

**AGENDA**  
**VILLAGE OF PLEASANT PRAIRIE**  
**PLEASANT PRAIRIE VILLAGE BOARD**  
**PLEASANT PRAIRIE WATER UTILITY**  
**PLEASANT PRAIRIE SEWER UTILITY**  
**Village Hall Auditorium**  
**9915 – 39th Avenue**  
**Pleasant Prairie, WI**  
**January 4, 2016**  
**6:00 p.m.**

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Minutes of Meetings – December 14 and 21, 2015
5. Citizen Comments (Please be advised per State Statute Section 19.84(2), information will be received from the public and there may be limited discussion on the information received. However, no action will be taken under public comments.)
6. Administrator’s Report
7. Unfinished Business
  - A. Consider a Memorandum of Understanding Agreement for the property located at 9201 Wilmot Road.
8. New Business
  - A. Consider award of contract to purchase a 100 foot aerial platform fire truck.
  - B. Consider Resolution #16-01 – Preliminary Resolution Declaring Intent to Exercise Special Assessment Police Powers in connection with the construction of municipal water on Springbrook Road from Green Bay Road (STH 31) northeast approximately 6,600 feet.
9. Village Board Comments
10. Adjournment

The Village Hall is handicapped accessible. If you have other special needs, please contact the Village Clerk, 9915 – 39<sup>th</sup> Avenue, Pleasant Prairie, WI (262) 694-1400

**VILLAGE OF PLEASANT PRAIRIE  
PLEASANT PRAIRIE VILLAGE BOARD  
PLEASANT PRAIRIE WATER UTILITY  
PLEASANT PRAIRIE SEWER UTILITY**

**9915 - 39th Avenue  
Pleasant Prairie, WI  
December 14, 2015**

**Immediately following the 6:00 p.m. Plan Commission Meeting**

A special meeting of the Pleasant Prairie Village Board was held on Monday, December 14, 2015. Meeting called to order at 6:50 p.m. Present were Village Board members John Steinbrink, Kris Keckler, Steve Kumorkiewicz, and Dave Klimisch. Mike Serpe was excused. Also present were Michael Pollocoff, Village Administrator; Tom Shircel, Assistant Administrator; Jean Werbie-Harris, Community Development Director; Kathy Goessl, Finance Director; Doug McElmury; Fire & Rescue Chief; Matt Fineour, Village Engineer; and Jane M. Romanowski, Village Clerk. Two citizens attended the meeting.

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. NEW BUSINESS**

**A. Receive Plan Commission recommendation and consider:**

- 1) Ordinance #15-46 approving several Comprehensive Plan Amendments related to the property located at 11019 Wilmot Road for the proposed Bethany Church Campus development.**
- 2) A Conceptual Plan related to the property located at 11019 Wilmot Road for the proposed Bethany Church Campus development that includes the development of a church facility, educational facility with sports fields, up to four parsonages, and mausoleum.**
- 3) Ordinance #15-47 approving a Zoning Map Amendment related to the property located at 11019 Wilmot Road for the proposed Bethany Church Campus development.**
- 4) A Certified Survey Map related to the property located at 11019 Wilmot Road for the proposed Bethany Church Campus development.**

Jean Werbie-Harris:

Mr. President and members of the Village Board and the audience, there are four items before you this evening. None of them are public hearings as they were public hearings before the Plan Commission earlier this evening. The first item is the Comprehensive Plan Amendment which is Resolution 15-19. The second item is a Conceptual Plan. The third item is a Zoning Map Amendment, and the fourth item is a Certified Survey Map. Specifically these requests come to us from Dave Riley on behalf of Bethany Lutheran Church. This is relating to the property at 11019 Wilmot Road, and this is for the proposed Bethany Church Campus development. This includes the development of a church facility, educational facility with sports fields, up to four parsonages and a mausoleum.

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As shown on the slide and in your packets as you can see this property is located south of County Trunk Highway C or Wilmot Road. This project as part of a Conceptual Plan is proposing two access points from Highway C for a future church facility, educational facility and related facilities from an educational and associated athletic field component. The building is proposed to be 20,000 square feet for the worship facility and a 31,000 square foot K-9 school facility. As you can see, this property is located just to the west of Heritage Valley and just to the east of the Des Plaines River and south of County Trunk Highway C.

