



**Department of Public Works
Engineering Division**

W240N3065 Pewaukee Road • Pewaukee, WI 53072

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**PUBLIC WORKS COMMITTEE
MEETING NOTICE AND AGENDA**

Thursday, April 27, 2023

4:00 PM

City Hall Common Council Chambers

W240N3065 Pewaukee Rd

VIDEO

-
1. Call to Order and Pledge of Allegiance
 2. Public Comment - Please limit your comments to 2 minutes. If further time for discussion is needed, please contact your local Alderperson prior to the meeting.
 3. Discussion and Action Regarding the Minutes of March 9, 2023
 - 3.1.
 4. Communications
 - 4.1. Department of Public Works Building is nearing completion. Tentative Open House scheduled for May 11, 2023 from 11:30 am to 1:30 pm.
 5. Water and Sewer Division
 - 5.1. Discussion and possible action regarding recommendation to award the proposal to 120 Water to create a Lead & Copper Rule Revisions (LCRR) Service Line Inventory as required by EPA regulations.
 - 5.2. Discussion on Well #1 motor failure update.
 6. Engineering Division
 - 6.1. Discussion and possible action regarding the intersection of Lindsay Road and Pewaukee Road (STH 164) and possible signals.
 7. Highway Division
 - 7.1. Discussion and possible action regarding City Entrance signs.
 8. Public Comment - Please limit your comments to 2 minutes. If further time for discussion is needed, please contact your local Alderperson prior to the meeting.
 9. Adjournment

Magdelene Wagner
Director of Public Works

April 27, 2023

NOTICE

It is possible that members of other governmental bodies of the municipality may be in attendance to gather information that may form a quorum. At the above stated meeting, no action will be taken by any governmental body other than the governmental body specifically referred to above in this notice.

Any person who has a qualifying disability under the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible format must contact the DPW Main Office, at (262) 691-0804 by 12:00 p.m. the Tuesday prior to the meeting so that arrangements may be made to accommodate your request.

**CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 3.1.**

DATE: April 27, 2023

DEPARTMENT: PW - Water/Sewer

PROVIDED BY:

SUBJECT:

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

3-9-2023 Minutes

In Attendance:

Mayor S. Bierce, Alderman J. Wamser, Committee Members: M. Kreiter, D. Swan, J. Tormey

Also in Attendance:

Director of Public Works M. Wagner, Chief Engineer-Utilities R. Wirtz, Chief Engineer-Streets and Development M. Gabbey, Utility Manager, J. Mueller, Utility Billing Specialist R. Reed.

1. Call to Order and Pledge of Allegiance

Mayor Bierce called the meeting to order at 4:00 p.m. and requested everyone stand for the Pledge of Allegiance.

2. Public Comment - None

3. Discussion and Action Regarding the Minutes of January 26, 2023

3.1. Discussion and action regarding the minutes of the January 26, 2023 meeting.

A motion was made and seconded (D. Swan, J. Tormey) to approve the January 26, 2023 minutes. Motion Passed: 5-for, 0-Against.

4. Storm Water Management Division

4.1. Discussion and possible action regarding the Takoma Hills - Lexington Drive Drainage Study.

Mr. Wirtz explained that in preparation of the road work project in Takoma Hills, we asked AECOM to take a look at the drainage through that area one more time to see if there was anything new they could come up with to try and resolve some of the flooding issues that occur within the roadway. Mr. Wirtz stated that he had originally looked at this area in 2012-2013 and did come up with some alternatives, but none of them were found to be very favorable because they did not resolve the issues, mainly the flooding across the roadway.

Mr. Wirtz stated that in 2012-2013 they looked into adding a bypass sewer, two bypass sewers, or trying to convert the roadway into an urban section. During the 100-year storm event, the Committee did not feel that any of those options would solve the problem, so it was tabled for a long time.

Now that the subdivision roads need to be redone, staff thought that maybe the consulting engineer could come up with something new. We get a large amount of flow from Waukesha that overwhelms our ditches and culverts.

Ald. Wamser asked if the movies that we saw in the past would be shown to those that did not know about this situation? Mr. Wirtz stated that he did not bring them.

Mr. Wirtz reported that AECOM did provide a few alternatives:

Alternative 1: Install a low flow pipe. This would supplement the existing drainage swales with a

24 to 48-inch storm sewer under the edge of the pavement.

Alternative 2: Install storm sewer/ditch enclosure. This would include the pipe from Alternative 1 and install a 42 to 48-inch pipe in the north ditch line.

Alternative 3: Regrade the ditch/replace culverts. This would essentially leave the current conditions in place with minor improvements to drainage.

Alternatives 1 and 2 do not provide significant improvement to the flooding conditions, and these projects would cost from \$799,000 to \$1.29 million. The costs in these alternatives do not include costs to relocate laterals, which would likely be in conflict with the new storm sewers. Staff recommends Alternative 3, based on the issues involved with Alternatives 1 and 2.

Mayor Bierce stated that Alternative 3 is basically shoring up the problems, which are terrible at this point, until a better, more feasible plan can be found. He is in favor of Alternative 3.

A discussion took place regarding the area where the overflow occurs and whether or not there was structure flooding. Ms. Wagner stated that unfortunately there is no real solution.

A motion was made and seconded (J. Tormey, M. Kreiter) to recommend to the Common Council to choose Alternative 3 for the upcoming road project. Ald. Wamser opposed.

Motion Passed: 4-For, 1 Against.

5. Water and Sewer Division

5.1. Gun Club Lift Station Design

Ms. Mueller provided some background on the Gun Club lift station located on Watertown Road. It was constructed in 1987 and was considered a can station, as it is a buried steel structure. The pumps were upgraded in 1997 from the original ones, and then the lift station went through another upgrade in 2007.

The lift station has held up well but is now starting to show its age. The motor control center and controls are almost obsolete. The pumps and motors are wearing out, and the wet well lacks decent accessibility for cleaning and maintenance.

The Sewer Utility has budgeted \$3.5 million over the next two years to design and build a new structure that will fit the needs of the sewer service area for years to come. Strand Associate is preparing the designs for a replacement lift station on the existing site. This allows the lift station to remain in operation while the new one is constructed.

Ms. Mueller will keep the Committee updated as the design moves forward.

5.2. Well #1 Motor Failure Feb. 2023

Ms. Mueller reported that Well #1 has had another motor failure. This is the fourth failure of this motor. The Utility has been unable to determine the cause of the motor failures. The motor control components, which would normally be damaged in the event of a surge on the power supply side, have not been damaged in any of these events.

Ms. Mueller stated that last fall the Utility hired an electrical consultant to review the electrical and control systems in the well house to help identify the problem and determine how to protect the motors and components moving forward. We are experiencing delays in completing the final report. However they have some ideas about potential impact of the grounding of the towers around this site. Ms. Mueller is considering a second opinion.

Currently, the well contractor is onsite working to pull the pump and motor. More information will be provided once an inspection of the motor occurs.

Discussion took place regarding the impact of this well being out of service and the possible costs.

Ms. Mueller stated that we will not have a definitive cost until the motor has been pulled from the well. She will keep the Committee updated as she gets answers.

5.3. Discussion and possible action regarding the Water Utility debt repayment to the Sewer Utility.

Ms. Wagner reported that during a water rate case in 2014, the Public Service Commission (PSC) required all water funds be separated from the shared water/sewer account. In order to satisfy this requirement, a full audit of the shared account since the Utility's inception was completed to split all revenues, debt, and savings between the Water and Sewer Utilities. During the audit, it was determined that the Water Utility owes the Sewer Utility \$5,312,576.93. At the end of 2022, the Water Utility debt to the Sewer Utility has grown to \$7,404,608.61.

