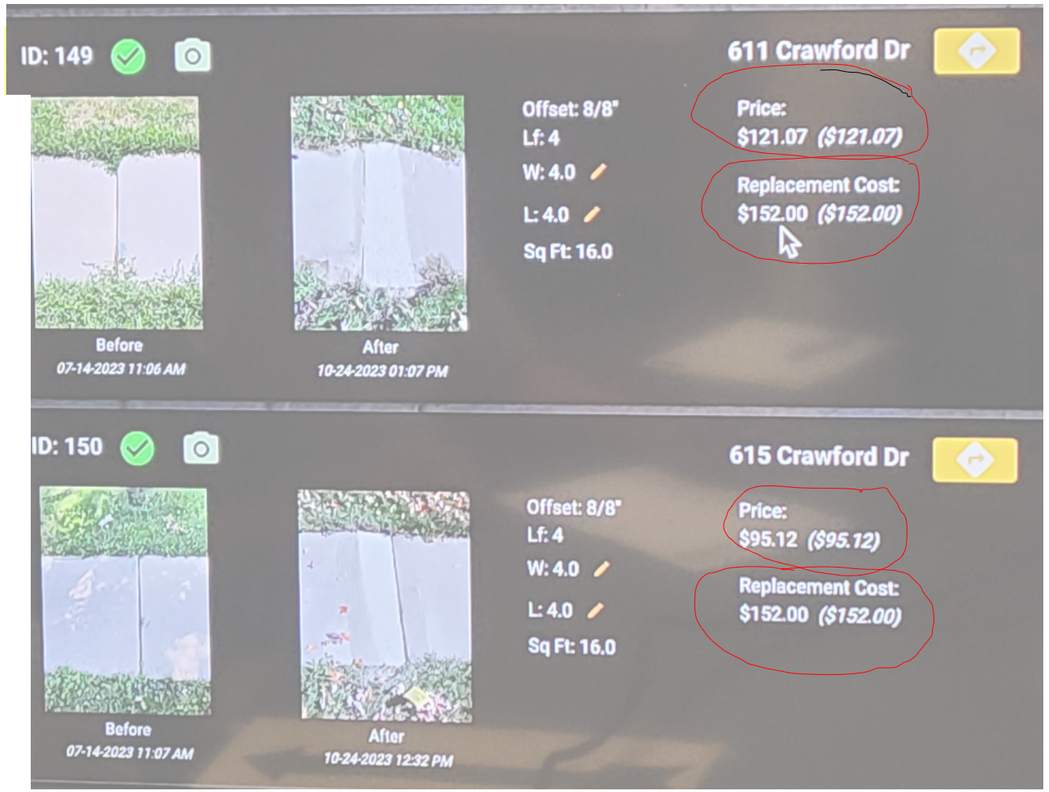
A city, exercising its police power, can impose a special tax on properties for the cost of installing a sidewalk on an adjacent city right-of-way without showing that the properties would be benefited. Stehling v. City of Beaver Dam, 114 Wis. 2d 197, 336 N.W.2d 401 (Ct. App. 1983).