The first item is the Comprehensive Plan Amendment to amend a portion of the Pleasant Farms Neighborhood Plan. Again, this is to modify that area that is was in the residential density classification and modify it to remove that urban reserve and to put it into the Governmental and Institutional land use designation. In addition, any of the field delineated wetlands on the property would be placed into the wetland delineation. And all of the areas that are identified as floodplain would remain as floodplain.

Specifically this would impact not only the 2035 Comprehensive Plan but also Map 9.9. The Comprehensive Plan Map then, again, would also involve the reduction of single family homes, approximately 39 in the associated population for this particular area. In addition, the Park, Recreation and Other Open Space Lands and other designations such as that would remain as shown on the presentation earlier this evening. And, again, the floodplain would remain as shown unless they request some type of alteration or filling of these areas.

The Conceptual Plan as represented before the Plan Commission this evening. And, again, as shown on the slide it does show the church facility, educational facility, event pavilion. It shows the potential for four parsonages on the east side of the site and a future mausoleum. It does identify where stormwater management facilities would be located on the site as well as outdoor facilities and the potential for future development that could connect or be adjacent to the Heritage Valley development to the east.

The Zoning Map amendment this evening would be to rezone all the non-wetland areas from the A-2, General Agricultural District, to the I-1, Institutional District along with an AGO would have an overlay on the property. The field delineated wetlands would be rezoned into the C-1, Lowland Resource Conservancy District. And, again, the FPO or the Floodplain Overlay District would remain unchanged.

The Certified Survey Map that's before you this evening would clearly identify the particular property as well as any dedications for the future widening of Highway C or any bike lanes. It reflects a number of easements pertaining to wetlands, floodplain and some notations with respect to future tree preservation easements as well as the vision triangle easements as to where the access points connect to Highway C. In addition, a series of dedication and easement language has been prepared and has been provided to the surveyor to add to the Certified Survey Map.

The Conditional Use Permit was approved by the Village Plan Commission this evening, and it was conditionally approved subject to the actions taken by the Village Board. Again, the actions by the Village Board would be the Comprehensive Plan, the Zoning Map Amendment, the Certified Survey Map and the Conceptual Plan. The staff recommends approval of all four subject to the

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comments and conditions as read into the record earlier this evening before the Plan Commission. Staff recommends if there's any questions the petitioner is here in the audience, and the staff is here to answer any questions that you may have.

Steve Kumorkiewicz:

I move to approve Ordinance 15-46. We all attended the whole public hearing and the meeting of the Plan Commission. So I don't think we need any further discussion on this. So I move to approve 15-46.

Kris Keckler:

Second.

John Steinbrink:

Motion by Steve, second by Kris. Any further discussion on this item?

Dave Klimisch:

I have some questions. You were saying, Dave, that the school might be the first one built when it comes time?

Dave Riley:

Yeah. Dave Riley, 3446 16th Place, Kenosha. Yeah, the school -- this whole thing started back when Walgreen's was interested in buying our property in Kenosha that is really the school is where we're kind of landlocked with growing. And then we started looking at the parking lot and figured, well, now the church, too. But we would start with the school, get that relocated, and then we would eventually build a church.

Dave Klimisch:

For the parking lot and all the infrastructure would all that go in first or half the parking lot?

Dave Riley:

We would put all that in.

Dave Klimisch:

And then I'm not sure what level of detail we're looking at here. But I notice on the ball fields there's no significant parking back there.

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Dave Riley:

No.

Dave Klimisch:

Is that a detail we'd figure out later?

Dave Riley:

Yeah, that's detail we'd figure out later. We probably would put some parking in the back there for the ball fields.

Dave Klimisch:

Okay, and then I was talking with Ed before about the mausoleums. And I know they may or may not ever come. I'm not up to speed on the details of mausoleums. But I'm a former funeral director so I know there has to be funding in perpetuity to make sure the facilities are taken care of. That's a level of detail we'll get to at some other point?