Ms. Wagner further reported that it was determined that a Comprehensive Financial Plan was necessary. A report was compiled by Baker Tilly and presented at the last Public Works Committee meeting. This financial plan for the Water Utility created a debt repayment schedule for the full debt over a 10-year period of approximately \$370,230 annually. This is in addition to the Water Utility's previous debts, including the latest 2022 borrowing. With this debt repayment, current and planned future borrowing, the Water Utility is looking to require a water rate increase of 147%, which would likely be implemented over three phases.

There was a discussion regarding how the PSC determines the rate increase.

Ms. Wagner reported that the financial plan did show that the Sewer Utility is in very good financial condition and would remain so into the future. No future increases were recommended at this time.

The Water Utility has some very large projects coming up in the next few years related to a well abandonment, water extension for DNR compliance, well relief, and water extension to contaminated groundwater areas. These projects cannot be delayed and will add to the current debt.

Staff has four alternatives for the Committee to consider.

Alternative 1: Pay 100% of the debt back over 20 years, with a proposed annual payment of \$370,230.00.

Alternative 2: Pay 100% of the debt back over a much longer period of time to lessen the impact. Annual payment of \$185,115.22 or \$148,092.17.

Alternative 3: Forgive 100% of the debt owed to the Sewer Utility.

Alternative 4: Forgive all debt prior to 2014, when we were unaware of the issue. This would forgive \$5,312,576.93, leaving \$2,092.68 to be repaid to the Sewer Utility.

Mr. Swan stated that he had hoped to see a recommendation from the staff.

Ms. Wagner stated that she and Ms. Mueller discussed the options. The Sewer Utility is in good shape, even with the upcoming projects, and they feel comfortable recommending Alternative 4, allowing the Sewer Utility to forgive all debt prior to 2014. It would be fair because the Sewer Utility could handle the impact, and prior to 2014 they were unaware of the issue.

Mr. Tormey stated that as a ratepayer, he would question that if he saw a water rate increase of 147%, would he see a decrease of the same amount on his sewer bill? Ms. Wagner stated no. The study showed the Sewer Utility was in good shape with the current rate remaining as is.

Mr. Tormey questioned what position the PSC would take if Alternative 3, forgiving all the debt, were to occur. Ms. Wagner stated that they would have no issue. The PSC knows where the debt came from; they will be more concerned with how we are going to pay for that debt. Mr. Tormey feels that Alternative 4 would be the way to go.

A discussion took place regarding the possible impact to the Sewer Utility, along with the status of reserve capacity assessments and how future debt will be handled.

Mayor Bierce asked if staff had a recommendation for the repayment period on Alternative 4? Ms. Wagner stated that she would like to see what the numbers look like and what the rate increases would be.

Mr. Swan is in favor of Alternative 3.

A motion was made and seconded (M. Tormey, J. Wamser) to recommend Alternative 4 to the Common Council, to forgive all debt prior to 2014, and to repay the debt incurred since then. Mr. Swan opposed. Motion Passed: 4-For, 1-Against.

6. Public Comments - None

7. Adjournment

A motion was made and seconded (D. Swan, J. Tormey) to adjourn the meeting at 4:46 p.m. Motion Passed. 5-For, 0-Against.

Respectfully Submitted,

Magdelene Wagner
Director of Public Works

**CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 4.1.**

DATE: April 27, 2023

DEPARTMENT: PW - Streets

PROVIDED BY:

SUBJECT:

Department of Public Works Building is nearing completion. Tentative Open House scheduled for May 11, 2023 from 11:30 am to 1:30 pm.

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 5.1.

DATE: April 27, 2023

DEPARTMENT: PW - Water/Sewer

PROVIDED BY: Jane Mueller

SUBJECT:

Discussion and possible action regarding recommendation to award the proposal to 120 Water to create a Lead & Copper Rule Revisions (LCRR) Service Line Inventory as required by EPA regulations.

BACKGROUND:

As you may recall, the Environmental Protection Agency (EPA) is requiring every municipal water system across the country to develop a Service Line Inventory (pipe inventory) for all municipally-owned and private side water lateral pipes by October 16, 2024. The pipe inventory must identify the materials of service lines connected to the public water distribution system.

In 2022, the Utility's goal was to collect pipe inventory data during scheduled meter replacements and cross connection inspections at our municipal water customers' homes. Collecting the information at the same time as a meter change or cross connection inspection would only disrupt our customers one time rather than making three separate appointments.

Unfortunately, due to supply chain issues with meters, we were not able to complete many home inspections. Additionally, with our existing workloads, we have not been able to devote staff time to compile the required information or create the database for our pipe inventory.

Last summer we learned of 120 Water, a company that more than 400 utilities across the country have partnered with to meet the LCCR compliance requirements. This includes developing preliminary inventories and standardizing data management (database).

We recently met with representatives from 120 Water. Included for your review is their Proposal to put together the pipe inventory for the City of Pewaukee. The scope of work includes taking our existing data and building the database by service line location/parcel. Once the data is compiled, 120 Water would identify our missing data points. They would develop and send surveys directly to customers to help gather private line information from their homes.

We believe that 120 Water will be able to provide the focus and prioritization this project requires. Utility staff will need to provide our existing data, but 120 Water will take that information and build the database much quicker than Utility staff can, using the new standard for compliance the EPA is requiring at the federal level.

FINANCIAL IMPACT:

The Utility did not budget for this service in our 2023 budget. However, we feel very strongly that the Utility should move forward with this service. The Proposal would take us through the preliminary service line inventory requirements.

We believe that this will be Step 1 of a multiple year process as we identify the “unknown” pipe materials through several verification processes.

The costs for Step 1 is \$13,791.00 (discounted with our Wisconsin Rural Water Association membership).

Additional costs will include postcard surveys (\$2.83 each) and lead check swab kits (\$26.43 each).

RECOMMENDED MOTION:

Authorize Utility staff to engage the services of 120 Water to create the preliminary pipe inventory database that is required by the EPA by October 2024.

ATTACHMENTS:

Description

120 Water - Lead Service Line Inventory

120 Water Proposal



120Water™

Pewaukee, WI

Proposal: Service Line Inventory

Submission To:**Jane Mueller**

Utility Manager

W240 N3065 Pewaukee Road
Pewaukee, WI 53072**Response Submitted By:****120Water**250 S Elm Street
Zionsville, IN 46077
120Water.com**Primary Contact:****Carl Nickander**Inside Sales Representative
carl.nickander@120water.com
317-775-5925

Service Line Inventory

Introduction:

Service line inventories are the foundation from which water systems take action to address a significant source of lead in drinking water - lead service lines (LSLs). Establishing an inventory of service line materials and identifying the location of LSLs is a key step in getting them replaced and protecting public health.

A comprehensive and accurate inventory has many additional benefits beyond regulatory compliance. Inventorying service line material permits notification to consumers about potential lead risks affecting them, which can facilitate customer actions to reduce lead in drinking water, including flushing, use of filters certified to reduce lead, and customer-initiated LSLR. Inventories allow water systems to publicly track their progress on LSL identification and replacement, engaging the community and enhancing transparency. Inventories can also help water systems and consumers determine the source of high lead levels in drinking water at a home or building and the possible solutions for reducing exposure. Inventories can also make LSLR programs more efficient. Even incomplete inventories may create cost-saving opportunities for water systems by better targeting locations served by LSLs, stretching the value of internal or external funding that water systems receive, such as from the BIL. In addition, service line inventories can help inform decisions for other drinking water rules and could inform future needs surveys and potential future costs.