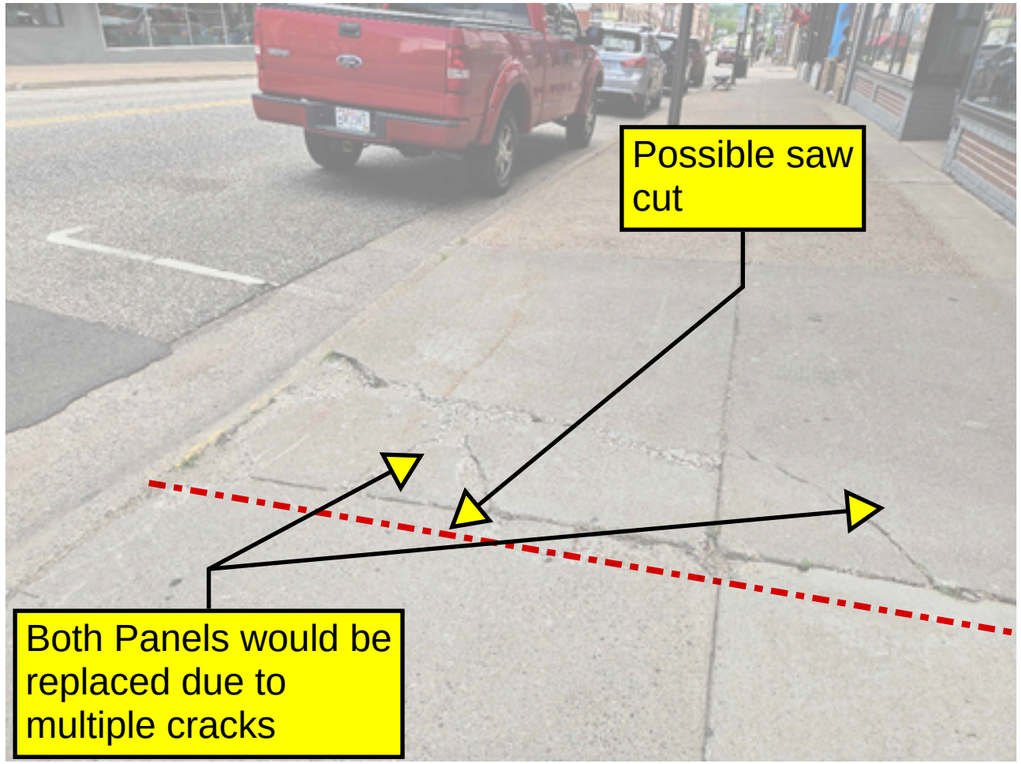
ITEM 6

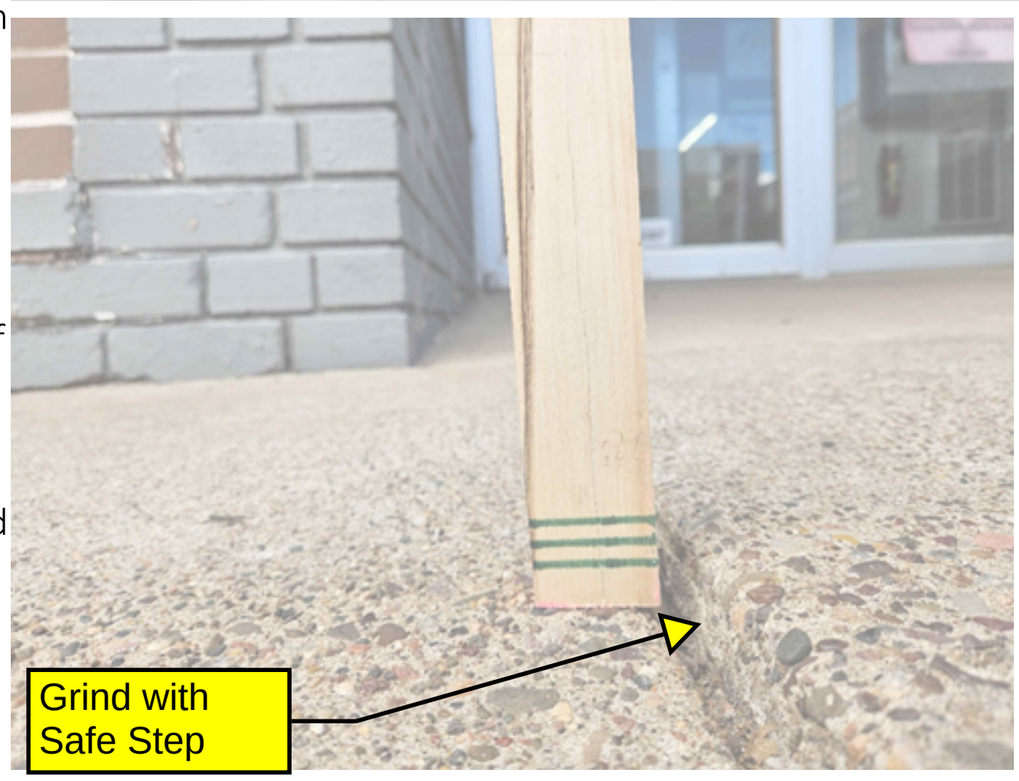
CITY CRITERIA
- Spalling
- Cracks over 1/4
- Multiple Cracks
- Lips over 3/8" (1/4" in 2007)

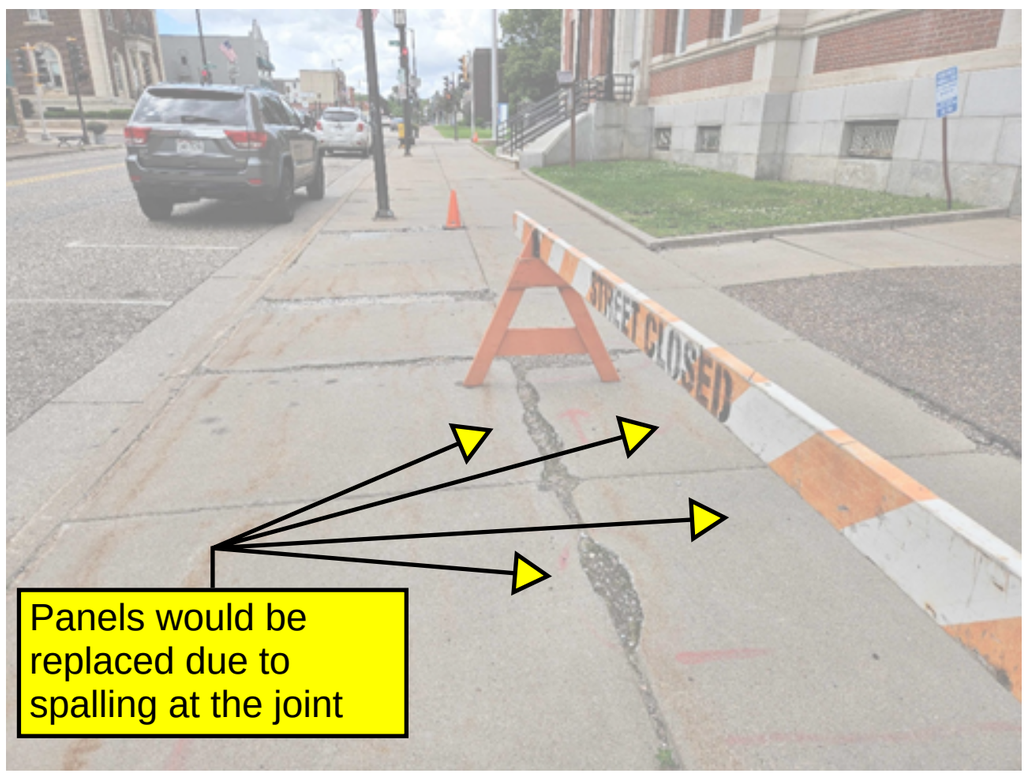
$12.25/SF R&R
$300 per 25SF
Percentage before replacement?
50% ?
(Grinding = City Cost)
(Remove & Replace = Property Owner Cost)

Safe Step would come in and use our set criteria to enventory all of Bridge Street. They would come back to the City with the amount of grinding that could be done and the amount of remove and replacement we would need to meet the criteria. The remove and replace quantity would then be bid out next summer as a larger project to get better pricing.