Dave Riley:

Correct.

John Steinbrink:

Further comment or question? Kris?

Kris Keckler:

Just in speculation of this time because I was looking on the website for the current school enrollment, and it looks like you have some mixed grades in there?

Dave Riley:

K through 8.

Kris Keckler:

K through 8, but a couple split classrooms?

Dave Riley:

Yes. Right now it's five -- well kindergarten is standalone, and then first and second together, third and fourth and so on all the way through eighth.

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Kris Keckler:

And are you looking to increase the enrollment then at the new location as well?

Dave Riley:

Yeah. That layout of school actually is what we laid out back ten years ago, and that layout is for nine classrooms. So it's a nine classroom per grade. And that works out we need probably about anywhere from 125 to 200 students that that school would handle. Minimum of 125 to make the numbers work.

Kris Keckler:

And you're at about 100 or so right now?

Dave Riley:

A little less than that. We're at about 85 plus or minus. There's a total -- if you count Friedens is the other WELS Church in Kenosha, and if you counted their enrollment there's 225 kids right now in the WELS Church schools.

Dave Klimisch:

There's room for expansion on the buildings which is always smart, especially if it works out and you become an epicenter. I don't see room for expansion on the parking. Have you thought that far out?

Dave Riley:

Well, I think there is some room for parking. You could go to the east. And these detention ponds, too, that is Pinnacle's first blush at that. You may expand some of those detention ponds on the backside to be a little bigger. So maybe that one to the east over by the mausoleum maybe doesn't happen and maybe put some parking over there, too. I mean originally we were looking at ten acres to put this facility. When this opportunity came up at 30 something, 35 acres, we have plenty of land for the next 100 years.

Dave Klimisch:

And then if the lots work out, those five lots, are they far enough away from the fields? I don't know what the setbacks are.

Dave Riley:

Again, that would have to be looked at a little closer to make sure we had enough room between those. The event pavilion is probably a little larger than what we would do. We'd probably do something a little smaller than that so you could shift those ball fields a little bit to the west.

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Dave Klimisch:

And I'm guessing that the event pavilion is the basketball court and the multi-use?

Dave Riley:

No, that's actually just like the concession stand and stuff like that. The basketball court is incorporated into the educational facility, the gym.

Jean Werbie-Harris:

Trustee Klimisch, there are a number of comments and conditions of approval. And some of the conditions do reflect the concern of the proximity of those single family homes to those athletic fields. And they would have to do a much more substantial separation spacing along with some fencing and some other things. So as part of our conditions of approval we did mention some of those things as well.

John Steinbrink:

Any other questions of Mr. Riley? Thank you, Dave. Other Board comments or questions? Hearing none, we have a motion and a second. A roll call vote is ordered on this one.

**KUMORKIEWICZ MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND ADOPT ORDINANCE #15-46 APPROVING SEVERAL COMPREHENSIVE PLAN AMENDMENTS RELATED TO THE PROPERTY LOCATED AT 11019 WILMOT ROAD FOR THE PROPOSED BETHANY CHURCH CAMPUS DEVELOPMENT; SECONDED BY KECKLER; ROLL CALL VOTE – KECKLER – AYE; KUMORKIEWICZ – AYE; KLIMISCH – AYE; STEINBRINK – AYE; MOTION CARRIED 4-0.**

John Steinbrink:

That brings us to Item 2.

Kris Keckler:

Move to approve conceptual plan.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Kris, second by Steve. Any discussion on this item?

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**KECKLER MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND APPROVE A CONCEPTUAL PLAN RELATED TO THE PROPERTY LOCATED AT 11019 WILMOT ROAD FOR THE PROPOSED BETHANY CHURCH CAMPUS DEVELOPMENT THAT INCLUDES THE DEVELOPMENT OF A CHURCH FACILITY, EDUCATIONAL FACILITY WITH SPORTS FIELDS, UP TO FOUR PARSONAGES, AND MAUSOLEUM, SUBJECT TO THE CONDITIONS SET FORTH BY STAFF; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 4-0.**

John Steinbrink:

That brings us to Item 3.