Objectives:

The LCRR requires CWSs and NTNCWSs to develop a publicly available service line inventory that includes material classifications (Lead, Galvanized Requiring Replacement (GRR), Non-Lead, or Lead status unknown) of all service lines connected to a public water distribution system (40 CFR §141.84(a)(2)). This inventory must define service line ownership, and where dual ownership applies, materials must be defined on both the PWS and customer portion of the line to accurately provide a single classification per service line.

Pewaukee, WI and 120Water are entering into an agreement to collaborate and develop a Preliminary Service Line Inventory. A Preliminary Service Line Inventory or *Records Based Inventory*, is an initial evaluation of all records that are publically available and widely available within the Utility. Establishing a Preliminary Service Line Inventory is the first step in achieving compliance with Revised Lead and Copper Rule. The objective of this scope of work is to establish a Preliminary Service Line Inventory within the defined term duration.

Scope of Work:

Developing a preliminary inventory is Phase I of the LSLI process. The goal is to identify, gather, organize, clean and categorize the data appropriately for Implementation into the 120Water Platform. Here is the process describing the various sections for Phase I of the LSLI process:

- The *Implementation* section outlines the steps that begin once the 120Water Platform has been provisioned and distributed to the PWS
- The *Consider* section outlines the steps that follow once we work with the client to identify data sources and receive the data from the client
- The *Clean* section details steps for bringing the data into a coding environment and preparing the data so that it can be combined
- The *Combine* section details steps for merging data from different sources into a centralized LSLI data source. It is likely that the clean and combine processes will overlap when interacting with the data
- The *Verify* section outlines the steps for organizing the data so that Verify can be budgeted and prioritized
- The *Report* section outlines the steps for reporting the inputs that are auto populated and efficiently reported to the State.

Implementation

120Water will implement a proprietary software built specifically for water systems to manage compliance with the revised Lead and Copper Rule to serve as the foundation to digitize, track, report, and manage all aspects of the development of the Lead Service Line Inventories, and any subsequent compliance requirements.

Consider

The first step is to determine the best way to pull together the data set by leveraging some unique combination of the data sources that were previously identified. The goal is to consider “combine potential” by taking a closer look at the data. When developing a records-based LSLI, the current LCRR language permits the following as records:

- (i) All construction and plumbing codes, permits, and existing records or other documentation which indicates the service line materials used to connect structures to the distribution system.
- (ii) All water system records, including distribution system maps and drawings, historical records on each service connection, meter installation records, historical capital improvement or master plans, and standard operating procedures.
- (iii) All inspections and records of the distribution system that indicate the material composition of the service connections that connect a structure to the distribution system.

(iv) Any resource, information, or identification method provided or required by the State to assess service line materials.

It should be noted that the State may approve other sources of information not listed below for a system to use in their preliminary inventory. As states come up with their own policies, more information around these additional, acceptable sources will come to light. EPA is in the process of drafting and releasing Lead Service Line Inventory Improvements, as those are released, the Preliminary Inventory may be adjusted.

Data Variable / Dataset	What to Look For
<i>GIS Shapefiles</i>	
Customer Locations	Includes street addresses or latitude/longitude data
Service Lines	Where the service lines are located, material type, pipe size
Meter Locations	Where the water meters are located
Meter Type	The type of water meter installed, type of customer served detected through meter size (residential versus commercial)
Tax Parcels	Building age and building assessed value
Water Mains	Where water mains are located, material type, pipe size
Zones/Neighborhoods/Wards	Map of how the city/community is organized, helps with LSLI prioritization
<i>Work Order System</i>	
Service Line Repairs	Looking for material installed, date installed to cross-reference with Ban Dates (1988-1990), pipe size
Service Line Replacements	Looking for material installed, date installed to cross-reference with Ban Dates (1988-1990), pipe size
Meter Repairs	Pipe materials on either side of meter location, date installed, pipe size
Meter Replacements	Pipe materials on either side of meter location, date installed, pipe size

Customer Billing System	
Unique Customer ID	Such as a unique account number or other code used to identify that specific customer
Unique Location ID	Location code, street address, or latitude/longitude
Customer Type	Residential, Commercial, Industrial Customer Types All customer type SLs have to be inventoried but PWS might want to narrow in on residential first Commercial and industrial user SLs are typically larger and pump a lot of water through. Lead is not ideal for larger pipes, lead is better for smaller pipes because of malleability. Can help prioritize. If the pipe is > 2 inches, then they <i>likely</i> do not have lead
Meter ID	
Tax Parcel Data / Records	
Tax Parcel Identification Number (PIN)	Provides a unique identifier to support data merge
Home Year Built	Right now we cannot use home built date as a justification for classifying materials type. As-built year can be used as a cross comparison point. You can cross check as-built with home built date from the tax parcel data BUT it does not count/ is not accepted as proof from the EPA (unknown really if they will accept it/not clear right now) that an LSL doesn't exist. One example for where As Builts will be helpful is for <i>neighborhoods established/constructed dates</i>. With Pewaukee, if we can prove if a neighborhood was built after the state's lead ban date, then EPA is fine with that as proof.
Lot Size	Smaller lot is more likely to be associated with higher levels of lead, correlation with assessed value

Property Type	Fallback if we do not get this data on Residential, Commercial, and Industrial from the client
Latitude/longitude	Location identifier (If client cannot provide this data)
Street Address	Location identifier (If client cannot provide this data)
Home Assessed Value	Correlation between home value and probability of lead in SL and internal plumbing (the lower the home value, the higher the SL probability) Useful for environmental justice considerations
Tier Sites Data	
Street addresses	Can use street addresses to connect tier site sample results to specific addresses in our baseline file
Subdivisions or neighborhoods	Can use this as supplemental information to help us understand whether or specific subdivision or neighborhood has a lot of lead exceedances
Lead concentrations from sample results (ppb or ug/L)	Use this information to help us understand the probability of a lead service line
LCR event months and year	Use this longitudinal data to understand how lead concentrations have evolved over time and helps us understand the probability of a lead service line

***** IMPORTANT - As-Built and Tap Card Records *****

As-Built, TAP Card(s) or other paper based records can be a very important and viable source of data when developing a service line inventory. 120Water Program Consultants will work with you to identify the existence, completeness and impact of these records, however there will be an additional cost for the **digitization** (collection and scanning) and **transcription** (data processing and interpretation) of these data sources to be applied to your inventory.

120Water will present the fee for the implementation of these services and the process of transporting hard copy records to our possession.

Clean & Combine

Cleaning and combining the data means to modify, reorganize, and adjust the data in a way that prepares it for more in-depth analysis. Cleaning and combining data happen simultaneously and the process used is contingent on the type of data sources provided and how the data is organized.

120Water Program Consultants will review and analyze all records to determine which locations in Pewaukee's service area are known to be Lead, Non-Lead, GRR or Unknown which permits identifying areas where LSL's are most likely to exist.

Verify

At this point in the process, a compliant Service Line Inventory has been reached. The goal of this stage is to understand the inventory findings and evaluate what the future holds. Through the Verification Workshop, 120Water will provide a detailed summary with the recommendations of how to verify lead status unknown given the various methods approved by the EPA but also the State Agency. Within this report, 120Water will provide a cost analysis for the verification efforts.

Report

At this point in the process, the initial data has been collected, assimilated, and placed in a state compliant inventory format. This initial inventory will merely be the starting point for each utility in their quest to identify all of their system service line material compositions.