Safe Step Invoice Detail

Mr. Todd Berg
City of Chippewa Falls
30 West Central St.
Chippewa Falls, WI 54729
Phone: 715-726-2736

Safe Step LLC
N1641 Waterlefe Drive
Greenville, WI 54942
920.202.0954 - Phone
EIN: 20-2754406

Invoice: #359

Service Date: 07/23/07
Location: Bridge Street
PO: Verbal

Total Ln. Ft.	Inch/Foot Price	Total In. Ft.	Total Cost
1,137.5	$17.73	314.91	$4,959.14

No.	High Side	Low Side	Lineal Feet	Location	Inch Feet	Cost
10% for Payment within 5 days of invoice/service completion date						-551.02
1	2	1	3	100 Bridge St.	0.56	$9.97
2	3	1	11	100 Bridge St.	2.75	$48.76
3	2	0	9	100 Bridge St.	1.13	$19.95
4	2	0	3	100 Bridge St.	0.38	$6.65
5	3	0	6	100 Bridge St. - Korgers	1.13	$19.95
6	3	3	3.5	101 Bridge St.	1.31	$23.27
7	4	0	4.5	101 Bridge St.	1.13	$19.95
8	2	0	4	101 Bridge St.	0.50	$8.87
9	4	4	5.5	110 Bridge St.	2.75	$48.76
10	6	3	6	110 Bridge St.	3.38	$59.84
11	2	0	2.5	110 Bridge St.	0.31	$5.54
12	6	3	6	110 Bridge St.	3.38	$59.84
13	3	0	4	110 Bridge St.	0.75	$13.30
14	5	0	3	110 Bridge St.	0.94	$16.62
15	3	0	2	110 Bridge St.	0.38	$6.65
16	4	0	5	113 Bridge St.	1.25	$22.16
17	3	0	3	113 Bridge St.	0.56	$9.97
18	3	0	9.5	117 Bridge St.	1.78	$31.58
19	3	0	3	117 Bridge St.	0.56	$9.97
20	3	1	5.5	124 Bridge St.	1.38	$24.38
21	2	1	6.5	124 Bridge St.	1.22	$21.61
22	2	0	5	124 Bridge St.	0.63	$11.08
23	3	2	3.5	124 Bridge St.	1.09	$19.39
24	4	4	6	124 Bridge St.	3.00	$53.19
25	6	0	5.5	124 Bridge St.	2.06	$36.57
26	2	0	2.5	124 Bridge St.	0.31	$5.54
27	2	0	4	200 Bridge – County Treasures	0.50	$8.87
28	4	1	5	200 Bridge – County Treasures	1.56	$27.70
29	3	0	2.5	200 Bridge – County Treasures	0.47	$8.31
30	2	0	3	200 Bridge – County Treasures	0.38	$6.65
31	5	0	4	200 Bridge – County Treasures	1.25	$22.16
32	6	2	5	200 Bridge – County Treasures	2.50	$44.33
33	4	1	5	200 Bridge – County Treasures	1.56	$27.70
34	2	0	4	200 Bridge – County Treasures	0.50	$8.87
35	6	0	4.5	200 Bridge – County Treasures	1.69	$29.92
36	2	2	5	200 Bridge – County Treasures	1.25	$22.16
37	7	4	5	200 Bridge – County Treasures	3.44	$60.95
38	3	1	5.5	200 Bridge – Northwestern Bnk	1.38	$24.38
39	3	2	5.5	200 Bridge – Northwestern Bnk	1.72	$30.47
40	3	0	4	200 Bridge – Northwestern Bnk	0.75	$13.30
41	2	2	5	200 Harmony Courtyard	1.25	$22.16
42	2	0	5	200 Harmony Courtyard	0.63	$11.08
43	2	2	10	200 Harmony Courtyard	2.50	$44.33
44	3	0	3.5	200 Harmony Courtyard	0.66	$11.64

Payment in Full Due 15 Business Days from Service Date.