Dave Klimisch:

Move to approve Ordinance 15-47.

Kris Keckler:

Second.

John Steinbrink:

Motion by Dave, second by Kris. Any discussion on this item?

**KLIMISCH MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND ADOPT ORDINANCE #15-47 APPROVING A ZONING MAP AMENDMENT RELATED TO THE PROPERTY LOCATED AT 11019 WILMOT ROAD FOR THE PROPOSED BETHANY CHURCH CAMPUS DEVELOPMENT; SECONDED BY KECKLER; MOTION CARRIED 4-0.**

John Steinbrink:

That brings us to Item 4, Certified Survey Map.

Steve Kumorkiewicz:

Make a motion to approve.

Dave Klimisch:

Second.

John Steinbrink:

Motion by Steve, second by Dave. Any discussion on Item 4?

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**KUMORKIEWICZ MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND APPROVE A CERTIFIED SURVEY MAP RELATED TO THE PROPERTY LOCATED AT 11019 WILMOT ROAD FOR THE PROPOSED BETHANY CHURCH CAMPUS DEVELOPMENT, SUBJECT TO THE CONDITIONS SET FORTH BY STAFF; SECONDED BY KLIMISCH; MOTION CARRIED 4-0.**

**4. ADJOURNMENT**

**KECKLER MOVED TO ADJOURN THE MEETING; SECONDED BY KLIMISCH; MOTION CARRIED 4-0 AND MEETING ADJOURNED AT 7:10 P.M.**

**VILLAGE OF PLEASANT PRAIRIE  
PLEASANT PRAIRIE VILLAGE BOARD  
PLEASANT PRAIRIE WATER UTILITY  
PLEASANT PRAIRIE SEWER UTILITY  
9915 - 39th Avenue  
Pleasant Prairie, WI  
December 21, 2015  
6:00 p.m.**

A regular meeting of the Pleasant Prairie Village Board was held on Monday, December 21, 2015. Meeting called to order at 6:00 p.m. Present were Village Board members John Steinbrink, Kris Keckler, Steve Kumorkiewicz and Mike Serpe. Dave Klimisch was excused. Also present were Michael Pollocoff, Village Administrator; Tom Shircel, Assistant Administrator; Jean Werbie-Harris, Community Development Director; Dave Smetana, Police Chief; Doug McElmury; Fire & Rescue Chief; John Steinbrink Jr., Public Works Director; and Vesna Savic, Deputy Village Clerk. One citizen attended the meeting.

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. MINUTES OF MEETINGS - NOVEMBER 16 AND DECEMBER 7, 2015**

Steve Kumorkiewicz:

Move t approve.

Kris Keckler:

Second.

John Steinbrink:

Motion by Steve, second by Kris. Any additions, corrections?

**KUMORKIEWICZ MOVED TO APPROVE THE MINUTES OF THE NOVEMBER 16 AND DECEMBER 7, 2015 VILLAGE BOARD MEETINGS AS PRESENTED IN THEIR WRITTEN FORM; SECONDED BY KECKLER; MOTION CARRIED 4-0.**

- 5. CITIZEN COMMENTS**

John Steinbrink:

Anybody wishing to speak under citizen comments? Hearing none, I'll close citizens' comments.

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**6. ADMINISTRATOR'S REPORT**

Mike Pollocoff:

I want to let the Board know that the construction is moving along inside the repurposing of the old fire station. The biggest part of the project is the elevator, and that was delivered today. And they should be done on that in two weeks. So we're looking to switch over to the Board meetings and everything other than court on the first Monday in February which is the 3rd or the 1st? First, okay. And that will be the first Village Board meeting and then the Plan Commission thereafter. I think it's going to be done, but it's going to be cleaned up. Instead of to force it and miss it I'd just rather move it to February 1st. If you get a chance go down and take a look at it. It's looking pretty good.

The outside work is done with the exception I think the planters still need to be replaced, and we stop all that work until winter is over. And there's still some grading outside that needs to be completed. But we should be able to conduct business in the lower lot for the elections and everything else fairly well without an issue. That's all I have.

John Steinbrink:

No fires in the old fire department?