Deliverables:

- 120Water Platform
 - Preliminary Service Line Inventory
 - Locations Based
 - Inventory Classification Report
 - Public Transparency Dashboard
- Verification of Lead Status Unknown Report
 - Draft Budget for Verification
 - Recommendation of Verification Methods

Project Milestones/Schedule:

Milestone 1 - Client Kick-off Meeting and Platform Delivery

Host: 120Water Client Success Team

Description: The Client and 120Water have hosted and completed the Project Kick-off meeting. In this meeting, the 120Water Platform is shown to the Client with invitations being received by the Client from Client Success. The goal of this meeting is to begin the Client Onboarding Process and establish the External Knowledge Transfer from the Client to 120Water's Client Success and Program Consulting Teams.

Result: Project Kick-off Meeting Complete - Timelines and Expectations Established - Platform Invitation and Delivery

Deliverable: 120Water Platform

Milestone 2 - Data Investigation Call Complete

Host: 120Water Program Consultant

Description: The most important component of 120Water developing a Preliminary Inventory begins with the external knowledge transfer with an investigation of all of the various data sources that exist within the utility. It is critically important that the 120Water Program Consultant identify and familiarize themselves with these data sources so we can begin developing the Methodology Document as well as internalize the application of organizing, cleaning and merging these various data sources.

Result: Data Investigation Call is complete and a path forward for transferring identified data sources to the 120Water Program Consultant.

Milestone 3 - Inventory Evolution through Tax Parcel Data

Host: 120Water Program Consultant

Description: Tax Parcel Data plays a pivotal role in creating a Lead Service Line. Within this data set includes Home Age, which is an initial source for identifying lead status unknown per various state regulations.

Result: First evolution of Inventory Status from unknowns to classified know or likely known materials

Milestone 4 - Platform Training - Verification Workshop + Workflow

Host: 120Water Client Success

Description: Now that locations and services are loaded into the 120Water Platform, the client needs to be trained on how to access the platform and how to document any verification efforts that take place during the preliminary inventory development phase. This is critical for ensuring all information and data are most up to date.

Result: Client is enabled on how to track information through the platform and directly through the logbook (offline).

Deliverable: Excel Logbook for Field Services if Platform Access is unavailable

Milestone 5 - Incorporation of Batch 1 of Client Data

Host: 120Water Program Consultant

Description: Applying Batch 1 of Client Data to the Preliminary Inventory inclusive of Tax Parcel Data. Customer Billing is mandatory to be included in Batch 1 of Client Data.

Result: Tax Parcels overlaid with Customer Billing Locations equate to a robust starting point for establishing a Lead Service Line Inventory.

Milestone 6 - Baseline Compliant Inventory

Host: 120Water Program Consultant + Client

Description: All Customer Billing Locations have been identified and service lines tied to each location. Service Line materials may be documented as non-lead or likely non-lead (based on home age) and unknown. Unknown service line materials are allowed for the initial preliminary inventory submission.

Result: A preliminary inventory has been established and a plan for further verifying various records continues.

Milestone 7 - Incorporation of Batch 2 of Client Data

Host: 120Water Program Consultant

Description: All remaining data sources have been identified and evaluated for the effectiveness of signifying service line material. All records have been cleaned, joined and imported into the 120Water Platform.

Result: Preliminary Inventory has been completed with the evaluation of all service line records.

Milestone 8 - Preliminary Inventory Delivery & Verification Recommendation

Host: 120Water Program Consultant

Description: The Preliminary Inventory has been finalized with all data imported into the 120Water Platform. Initial findings with a recommended verification plan have been documented and are ready to be presented to the client.

Result: Client has received the Preliminary Inventory and Verification plan for mitigating lead status unknown. The template released in the EPA's August 2022 LSLI guidance will be the default format for delivery of your Preliminary Inventory. If and or when a state specific template is released your Preliminary Inventory will be formatted to meet that state specific template requirement.

Deliverable: Completed Preliminary Service Line Inventory & Verification of Lead Status Unknown Report

Milestone 9 - Public Transparency Dashboard Created

Host: 120Water Program Consultant

Description: The Public Transparency Dashboard functionality has been turned on in Backoffice and is ready to be presented to the client.

Result: Given the clients plans for the sharing the service line inventory, location, timing, etc - this functionality is ready for the client to implement.

Milestone 10 - Verification Go-Live

Host: 120Water Program Consultant + Client

Description: Verification Recommendation has been presented and the client has agreed to implement a method of verifying lead status unknown.

Result: A method of verification is being implemented by the client for verification.



120Water

Pewaukee, WI Proposal

Pewaukee - WI

W240 N3065 PEWAUKEE RD, -
Pewaukee, WI 53072
United States

Reference: 20230418-113548460

Quote created: April 18, 2023

Quote expires: June 17, 2023

Quote created by: Carl Nickander

carl.nickander@120water.com

Jane Mueller

jem@pewaukee.wi.us
(262) 691-0804

Comments from Carl Nickander

Private-Side Verification Consumable Unit Prices:

- Postcard Verification (S-COM-PC-01) is \$2.83/unit
- 3M Lead Check Swabs 2ct + Magnet (K-WTK-LCS-02) is \$26.43/unit

There is a 5% Wisconsin Rural Water discount for consumables that will be added once the number of units are determined

Products & Services

Item Name & Description	Unit Price	Quantity	Term (months)
Pro - Public Water System Annual subscription PWS Pro package to manage programs and data. Unlimited users	\$6,960.00 / year	1	12
Professional Services (Assist) Discrete tappable specifics under each scope area (block of 20 hours)	\$2,500.00 / year	3	12
Implementation Setup, Configuration and Guided Web Training of the 120Water Account	\$1,500.00	1	

Annual subtotal	\$12,291.00 after \$2,169.00 discount
One-time subtotal	\$1,500.00
Total	\$13,791.00

Invoice Terms: Net 30

Billing Street Address:

Billing City:

Billing State:

Billing Zip Code:

Billing Country:

Billing Notes (if applicable):

120 Water may reject this Order Form if: (1) the signatory below does not have the authority to bind Customer to this Order Form, (2) changes have been made to this Order Form (other than completion of the purchase order information and signature block), or (3) the requested purchase order information or signature is incomplete or does not match our records or the rest of this Order Form. Subscriptions are non-cancelable before their end of the Term.

Signature

Signature

Date

Printed name

Countersignature

Countersignature

Date

Printed name

Questions? Contact me



Carl Nickander
carl.nickander@120water.com

120Water
250 S Elm St
Zionsville, IN 46077
US

**CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 5.2.**

DATE: April 27, 2023

DEPARTMENT: PW - Water/Sewer

PROVIDED BY: Jane Mueller

SUBJECT:

Discussion on Well #1 motor failure update.

BACKGROUND:

We received the following correspondence from the manufacturer of the motor that had failed at Well #1. Based on the brief report, the failure was due to a manufacturing defect.

The motor has been replaced and the well is back in service.

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

SME USA correspondence



To whom it may concern,

Submersible Motor Engineering (SME) designs and manufactures submersible type motors domestically out of Phoenix, AZ. SME has been manufacturing for over 40 years and continues to improve product reliability. We apologize for the recent failures of 150hp 3600rpm 460v motors. The previous motor Serial Number 01002201027 showed we needed to improve the products stator design. We have since changed the stator core to include T-Topped stator rods. We have built the replacement motor (Serial Number 00092206174) to include T-Topped stator rods to ensure the failure type does not occur again.