45	2	0	4	200	Harmony Courtyard	0.50	$8.87
46	4	2	10	200	Harmony Courtyard	3.75	$66.49
47	4	1	10	200	Harmony Courtyard	3.13	$55.41
48	4	2	5	200	Harmony Courtyard	1.88	$33.24
49	3	0	5	200	Harmony Courtyard	0.94	$16.62
50	2	0	5	217	Bridge St.	0.63	$11.08
51	6	3	5.5	223	Bridge St.	3.09	$54.85
52	2	0	7.5	223	Bridge St.	0.94	$16.62
53	3	0	6	223	Bridge St.	1.13	$19.95
54	3	0	10	223	Bridge St.	1.88	$33.24
55	5	1	11.5	223	Bridge St.	4.31	$76.46
56	2	0	3	300	Bridge St.	0.38	$6.65
57	2	0	3	300	Bridge St.	0.38	$6.65
58	3	2	6	300	Bridge St.	1.88	$33.24
59	2	0	3	300	Bridge St. - Mason Shoe	0.38	$6.65
60	2	0	3.5	300	Bridge St. - Mason Shoe	0.44	$7.76
61	4	2	6	300	Bridge St. - Post Office	2.25	$39.89
62	3	0	5.5	300	Bridge St. - Post Office	1.03	$18.28
63	4	1	6	300	Bridge St. - Post Office	1.88	$33.24
64	3	0	5	300	Bridge St. - Post Office	0.94	$16.62
65	3	0	5.5	300	Bridge St. - Post Office	1.03	$18.28
66	4	4	6	300	Bridge St. - Post Office	3.00	$53.19
67	3	2	6	300	Bridge St. - Post Office	1.88	$33.24
68	2	1	6	304	Bridge St.	1.13	$19.95
69	2	0	4	306	Bridge St.	0.50	$8.87
70	2	0	3.5	306	Bridge St.	0.44	$7.76
71	2	2	6	306	Bridge St.	1.50	$26.60
72	4	1	6	307	Bridge St.	1.88	$33.24
73	3	2	6	307	Bridge St.	1.88	$33.24
74	2	0	2	307	Bridge St.	0.25	$4.43
75	6	0	6	312	Bridge St.	2.25	$39.89
76	8	0	3.5	314	Bridge St.	1.75	$31.03
77	4	0	4	314	Bridge St.	1.00	$17.73
78	2	0	3	314	Bridge St.	0.38	$6.65
79	2	2	6	314	Bridge St.	1.50	$26.60
80	4	0	3	314	Bridge St.	0.75	$13.30
81	2	0	4.5	314	Bridge St.	0.56	$9.97
82	3	0	3	314	Bridge St.	0.56	$9.97
83	4	0	2.5	314	Bridge St.	0.63	$11.08
84	5	2	5.5	316	Bridge St.	2.41	$42.66
85	2	0	2.5	316	Bridge St.	0.31	$5.54
86	3	0	3.5	318	Bridge St.	0.66	$11.64
87	3	0	4	318	Bridge St.	0.75	$13.30
88	3	2	6	322	Bridge St.	1.88	$33.24
89	2	0	2	322	Bridge St.	0.25	$4.43
90	4	3	6	322	Bridge St.	2.63	$46.54
91	3	0	3.5	322	Bridge St.	0.66	$11.64
92	3	0	4	328	Bridge St.	0.75	$13.30
93	8	1	5.5	328	Bridge St.	3.09	$54.85
94	2	0	4	400	Bridge St. - Rutledge Bld.	0.50	$8.87
95	4	3	6	400	Bridge St. - Rutledge Bld.	2.63	$46.54
96	2	0	3	400	Bridge St. - Rutledge Bld.	0.38	$6.65
97	5	0	6	400	Bridge St. - Rutledge Bld.	1.88	$33.24
98	2	1	6	400	Bridge St. - Rutledge Bld.	1.13	$19.95
99	2	0	2	400	Bridge St. - Rutledge Bld.	0.25	$4.43
100	2	0	6	400	Bridge St. - Rutledge Bld.	0.75	$13.30
101	4	3	4	411	Bridge St.	1.75	$31.03
102	4	0	2	411	Bridge St.	0.50	$8.87

Payment in Full Due 15 Business Days from Service Date.

103	2	2	3	411	Bridge St.	0.75	$13.30
104	2	2	4	411	Bridge St.	1.00	$17.73
105	3	1	4	411	Bridge St.	1.00	$17.73
106	2	0	3	411	Bridge St.	0.38	$6.65
107	2	2	3	411	Bridge St.	0.75	$13.30
108	2	0	4	411	Bridge St.	0.50	$8.87
109	3	0	3	411	Bridge St.	0.56	$9.97
110	4	1	7	411	Bridge St.	2.19	$38.78
111	4	2	6	411	Bridge St.	2.25	$39.89
112	3	0	2	411	Bridge St.	0.38	$6.65
113	3	0	6.5	411	Bridge St.	1.22	$21.61
114	4	3	5	411	Bridge St.	2.19	$38.78
115	3	0	2	411	Bridge St.	0.38	$6.65
116	2	0	1.5	411	Bridge St.	0.19	$3.32
117	3	0	7	411	Bridge St.	1.31	$23.27
118	3	0	3	412	Bridge St.	0.56	$9.97
119	4	1	6	412	Bridge St.	1.88	$33.24
120	3	0	3	412	Bridge St.	0.56	$9.97
121	3	0	3.5	412	Bridge St.	0.66	$11.64
122	2	0	3	412	Bridge St.	0.38	$6.65
123	2	0	2	412	Bridge St.	0.25	$4.43
124	3	1	6	412	Bridge St.	1.50	$26.60
125	2	2	12	412	Bridge St.	3.00	$53.19
126	2	0	2	412	Bridge St.	0.25	$4.43
127	2	2	6	412	Bridge St.	1.50	$0.00 * NC
128	6	1	6	412	Bridge St.	2.63	$0.00 * NC
129	3	0	2	424	Bridge St.	0.38	$6.65
130	2	2	6	424	Bridge St.	1.50	$26.60
131	8	3	6	424	Bridge St.	4.13	$73.14
132	9	3	6	424	Bridge St.	4.50	$79.79
133	3	0	2	424	Bridge St.	0.38	$6.65
134	2	0	6	424	Bridge St.	0.75	$13.30
135	2	1	6	500	Bridge St. - Empty Lot	1.13	$19.95
136	2	2	6	500	Bridge St. - Empty Lot	1.50	$26.60
137	6	0	6	500	Bridge St. - Empty Lot	2.25	$39.89
138	2	0	3	500	Bridge St. - Empty Lot	0.38	$6.65
139	2	0	3	500	Bridge St. - Empty Lot	0.38	$6.65
140	5	2	5	500	Bridge St. - Holiday Gas	2.19	$38.78
141	3	2	3	500	Bridge St. - Holiday Gas	0.94	$16.62
142	5	0	3.5	500	Bridge St. - Holiday Gas	1.09	$19.39
143	3	0	4	500	Bridge St. - Holiday Gas	0.75	$13.30
144	5	0	4	500	Bridge St. - Holiday Gas	1.25	$22.16
145	2	2	11	500	Bridge St. - Holiday Gas	2.75	$48.76
146	2	0	6	500	Bridge St. - Holiday Gas	0.75	$13.30
147	4	1	6	500	Bridge St. - Salvation Army	1.88	$33.24
148	5	3	6	500	Bridge St. - Salvation Army	3.00	$53.19
149	6	2	6	500	Bridge St. - Salvation Army	3.00	$53.19
150	2	0	3	500	Bridge St. - Salvation Army	0.38	$6.65
151	4	0	2	502	Bridge St.	0.50	$8.87
152	4	0	3	502	Bridge St.	0.75	$13.30
153	4	4	6	502	Bridge St.	3.00	$53.19
154	4	0	4.5	508	Bridge St.	1.13	$19.95
155	3	0	3	508	Bridge St.	0.56	$9.97
156	4	0	3	508	Bridge St.	0.75	$13.30
157	5	0	2.5	508	Bridge St.	0.78	$13.85
158	6	0	3	508	Bridge St.	1.13	$19.95
159	4	0	4	508	Bridge St.	1.00	$17.73
160	3	0	3	510	Bridge St.	0.56	$9.97