Mike Pollocoff:

No, no.

Steve Kumorkiewicz:

So far.

Mike Pollocoff:

No, there won't be any.

John Steinbrink:

Thank you, Mike.

**7. NEW BUSINESS**

- A. Consider Ordinance #15-48 to amend Chapter 30 of the Municipal Code relating to snow and ice removal.**

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Mike Pollocoff:

Mr. President, we're redoing our snow and ice removal ordinance. And as you can see on the paperwork we're eliminating the old A and B from Section 305-11 and inserting it so that the responsibility where this occurs the owner or the occupant of the property who is in charge of that property that front and abuts any sidewalks shall keep it clear of snow and ice in the event of snow accumulating on the sidewalk through natural means or other means they need to be cleaned within 24 hours from the time the snow ceases to accumulate on the sidewalk. If it can't be removed the owner or occupant shall be charged for the parcel which front on that to have that sprinkled and de-iced and made safe.

It also says like we did in the other one that they can't take the snow that's on the sidewalk and blow it into the street. It needs to go back on the terrace area or on your grass as that affects the safety of the traveling public. And in this ordinance we can effect the compliance on it if the property owner fails to do it. And that the Director of Public Works can cause the snow and ice to be removed therefrom. We really don't have problems in the areas of the Village where the sidewalks exist. But we do have a few of them. We talked about the mobile home park on Highway 50 that's a problem, reducing it, and there's a couple other ones. But I think this ordinance is a lot cleaner, and there was some vagueness in the other one. So I'd recommend Ordinance 15-48 to modify Section 305 of the Village ordinance for snow and ice removal.

Michael Serpe:

These sidewalks in front on 39th Avenue are exempt from homeowner's responsibility?

Mike Pollocoff:

We set a standard. If it's a ten foot sidewalk the Village maintains those. It's the four and five foot ones that are going to be private so they need to maintain it.

Michael Serpe:

I move approval of the ordinance.

Kris Keckler:

Second.

John Steinbrink:

Motion by Mike, second by Kris, any discussion? Is this going to go out in the newsletter or something?

Steve Kumorkiewicz:

It should.

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John Steinbrink:

Maybe we can do a little sketch to show them that when they clean their driveway on it to throw it on the side the snowplow doesn't hit first because then it would push it all back. I saw that during last snowfall they had. Then they looked kind of disgusted.

Mike Pollocoff:

I think if we help people come up with a strategy on how to clear their driveway so they don't have to re-clear it as soon as we go through.

Tom Shircel:

Mr. President, if I could interject. I was just reading this over, Section B, I was just reading it over again. And it says the second sentence says no person shall throw, blow, pile or place or cause or allow to be thrown, blown, piled or placed any snow or ice on any public street, public place or public property. Should we add except or the terrace area because that is public property. Or is that getting nitpicky? Or should we have an exception in there?

Mike Pollocoff:

I don't have a problem putting the terrace area in there because we expect them to mow.

Tom Shircel:

Right, because that is public property. So I was wondering if we should put that exception in there. Just a thought.

John Steinbrink:

I guess that's up to the motion and the second.

Michael Serpe:

Yes.

Kris Keckler:

I do amend it, yes.

John Steinbrink:

That will show that. Any further discussion?

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**SERPE MOVED TO ADOPT ORDINANCE #15-48 TO AMEND CHAPTER 30 OF THE MUNICIPAL CODE RELATING TO SNOW AND ICE REMOVAL, WITH THE ADDITIONAL TERRACE LANGUAGE AS DISCUSSED; SECONDED BY KECKLER; MOTION CARRIED 4-0.**

- B. Consider Ordinance #15-49 to amend Chapter 292 of the Municipal Code relating to solid waste and recycling fees.**

Mike Pollocoff:

Mr. President, this ordinance codifies the impact of the budget for the solid waste utility. And we've changed this so residents who choose unlimited collection their charge will be \$17.50 per month. We've eliminated the automated collection plus which is where you can put more out at certain times of the year. And we're going with the residents who choose automated collection with a smaller bin at \$16.50. We didn't have that many residents, probably any, that took that one plus one.