Thank you,

Kyle Lanier

Cell: 561-512-3923

Klanier@smeusainc.com

Submersible Motor Engineering, USA Inc.

<http://submersiblemotorengineering.com>

950 S. 67th Avenue
Phoenix, AZ 85043
www.submersiblemotorengineering.com

CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 6.1.

DATE: April 27, 2023

DEPARTMENT: PW - Engineering

PROVIDED BY: Magdelene Wagner

SUBJECT:

Discussion and possible action regarding the intersection of Lindsay Road and Pewaukee Road (STH 164) and possible signals.

BACKGROUND:

Committee Member Swan requested Staff further pursue discussion with the State Department of Transportation (WDOT) regarding the safety of the intersection of Lindsay Road and Pewaukee Road (STH 164). Staff had previously reported that in discussions with the WDOT as part of their Owner's meetings, they indicated the intersection did not meet warrants for improvements. The request from Committee Member Swan was to determine when the traffic counts were completed for the analysis and if they would allow improvements at City cost.

Staff reached out to WDOT Engineers. WDOT evaluated the intersection using 2021 traffic counts. The intersection did meet one of the warrants for signalization, but it does not qualify for this improvement as part of their current resurfacing project. They did indicate the City could request the intersection be signalized as part of the project if they enter into an agreement to pay 100% of the cost of these improvements. They currently are estimating the cost to be \$300,000 for each signalized intersection. The agreement needs to be in place by summer to accommodate the request.

Upon further review of this intersection, it has been determined this intersection is 100% in the Village of Pewaukee. The Village of Pewaukee would need to make this request and agree to pay the WDOT for the intersection improvements if this intersection is to be signalized.

At this time, Staff needs further direction on this matter as it is not under City jurisdiction. Options include:

1. No nothing.
2. Public Works Committee recommend to the Common Council to approach the Village to make the request for signals and pay for them.
3. Public Works Committee recommend to the Common Council to approach the Village to make the request for signals and enter into an agreement to cost share the expense.
4. Public Works Committee recommend to the Common Council to approach the Village to make the request for signals and enter into an agreement to pay 100% of the cost.

FINANCIAL IMPACT:

RECOMMENDED MOTION:

Committee make a recommendation to the Council on this matter.

ATTACHMENTS:

Description

WDOT email

Signal Warrants Analysis

City Limits Map of Intersection

Wagner, Magdelene

From: Marshall, Dawn - DOT <Dawn.Marshall@dot.wi.gov>
Sent: Wednesday, April 12, 2023 9:11 AM
To: Wagner, Magdelene
Cc: Wilfert, Mark J - DOT
Subject: RE: 2370-00-05/75 - WIS 164
Attachments: Signal Warrant Analysis WIS 164 & Lindsay.pdf

Hi Maggie,

Thank you for catching that. It does NOT meet criteria to be included in a resurfacing project. I recently updated the project budget and after talking to the DOT Signals unit I estimated \$300,000 for each signalized intersection. The traffic volumes used to reevaluate the intersection were from 2021. I've attached the data they used. The warrants met are shown on the first page. If the City would like to proceed, we would need an agreement in place by summer. The cost would not be billed to the City until construction occurring.

Thank you.

Dawn

Dawn L. Marshall

Wisconsin Department of Transportation
PDS Unit 7
Phone: 262-548-6443
Cell: 414-750-1462

From: Wagner, Magdelene <wagner@pewaukee.wi.us>
Sent: Wednesday, April 12, 2023 8:47 AM
To: Marshall, Dawn - DOT <Dawn.Marshall@dot.wi.gov>
Cc: Wilfert, Mark J - DOT <Mark.Wilfert@dot.wi.gov>
Subject: RE: 2370-00-05/75 - WIS 164

**CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Hi Dawn,

Thanks for the response. I have a couple of follow-up questions and a clarification.

You stated: "Although it does meet one of the MUTCD warrants for signalization, it does meet the criteria to be signalized at part of a resurfacing project." Were one of these "does" supposed to be a doesn't?

What is the year for the traffic counts that were used in the review?

Which warrant did this intersection meet?

Do you have an estimate of the cost of the signals that the City would be responsible for?

If the City did agree to pay 100% for the cost, when do you need to know this to be included in your project?

Thank you,
Maggie Wagner

Magdelene Wagner, P.E.
Director of Public Works/City Engineer
City of Pewaukee
W240N3065 Pewaukee Road
Pewaukee, WI 53072
262-691-0804

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From: Marshall, Dawn - DOT <Dawn.Marshall@dot.wi.gov>
Sent: Wednesday, April 12, 2023 7:51 AM
To: Wagner, Magdelene <wagner@pewaukee.wi.us>
Cc: Wilfert, Mark J - DOT <Mark.Wilfert@dot.wi.gov>
Subject: 2370-00-05/75 - WIS 164

Good morning Maggie,

I just wanted to get back to you and let you know that the intersection of WIS 164 with Lindsay Road was rereviewed. Although it does meet one of the MUTCD warrants for signalization, it does meet the criteria to be signalized at part of a resurfacing project. This would not preclude it from being signalized as part of the project, but without meeting full warrants the cost of signalization would need to be paid by the City of Pewaukee. Please let me or Mark know if you have any additional questions.

Thank you.

Dawn

Dawn L. Marshall
Wisconsin Department of Transportation
PDS Unit 7
Phone: 262-548-6443
Cell: 414-750-1462

Dawn L. Marshall
Wisconsin Department of Transportation
PDS Unit 7
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Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

70%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: STH 164 & Lindsay Rd

County: Waukesha

Village: Pewaukee

Major Street: STH 164

Critical Approach Speed: 45 mph

Lanes: 2 or more lanes

Minor Street: Lindsay Rd

Critical Approach Speed: 25 mph

Lanes: 1 lane

% Right Turns Included

From North (SB) 100%

From East (WB) 0%

From South (NB) 100%

From West (EB) 0%

In built-up area of isolated community of < 10,000 population? No

Total number of approaches at intersection? 3

If it is a "T" intersection, inflate minor threshold to 150%? No

Manually set volume level?

Analysis based on EXISTING volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
Mar-21		6:00	AM	7:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	Yes
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	Yes
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	Yes
Warrant 3: Peak Hour Volume	N/A
Warrant 4: Pedestrian Volume	N/A
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	N/A
Warrant 6: Coordinated Signal System	N/A
Warrant 7: Crash Experience	N/A
Warrant 8: Roadway Network	N/A
Warrant 9: Intersection Near a Grade Crossing	N/A

Warrant Analysis Conducted By:

Name: Revised by Mike Borck

Agency: WisDOT

Date: 5/3/2022

Warrant 1: Eight - Hour Vehicular Volume

70%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

Manually Set To:

Condition A :		
Min. Veh. Volume		
Volume Level	70%	56%
Major Rd. Req	420	336
Minor Rd. Req	105	84
Number of Hours	1	3

Satisfied? No

Condition B:		
Interruption of Continuous Traffic		
Volume Level	70%	56%
Major Rd. Req	630	504
Minor Rd. Req	53	42
Number of Hours	12	12

Satisfied? Yes

Condition C:		
Combination of A & B at 56%		

Satisfied? No

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	802	55	857
2	7:00	8:00	1155	84	1239
3	8:00	9:00	944	64	1008
4	9:00	10:00	763	40	803
5	10:00	11:00	866	57	923
6	11:00	12:00	994	75	1069
7	12:00	13:00	1048	66	1114
8	13:00	14:00	993	63	1056
9	14:00	15:00	1137	71	1208
10	15:00	16:00	1386	98	1484
11	16:00	17:00	1537	121	1658
12	17:00	18:00	1388	75	1463
13	18:00	19:00	824	59	883
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume

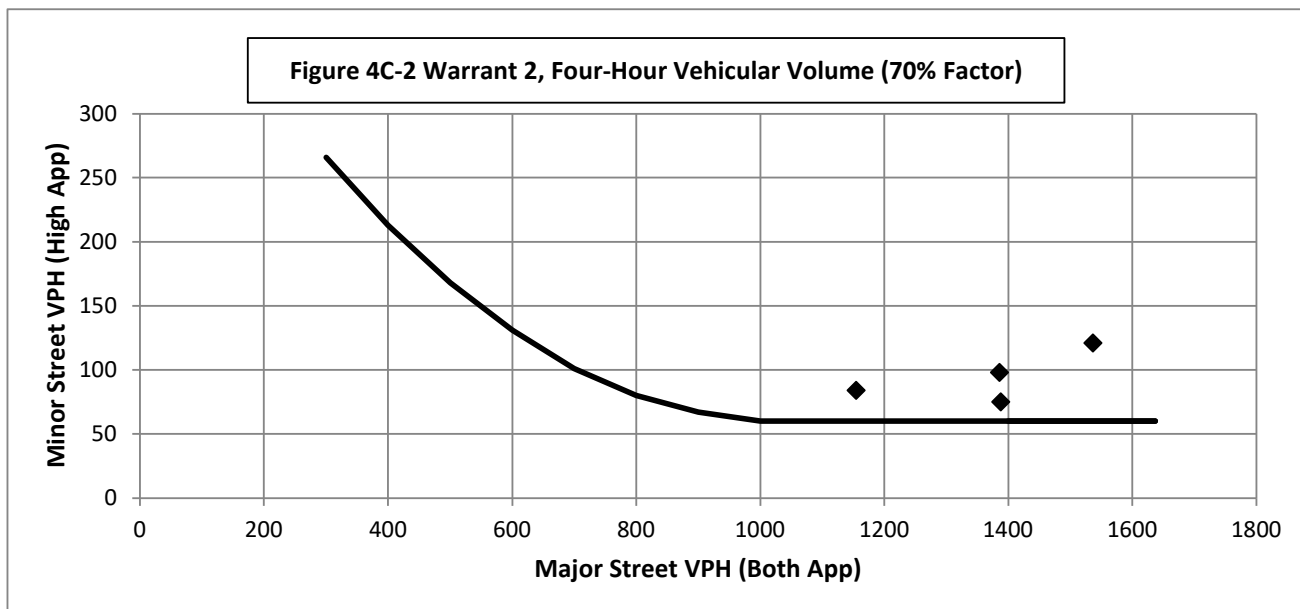
70%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

Manually Set To:

Hour Start	16:00	15:00	17:00	7:00
Major Road Vol.	1537	1386	1388	1155
Minor Road Vol.	121	98	75	84



Warrant 3: Peak Hour Volume

70%

Warrant Evaluated? No

Warrant Satisfied? N/A

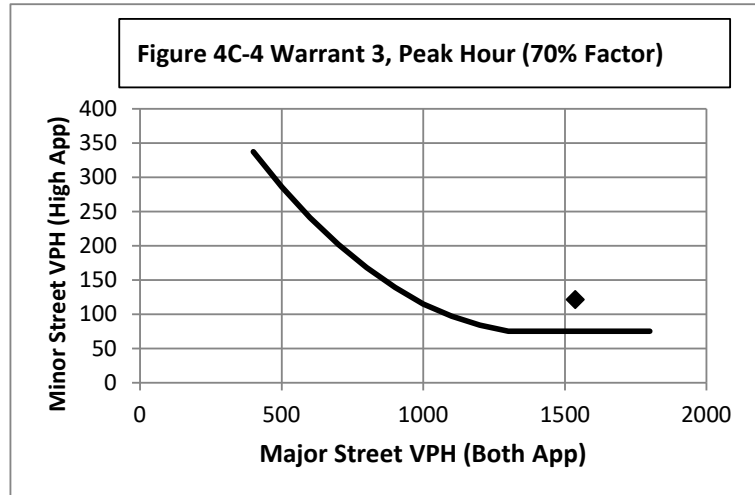
Manually Set To:

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	
Volume on Minor Approach	100	
Total Entering Volume (veh/h)	650	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	1537	121



Warrant 4: Pedestrian Volume

70%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

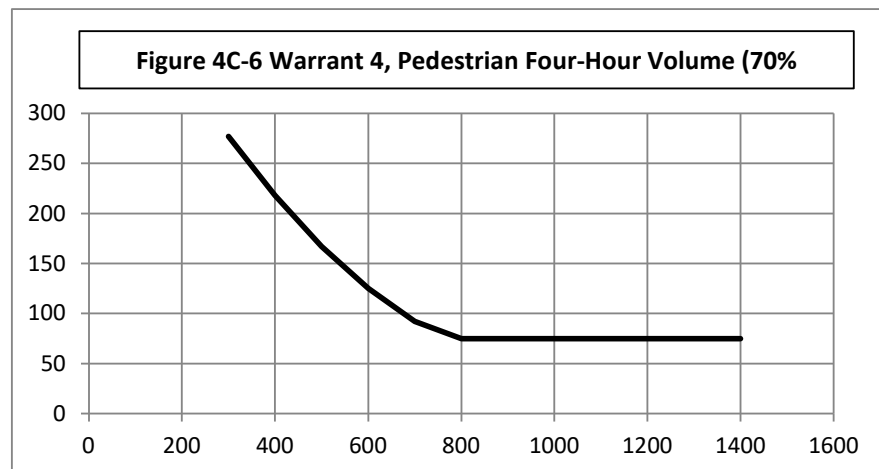
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

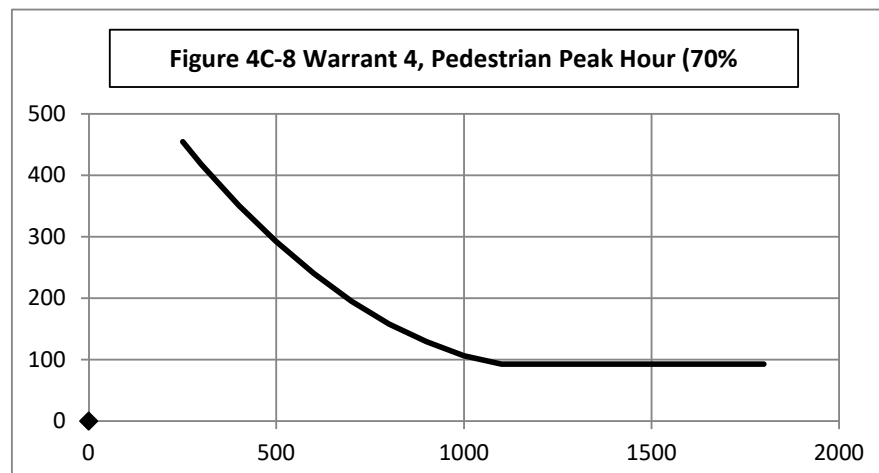
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



Warrant 5: School Crossing

70%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria

Fulfilled?

1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System

70%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria

Fulfilled?

1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience

70%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria

Met?

Fulfilled?