Payment in Full Due 15 Business Days from Service Date.

161	2	0	5.5	510	Bridge St.	0.69	$12.19
162	4	0	3	510	Bridge St.	0.75	$13.30
163	5	3	5.5	510	Bridge St.	2.75	$48.76
164	4	0	6.5	510	Bridge St.	1.63	$28.81
165	2	1	5.5	514	Bridge St.	1.03	$18.28
166	2	2	5.5	514	Bridge St.	1.38	$24.38
167	3	0	1	514	Bridge St.	0.19	$3.32
168	4	0	5	514	Bridge St.	1.25	$22.16
169	2	0	3.5	514	Bridge St.	0.44	$7.76
170	2	0	3.5	600	Bridge St. - Bill's Sports	0.44	$7.76
171	4	3	4	600	Bridge St. - Bill's Sports	1.75	$31.03
172	4	2	5	600	Bridge St. - Bill's Sports	1.88	$33.24
173	2	0	4	600	Bridge St. - Bill's Sports	0.50	$8.87
174	4	0	3	600	Bridge St. - Bill's Sports	0.75	$13.30
175	3	0	5	600	Bridge St. - Town Pump	0.94	$16.62
176	3	0	3	600	Bridge St. - Town Pump	0.56	$9.97
177	3	3	6	600	Bridge St. - Town Pump	2.25	$39.89
178	3	0	3	600	Bridge St. - Town Pump	0.56	$9.97
179	2	1	6	600	Bridge St. - Town Pump	1.13	$19.95
180	2	0	5.5	600	Bridge St. - Town Pump	0.69	$12.19
181	3	0	8	600	Bridge St. - Town Pump	1.50	$26.60
182	3	0	6	603	Bridge St.	1.13	$19.95
183	5	1	10.5	603	Bridge St.	3.94	$69.81
184	3	0	5	603	Bridge St.	0.94	$16.62
185	6	2	10.5	603	Bridge St.	5.25	$93.08
186	4	0	9	607	Bridge St.	2.25	$39.89
187	6	3	6	607	Bridge St.	3.38	$59.84
188	3	1	4	607	Bridge St.	1.00	$17.73
189	4	0	4	607	Bridge St.	1.00	$17.73
190	4	0	4	607	Bridge St.	1.00	$17.73
191	4	3	5.5	608	Bridge St.	2.41	$42.66
192	2	0	4	608	Bridge St.	0.50	$8.87
193	3	0	3	608	Bridge St.	0.56	$9.97
194	7	3	6	608	Bridge St.	3.75	$66.49
195	2	0	7	608	Bridge St.	0.88	$15.51
196	3	2	6	608	Bridge St.	1.88	$33.24
197	4	0	6	608	Bridge St.	1.50	$26.60
198	4	3	6	610	Bridge St.	2.63	$46.54
199	4	2	6	610	Bridge St.	2.25	$39.89
200	2	2	6	610	Bridge St.	1.50	$26.60
201	2	0	4	610	Bridge St.	0.50	$8.87
202	7	3	6	610	Bridge St.	3.75	$66.49
203	2	2	6	611	Bridge St.	1.50	$26.60
204	3	1	5	611	Bridge St.	1.25	$22.16
205	5	4	6	611	Bridge St.	3.38	$59.84
206	2	0	4	611	Bridge St.	0.50	$8.87
207	3	0	3	611	Bridge St.	0.56	$9.97
208	2	2	6	611	Bridge St.	1.50	$26.60
209	3	1	11	611	Bridge St.	2.75	$48.76
210	3	0	2.5	619	Bridge St.	0.47	$8.31
211	3	0	3.5	619	Bridge St.	0.66	$11.64
212	4	0	5	700	Bridge St. - Parking Lot	1.25	$22.16
213	2	0	2	700	Bridge St. - Parking Lot	0.25	$4.43
214	2	0	1	700	Bridge St. - Parking Lot	0.13	$2.22
215	3	0	4	700	Bridge St. - Parking Lot	0.75	$13.30
216	1	0	2.5	700	Bridge St. - Parking Lot	0.16	$2.77
217	3	0	3.5	700	Bridge St. - Parking Lot	0.66	$11.64
218	2	2	5	711	Bridge St.	1.25	$22.16

Payment in Full Due 15 Business Days from Service Date.