We feel it's a good bargain. For \$17.50 you can put out as much as you can get out there as long as you get it in 50 pound bundles. You get leaf collection. You get access to the compost site. You get unlimited hazardous waste collection, electronics, dropping your oil off or getting composted material when you want it. So none of those things have changed.

Michael Serpe:

Mike, so we have an idea what it would cost if we were to privatize the collection with recyclables and solid waste, how much a month approximately, \$19 or \$20 a month?

Mike Pollocoff:

We couldn't get anybody to give us a price for truly unlimited. It said it was unlimited, but we were at -- it's been eight or nine years since we've had it, and at that point we were at \$15 a month. And at that point if you think back one of the reasons we went to having it ourselves there was a couple reasons. It wouldn't be unusual to have 20 complaints a day over waste not being picked up or how it's picked up. And plus we were really at the mercy of the company. When they had a work slow down or a strike we had to suffer along with it. And at that point we were eating the cost of the composting and the yard waste and all that stuff right out of our budget. So we were paying more that long ago than what we're charging at this point.

And I can just tell you that at the Village Hall one of the services that people really appreciate is the solid waste collection and the recycling because it happens so easy. It's not a problem. The guys who work for us they take good care to make sure the residents are taken care of. Contracting this out like we did before would be a giant step backwards.

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Michael Serpe:

It would be. I'd just like to have this ammunition when somebody wants to complain about \$17.50 a month what it would be if we were into a private collection agency like Waste Management or somebody. It would be a lot more than this, and we wouldn't get the same service.

Mike Pollocoff:

One of the other things we discovered with the big haulers they don't want to take the risk that the recycling market is going to fluctuate. So you really don't get hardly anything from them. If there's any money in it they'll take it. But here the more we can drive what we recycle and lower that cost that benefit goes to us. It doesn't go to the bottom line of the company giving the service.

Steve Kumorkiewicz:

[Inaudible] in the last private collection that we got we didn't get the full amount that we were supposed to get from [inaudible] for recycling. I remember that. That's the reason we went to this. I remember paying \$14 a month 15 or 20 years ago, a private garbage collection. Now I'm paying \$16.50 and [inaudible].

Kris Keckler:

Move to approve Ordinance 15-49.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Kris, second by Steve. Any further discussion?

Kris Keckler:

Mine relates to the price points in here. And, Mike, you had mentioned that very few people that were in option 2 and so we're removing it. What's the breakdown for residents in the other two scenarios? Do we have an idea?

John Steinbrink, Jr.:

I think it's 382 [inaudible]. But it was a very small percentage [inaudible].

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Kris Keckler:

Is it difficult to manage? Because now we're only a dollar apart. I just wonder if there was just a happy medium and just move everybody to the fully unlimited scenario. I just wonder if there's a benefit to consider that.

John Steinbrink, Jr.:

The reason that we do have the third option or just limited collection there is a population within the Village that condos, elderly, really don't generate that much garbage. So they want an option not to have to pay for that additional collection. So we gave them the one dollar decrease. And then option number two was something where you only had limited until the holiday season, and then it was unlimited. But we found out there's really not that many people taking that. We are able to manage it. We do have computers on our trucks that have that data. But staff just feels that just options one the unlimited and two which is three the automated is working well for the community.

Kris Keckler:

And that's a very legitimate reason to have it. I just didn't -- I think for somebody that's trying to get a bargain out of it only paying a dollar more not to have to worry about it and manage it themselves taking care of their own disposal.

Mike Pollocoff:

It really ended up being a source of frustration. They get a 65 gallon bin instead of the 95s. And they're saying I know I don't generate that much.

Kris Keckler:

Okay, that's good. Thank you.

John Steinbrink:

John, do we have many people that say they have too much recyclable material and need more containers or more pickup?

John Steinbrink, Jr.:

We do have a percentage of people that say they have more than what the 95 bin will hold. And so we do offer an option, and there's no additional cost for it, but we will give them an additional recycling cart. And there's probably 50 people within the Village that have taken us up on that offer over the years.

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John Steinbrink:

We had one that talked to us about it.