1	Adequate trial of other remedial measures has failed to reduce crash frequency.		
	Measures Tried:		
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months	
3	Warrant 1, Condition A (80%)	No	Yes
	Warrant 1, Condition B (80%)	Yes	
	Warrant 4, Criterion A (80%)	No	
	Warrant 4, Criterion B (80%)	No	

Warrant 8: Roadway Network

70%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria

Met?

Fulfilled?

1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour	1658	Yes	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.		No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)			
	Hour			
	Volume			

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic

Fulfilled?

1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing

70%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	1537	121	40.535

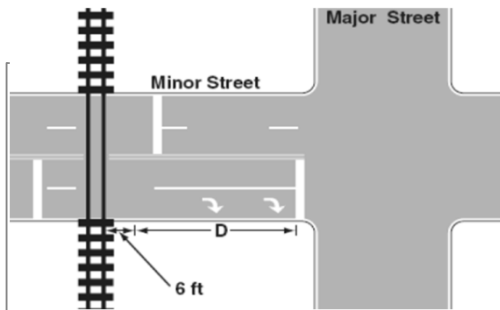
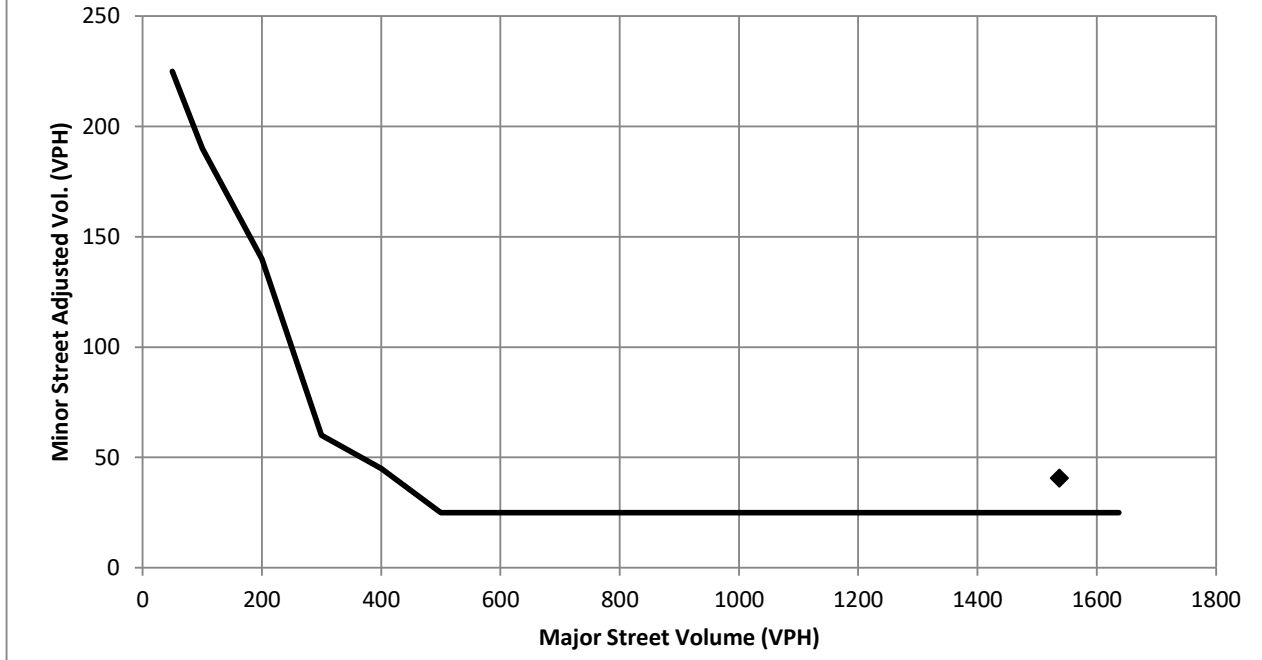


Figure 4C-9 Warrant9, Intersection Near a grade Crossing
(One Approach Lane at the Track Crossing)



Conclusions/Comments:

Updated: 12/6/2017

Hourly Volume Data																						
One Hour Time Period Start Time		↓ From North (SB)					← From East (WB)					↑ From South (NB)					→ From West (EB)					Total Vehicle Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:00	61	501	4	0	566	12	13	2	0	27	1	229	6	0	236	11	8	47	0	66	895
	7:00	97	715	7	0	819	12	46	1	0	59	1	311	24	0	336	30	24	59	1	114	1328
	8:00	77	540	1	1	619	1	19	7	0	27	2	312	11	0	325	28	14	50	0	92	1063
	9:00	45	386	4	0	435	7	16	8	0	31	7	310	11	0	328	15	10	30	0	55	849
MD	10:00	42	459	2	0	503	3	13	12	0	28	7	339	16	1	363	23	11	46	0	80	974
	11:00	63	462	3	0	528	10	13	4	0	27	5	439	22	0	466	30	17	58	0	105	1126
	12:00	52	472	5	0	529	6	15	7	0	28	4	483	32	0	519	23	14	52	0	89	1165
	13:00	62	455	2	0	519	6	15	7	0	28	6	447	20	1	474	24	17	46	0	87	1108
PM	14:00	66	466	5	0	537	5	27	3	0	35	6	559	35	0	600	25	23	48	0	96	1268
	15:00	77	534	6	1	618	6	28	9	0	43	10	726	32	0	768	27	26	71	1	125	1554
	16:00	110	579	9	0	698	13	22	11	0	46	12	796	31	0	839	23	26	95	0	144	1727
	17:00	97	531	6	1	635	7	27	7	0	41	7	706	40	0	753	21	19	56	0	96	1525
	18:00	44	318	6	0	368	6	14	8	0	28	10	428	18	0	456	19	16	43	0	78	930
	19:00																					0
	20:00																					0
	21:00																					0
Totals		893	6418	60	3	7374	94	268	86	0	448	78	6085	298	2	6463	299	225	701	2	1227	15512

Note: Copy volume data and paste into cells using paste special -> values

Note: U-Turns are counted as Left Turns in the Volume Totals

Please Select the Major Road:

Major Road Left Turn as Minor Approach?

% Right Turns Included (Default 0%)

From North (SB)	100%
From East (WB)	0%
From South (NB)	100%
From West (EB)	0%

Major Road Volume Totals: North/South				
Right	Thru	Left	T+LT	Total
62	730	10	740	802
98	1026	31	1057	1155
79	852	13	865	944
52	696	15	711	763
49	798	19	817	866
68	901	25	926	994
56	955	37	992	1048
68	902	23	925	993
72	1025	40	1065	1137
87	1260	39	1299	1386
122	1375	40	1415	1537
104	1237	47	1284	1388
54	746	24	770	824
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
971	12503	363	12866	13837

Minor Road Highest Volume: East/West				
Right	Thru	Left	T+LT	Total
0	8	47	55	55
0	24	60	84	84
0	14	50	64	64
0	10	30	40	40
0	11	46	57	57
0	17	58	75	75
0	14	52	66	66
0	17	46	63	63
0	23	48	71	71
0	26	72	98	98
0	26	95	121	121
0	19	56	75	75
0	16	43	59	59
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	225	703	928	928



- Legend**
-  Municipal_Boundary_2K
 -  Parcel_Dimension_2K
 -  Note_Text_2K
 -  Lots_2K
 -  Lot
 -  Unit
 -  General Common Element
 -  Outlot
 -  SimultaneousConveyance
 -  Assessor Plat
 -  CSM
 -  Condominium
 -  Subdivision
 -  Cartoline_2K
 -  EA-Easement_Line
 -  PL-DA
 -  PL-Extended_Tie_line
 -  PL-Meander_Line
 -  PL-Note
 -  PL-Tie
 -  PL-Tie_Line
 -  <all other values>
 -  Railroad 2K

0 144.07 Feet

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Notes:

Printed: 4/24/2023



**CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 7.1.**

DATE: April 27, 2023

DEPARTMENT: PW - Streets

PROVIDED BY: Magdelene Wagner

SUBJECT:

Discussion and possible action regarding City Entrance signs.