219	2	0	8.5	711	Bridge St.	1.06	$18.84
220	4	0	5	711	Bridge St.	1.25	$22.16
221	4	0	4	711	Bridge St.	1.00	$17.73
222	4	0	4	711	Bridge St.	1.00	$17.73
223	2	0	4	711	Bridge St.	0.50	$8.87
224	1	0	0.5	712	Bridge St.	0.03	$0.55
225	3	2	5.5	712	Bridge St.	1.72	$30.47
226	6	0	5	712	Bridge St.	1.88	$33.24
227	1	0	0.5	712	Bridge St.	0.03	$0.55
228	4	0	5.5	712	Bridge St.	1.38	$24.38
229	2	0	3.5	712	Bridge St.	0.44	$7.76
230	2	0	5.5	712	Bridge St.	0.69	$12.19
231	6	0	5	712	Bridge St.	1.88	$33.24
232	2	1	6	114 ½	Bridge St.	1.13	$19.95
233	2	0	4	114 ½	Bridge St.	0.50	$8.87
234	3	2	4.5	220 ½	Bridge St.	1.41	$24.93
235	10	2	8	220 ½	Bridge St.	6.00	$106.38
236	2	0	4	220 ½	Bridge St.	0.50	$8.87
237	3	0	4	220 ½	Bridge St.	0.75	$13.30

* Adjacent to bad section. Should not have been cut per criteria – No charge

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(https://americawalks.org/)

20 Years of Making America a Great Place to Walk

BLOG

New Poll Finds Strong Support for Investments in Safe, Walkable Sidewalks

(https://americawalks.org/wp-content/uploads/2019/07/klingler-1.jpg)This is a guest blogpost written by Jonathan Klingler, the principal analyst of Praecones Analytica (http://www.praecones.com/people.html) and an assistant professor of political science at the University of Mississippi.

Overwhelming majorities of Americans value safe sidewalks in their neighborhoods and believe taxpayer funding should be spent on sidewalks according to a recent poll (https://americawalks.org/wp-content/uploads/2019/07/Safe-Sidewalks-Survey-Results-1.pdf).

These findings are more evidence of a growing national desire for sidewalks that provide pedestrians the opportunity to safely reach friends, families, jobs, schools, and local destinations on foot.

According to the survey conducted by Praecones Analytica (http://praecones.com/), over 91% of American adults feel that it is important that their community has safe, walkable sidewalks. These views are held by a wide-range of individuals regardless of their age, geographic region, and home, residence, or community type.

Safe Walking is a Political and Environmental Priority

Unsurprisingly, sidewalk improvements and investments are also a political priority for the vast majority of Americans. Nearly 85% of adults acknowledged that it is important that local officials use tax dollars to support sidewalks, and more than 70% of adults said they are more likely to support a candidate in local elections who is committed to fixing sidewalks and making them safer.

(https://americawalks.org/wp-content/uploads/2019/07/concrete-3848925_1920.jpg)

Sidewalks and the walkable connections they create are known to provide numerous benefits for local communities and their residents. They are the preferred accommodations for pedestrians and help to increase safety, ensure mobility, and enable an overall healthier mode of travel.

According to the Federal Highway Administration (https://www.fhwa.dot.gov/) (FHWA), providing sidewalks has been shown to increase the number of trips made by walking, which helps reduce trips made by motor vehicles (https://americawalks.org/shift-your-energy-toward-walking/), improve traffic flow, and minimize congestion and harmful environmental emissions.

Walkability and Mobility Fairness *is* Livability

The poll also highlights how access to safe sidewalks has become a factor for adults when deciding where to live. Approximately 86% of adults feel that it is important to find a safe, walkable community when selecting a new home, apartment, or rental property. Strong majorities of adults earning over $100,000 also reported that it's very important to find a walkable community when searching for a new home, which indicates that this aspect is a key concern for high-income adults interested in the housing market.

These unmistakable views can be partly attributed to the fact that an absence of safe sidewalks poses challenges and create great risks for all users. Roads without sidewalks are more than two times as likely to have a motor vehicle crash involving a pedestrian as locations with sidewalks on both sides of the street according to the FHWA.

Additionally, sidewalks with defects can be dangerous, especially for those with disabilities or trouble walking. Bumps, heaved slabs, spalled or cracked concrete, and tree root damage can all create difficult walking conditions and potentially lead to trips by pedestrians.

The Americans with Disabilities Act (ADA) demands that trip hazards be removed in order to prevent falls and provide access for all pedestrians and sidewalk users. Therefore, these types of sidewalk deficiencies represent a legal liability for property owners and local municipalities.

The poll found that strong majorities of Americans recognize the need to ensure equal walking opportunities for all individuals regardless of their ability or age, and reduce risks of ADA lawsuits for their local city or town.


(https://americawalks.org/wp-content/uploads/2019/07/F0BC284F-5084-42D6-9128-C2D4F9FE42FB-1.jpeg)

An impressive 87% of Americans understand that it is important that their local government works to achieve compliance with the ADA, and over 86% feel that local businesses should also make efforts to meet ADA standards. Another 87% of adults stated that it is important that sidewalks are easily navigable by people who have disabilities (https://americawalks.org/juliette-rizzo-blog-july/). It's notable that these views are held by people regardless of whether or not they or a family member are disabled.

Safety is Imperative for Our Youth


(https://americawalks.org/wp-content/uploads/2019/07/boys-3286364_1920.jpg)Americans also believe that walkable sidewalks are important for schools and the children who use them to travel to and from their homes every day. An astounding 93% of adults feel that it is important for local schools to maintain safe sidewalks and prevent injuries by school children.

These results clearly demonstrate a national demand to increase connectivity within local neighborhoods through safe, walkable sidewalks. It is imperative that we continue our efforts (https://americawalks.org/take-action/current-actions/) to ensure better

accommodations for pedestrians and continue advocating for change.

Item 7

Phone 1-800-236-0112
5100 West Brown Deer Road
Brown Deer, Wisconsin 53223

July 2, 2024

City of Chippewa Falls
30 W. Central St.
Chippewa Falls, WI 54729

Attn: Brandon Cesafsky

Dear Brandon,

On July 1st-2nd, 2024 TAPCO performed Traffic Signal Preventative Maintenance Inspections on Fourteen (14) intersections. Below is a summary of items in need of attention as well as general notes and recommendations for each intersection. Items marked with an asterisk were corrected by TAPCO during the maintenance visit at no additional charge. If there are any remaining repairs you'd like TAPCO's assistance with or are interested in pursuing any of the recommendations I'd be happy to send you a quote. The intersection reports have been prepared electronically and are available for you to download at your convenience using the link emailed to you.

Bay & Central

- Unused signal cable conductors not grounded in cabinet
- Cabinet is bent up on right side leaving a gap between the cabinet and concrete base. Recommend sealing gap.
- East crosswalk both walk signals are starting to dim. Recommend replacing
- SW corner walk signal to cross Central starting to dim. Recommend replacing
- SW corner pedestrian signal to cross Bay missing lower pinnacle cap
- W-bnd far right signal pole base cracked
- Controller startup program from yellow-red flash does not comply with MUTCD standards. *Changed startup parameters to comply with MUTCD 7/1/24

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Bay & Columbia

- Unused signal cable conductors not grounded in cabinet
- East crosswalk both walk signals are starting to dim. Recommend replacing
- SW corner pedestrian signal to cross Columbia don't walk signal has multiple segments not working
- NW corner pedestrian signal to cross Columbia walk signal starting to dim. Recommend replacing
- S-bnd EVP detector is detached from mounting bracket
- W-bnd EVP detector is detached from mounting bracket

Bay & Grand

- Unused signal cable conductors not grounded in cabinet
- West crosswalk both walk signals are starting to dim. Recommend replacing
- NW corner pedestrian signal to cross Bay walk signal starting to dim and don't walk signal 30% of pixels out. Recommend replacing
- W-bnd EVP detector not working and broken off of mounting bracket

Bay & River

- Unused signal cable conductors not grounded in cabinet
- Flasher #1 & Flasher #2 not alternating. *Replaced with City spares 7/1/24
- Cabinet and equipment are approximately 27 years old and are beyond their normal useful life expectancy of 20 years. Recommend budgeting for replacement. Cabinet is non NEMA compliant and replacement controllers for this type of cabinet are no longer manufactured.
- NE & SE corner push buttons missing signs
- NE corner pedestrian signal pole base access door not secured. Bolt seized and tabs on bottom of door broken
- S-bnd near right signal head missing lower pinnacle cap

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Bay & Spring

- Unused signal cable conductors not grounded in cabinet
- NW corner pedestrian signal to cross Spring don't walk signal 30% of pixels out and walk signal starting to dim. Recommend replacing
- SW corner pedestrian signal to cross Spring don't walk signal not working
- NE corner pedestrian signal to cross Spring walk signal starting to dim. Recommend replacing

Bridge & Central

- Cabinet and equipment are approximately 34 years old and are beyond their normal useful life expectancy of 20 years. Recommend budgeting for replacement. Cabinet is non NEMA compliant and replacement controllers for this type of cabinet are no longer manufactured.
- Gap between bottom of cabinet and concrete pad. Recommend re-sealing
- Cabinet door latch is broken
- Flasher not alternating *Replaced with City spare 7/1/24
- Cabinet fan not working
- Controller startup sequence from red flash does not meet MUTCD standards. Should come out in steady red for 6 seconds.
- 5 Volts between neutral and ground in cabinet, poor or missing bonding connection
- East and West crosswalks all walk signals starting to dim. Recommend replacing

Bridge & Columbia

- Unused signal cable conductors not grounded in cabinet
- N & S-bnd EVP detectors not centered on approaches
- E-bnd EVP detector not working
- West crosswalk both walk signals are starting to dim. Recommend replacing
- NE corner pedestrian signal to cross Columbia walk signal starting to dim. Recommend replacing
- N-bnd far right signal pole base damaged and pole is leaning and able to sway