BACKGROUND:

The Public Works Committee and the Common Council authorized the installation of City of Pewaukee entrance signage at the major, exterior limits of the City. The Council directed the signs to be text only with no logo. As such, Staff has received two options for signage.

Please review the attached options for size and text font.

FINANCIAL IMPACT:

RECOMMENDED MOTION:

Public Works Committee to select the preferred sign font and size.

ATTACHMENTS:

Description

Block Text Sign

Cursive Text Sign

LANGE ENTERPRISES

ORDER# 30312296 PO#CITY OF PEWAUKEE

PROOF COVER PAGE

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PLEASE MARK ONE OF THE FOLLOWING

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Approved

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- Everything is correct and free from errors
- Order is ready to process

☐

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- Changes are needed as noted
- A new proof must be submitted for approval

☐

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- Changes are needed as noted
- A new proof is NOT needed

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Please check one of the box's and sign below

Approval Signature: _____ Date _____

LANGE ENTERPRISES
ORDER# 30312296 PO# CITY OF PEWAUKEE
QTY: 30 EACH

C302485HWT151A2

WIDTH: 30"

HEIGHT: 24"

THICKNESS: .080

FINISH: HIP

COLOR: WHITE

OF SIDES FINISHED: 1

RADIUS: 1 1/2"

HOLE PLACEMENT: TB CENTER(2)

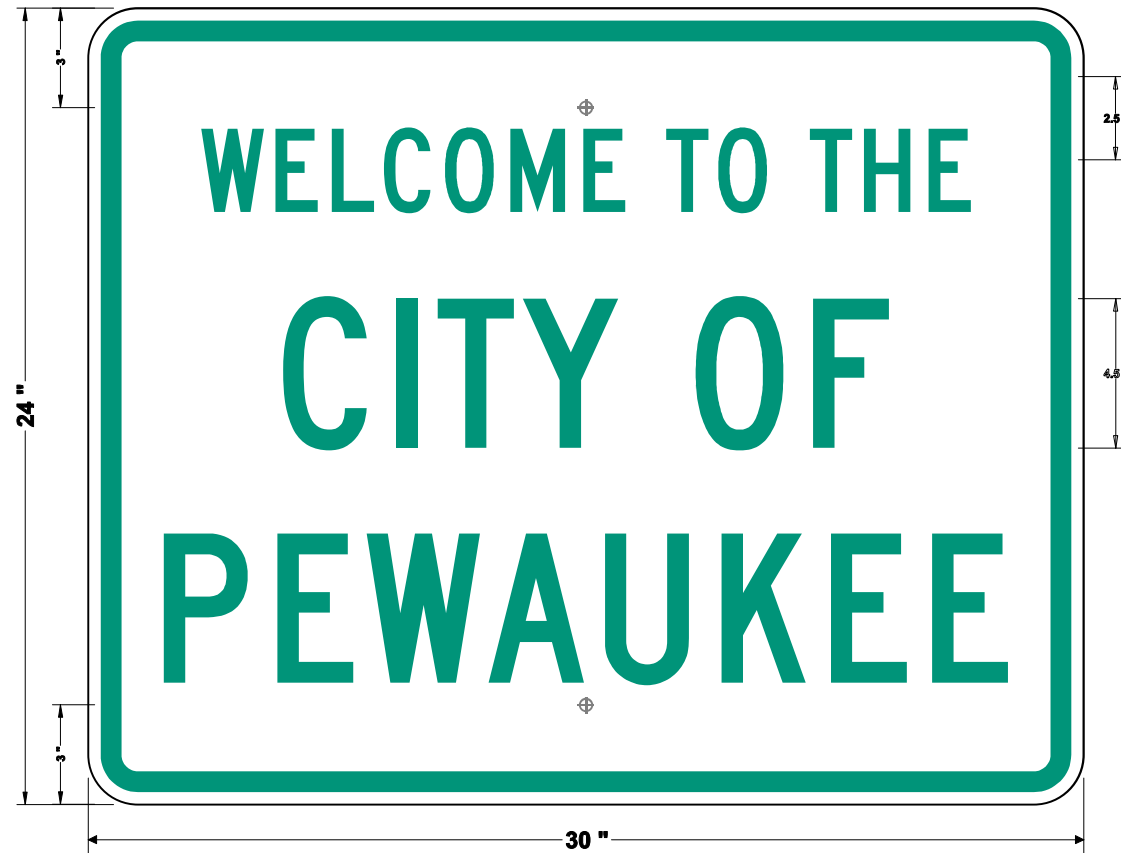
HOLE DIAMETER: 3/8"

HOLE INSET: 3"

MFG NOTES:

COPY COLOR: GREEN

BACKGROUND COLOR: WHITE



LANGE ENTERPRISES
ORDER# 30312296 PO# CITY OF PEWAUKEE
QTY: 30 EACH

C301885HWT151A1

WIDTH: 30"

HEIGHT: 18"

THICKNESS: .080

.

FINISH: HIP

COLOR: WHITE

OF SIDES FINISHED: 1

RADIUS: 1 1/2"

HOLE PLACEMENT: TB CENTER(2)

HOLE DIAMETER: 3/8"

HOLE INSET: 1 1/2"



MFG NOTES:

COPY COLOR: GREEN

BACKGROUND COLOR: WHITE

HIP - HIGH INTENSITY PRISMATIC REFLECTIVE 9990 SERIES (TYPE III)

LANGE ENTERPRISES

ORDER# 30312296 PO#CITY OF PEWAUKEE

PROOF COVER PAGE

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- Changes are needed as noted
- A new proof must be submitted for approval

☐

Approved, make changes – PROCEED WITH PRODUCTION

- You have viewed the proof(s)
- Changes are needed as noted
- A new proof is NOT needed

We look forward to serving all of your business needs.

Please check one of the box's and sign below

Approval Signature: _____ Date _____

LANGE ENTERPRISES

ORDER# 30312296 PO# CITY OF PEWAUKEE

QTY: 30 EACH

C302485HWT151A2

WIDTH: 30"

HEIGHT: 24"

THICKNESS: .080

FINISH: HIP

COLOR: WHITE

OF SIDES FINISHED: 1

RADIUS: 1 1/2"

HOLE PLACEMENT: TB CENTER(2)

HOLE DIAMETER: 3/8"

HOLE INSET: 3"

MFG NOTES:

COPY COLOR: GREEN

BACKGROUND COLOR: WHITE



LANGE ENTERPRISES
ORDER# 30312296 PO# CITY OF PEWAUKEE
QTY: 30 EACH

C301885HWT151A1

WIDTH: 30"

HEIGHT: 18"

THICKNESS: .080

FINISH: HIP

COLOR: WHITE

OF SIDES FINISHED: 1

RADIUS: 1 1/2"

HOLE PLACEMENT: TB CENTER(2)

HOLE DIAMETER: 3/8"

HOLE INSET: 1 1/2"



MFG NOTES:

COPY COLOR: GREEN

BACKGROUND COLOR: WHITE

HIP - HIGH INTENSITY PRISMATIC REFLECTIVE 9990 SERIES (TYPE III)