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Bridge & Grand

- Unused signal cable conductors not grounded in cabinet
- Cabinet and equipment are approximately 34 years old and are beyond their normal useful life expectancy of 20 years. Recommend budgeting for replacement. Cabinet is non NEMA compliant and replacement controllers for this type of cabinet are no longer manufactured.
- Gap between bottom of cabinet and concrete pad. Recommend re-sealing
- Controller startup sequence from red flash does not meet MUTCD standards. Should come out in steady red for 6 seconds.
- NW corner pedestrian signal to cross Grand visor missing
- W-bnd EVP detector not centered on approach
- N-bnd far right yellow signal not working

Bridge & Spring

- Unused signal cable conductors not grounded in cabinet
- Cabinet and equipment are approximately 34 years old and are beyond their normal useful life expectancy of 20 years. Recommend budgeting for replacement. Cabinet is non NEMA compliant and replacement controllers for this type of cabinet are no longer manufactured.
- Gap between bottom of cabinet and concrete pad. Recommend re-sealing
- N-bnd and E-bnd EVP detectors not centered on approaches
- NW corner pedestrian signal to cross Spring walk signal is dim. Recommend replacing
- W-bnd EVP detector not working
- W-bnd far right signal pole base damaged, access door unable to be secured
- S-bnd near right signal pole base damaged, access door unable to be secured
- Signals go dark when cabinet is put into flash. *Replaced failed flasher with City spare 7/1/24
- Controller startup sequence from red flash does not meet MUTCD standards. Should come out in steady red for 6 seconds

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Bridge & Willow

- Unused signal cable conductors not grounded in cabinet
- Cabinet and equipment are approximately 34 years old and are beyond their normal useful life expectancy of 20 years. Recommend budgeting for replacement. Cabinet is non NEMA compliant and replacement controllers for this type of cabinet are no longer manufactured.
- Controller startup sequence from red flash does not meet MUTCD standards. Should come out in steady red for 6 seconds.
- Cabinet lamp not working *Replaced 7/1/24
- EVP system not working, interface card does not power up
- S-bnd far right signal pole base has a hole rusted through
- E-bnd near right signal pole base has a hole in it
- S-bnd EVP detector not centered on approach
- W-bnd far right signal pole base has a hole in it
- East crosswalk both walk signals starting to dim. Recommend replacing
- NE corner pedestrian signal to cross Willow lower signal bracket mounting hole not sealed

Bus 29 & Chippewa Crossing

- Unused signal cable conductors not grounded in cabinet
- Channels 1 & 2 walk indicators on conflict monitor not working
- Electric meter pedestal circuit breaker door not secured. *Installed wire seal 7/2/24
- Cabinet heater not working
- S-bnd near right right turn signal missing lower pinnacle cap
- NE corner pedestrian signal to cross Chippewa Crossing wire pinched in signal door
- No push button signs installed
- W-bnd near left green through signal 20% of pixels out
- SW corner pedestrian signal to cross Bus 29 missing lower pinnacle cap
- All west crosswalk push buttons not bringing up the walk signal. (Buttons are not connected in cabinet. When connected the W-median button does not work but the other two are functioning normal)
- S-bnd far right signal head missing pinnacle cap

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Grand & Rushman

- Unused signal cable conductors not grounded in cabinet
- Cabinet and equipment are approximately 34 years old and are beyond their normal useful life expectancy of 20 years. Recommend budgeting for replacement. Cabinet is non NEMA compliant and replacement controllers for this type of cabinet are no longer manufactured.
- No prints in cabinet
- W-bnd EVP detector not centered on approach
- EVP not working on any approach
- E-bnd far right signal pole base damaged
- NE corner pedestrian signal to cross Grand don't walk signal 20% of pixels out

River & Main

- Unused signal cable conductors not grounded in cabinet
- Controller startup sequence from all red flash does not comply with current MUTCD standards. *Changed controller startup sequence to 6 seconds of all red prior to River St green light
- EVP timings sequences could cause a left turn trap
- Extra Opticom 254 card in cabinet.
- SW corner push button to cross Main placing a constant call
- W-bnd far right signal head LED indicator positions in signal head are not in compliance with MUTCD standards. Signal positions from left to right should be red ball, yellow ball, yellow arrow, green arrow, green ball.
- Channels 2, 3, 5, 6 walk indicators on conflict monitor not working

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Woodward & Prairie View

- Unused signal cable conductors not grounded in cabinet
- SE corner luminaire cycling on/off
- Channels 1, 2, and 5 walk indicators on conflict monitor not working
- Recommend updating older plunger style push buttons to ADA compliant Polara bulldog push buttons
- NE corner pedestrian signal to cross Prairie View is facing 90 degrees away from crosswalk *Re-aligned by hand 7/2/24 but locknuts will need to be tightened
- Preemption sequences could cause a left turn trap
- S-bnd far right signal pole base access door not secured. *Secured 7/2/24
- E-bnd, N-bnd and S-bnd EVP detectors not working
- NW corner pedestrian signal to cross Woodward don't walk signal not working
- Cabinet heater not working
- W-bnd near right signal yellow arrow not working
- W-bnd near right signal pole base access door damaged
- W-bnd near right/E-bnd far left signal heads are wired backwards in the base of the pole. *Corrected 7/2/24
- Both North crosswalk push buttons not working. *Repaired failed solder joint on opto-isolator card 7/2/24

If you have questions, feel free to give me a call at (414) 940-0850.

Sincerely,
Traffic & Parking
Control CO., INC

Tim Felhofer
Traffic Signal Service Technician