Michael Serpe:

The drop off is still available at the Prange, right?

John Steinbrink, Jr.:

Yeah, it's not manned, it's an unmanned site right now. But people are still dropping off solid waste and recycling and stuff like that.

John Steinbrink:

Other comments or questions? Those in favor?

**KECKLER MOVED TO ADOPT ORDINANCE #15-49 TO AMEND CHAPTER 292 OF THE MUNICIPAL CODE RELATING TO SOLID WASTE AND RECYCLING FEES; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 4-0.**

**C. Receive Plan Commission recommendation and consider a Lot Line Adjustment to add 2,682 square feet from the property located at 2517 91st Street, currently a drainage easement, to the Village's parkland property to the south.**

Jean Werbie-Harris:

Mr. President and members of the Board, the owner of the property located at 2517 91st Street identified as Tax Parcel Number 91-4-122-134-0450 owned by Jeffrey Wiegert. He has requested that the existing dedicated stormwater easement that's located at the southwest corner of his property adjacent to the Brookside Gardens Park owned by the Village be transferred into the Village's ownership.

The stormwater easement was created in 2011 as part of the South Kenosha Drainage Area Swale Project to realign the existing drainage and install riprap at the 26th Avenue culvert. The owner initially requested to install a fence within the easement to prevent children playing in the park from entering his property and playing in the drainage ditch. He is concerned that this child could become injured on his property in the riprap, and that because it's on his land that he would be legally responsible. A fence cannot be installed across this drainage ditch because it would restrict flow. So he asked the Village of Pleasant Prairie to take ownership of this easement area.

So specifically the area that we're talking about is a total of 2,682 square feet. Again, it's for his property located at 2517 91st Street and he is requesting to have it attached to the vacant property which is the Village's parkland to the south. This matter was before the Village Plan Commission, and the Plan Commission and the staff recommended approval subject to the

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comments and conditions as outlined in the staff memo. The one thing that we are waiting on is relief of mortgage from his bank because there is a mortgage on his property, and it's tied to the entire property. And we would need a release for this add on parcel or this adjustment that's being made onto the Village's parkland.

Steve Kumorkiewicz:

Make a motion to approve the request.

Michael Serpe:

Second.

John Steinbrink:

Motion by Steve, second by Mike. Any further discussion?

**KUMORKIEWICZ MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND APPROVE A LOT LINE ADJUSTMENT TO ADD 2,682 SQUARE FEET FROM THE PROPERTY LOCATED AT 2517 91ST STREET, CURRENTLY A DRAINAGE EASEMENT, TO THE VILLAGE'S PARKLAND PROPERTY TO THE SOUTH; SECONDED BY SERPE; MOTION CARRIED 4-0.**

**D. Consider a Memorandum of Understanding Agreement for the property located at 9201 Wilmot Road.**

Jean Werbie-Harris:

Mr. President and members of the Board, this was an item that we were going to take under consideration tonight as a Memorandum of Understanding Agreement between the future owners of 9201 Wilmot Road in the Village of Pleasant Prairie. We have a few issues that we have not yet gotten resolved with respect to the private road or private driveway or public road, whatever it's going to be called, for that area that separates the parking lot and the fire station leading from H to C. So as a result they would like a little bit further or more additional time to review, to put together estimates and to put together some more details for that particular work. So they are requesting that this item be tabled until the January 4th Village Board meeting.

Michael Serpe:

So moved.

Steve Kumorkiewicz:

Second.

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John Steinbrink:

Motion by Mike, second by Steve. Any discussion?

**SERPE MOVED TO TABLE CONSIDERATION OF A MEMORANDUM OF UNDERSTANDING AGREEMENT FOR THE PROPERTY LOCATED AT 9201 WILMOT ROAD; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 4-0.**

**8. VILLAGE BOARD COMMENTS**

Michael Serpe:

Just one. Very proud of the accomplishments that the Village has achieved this year. I can't say enough about the department heads we have, the employees that work for the department heads that work for the Village. We just have a real good group of people, and it's real easy to work with. I'm proud to be serving up here representing these people and doing what we can to move the Village forward. And our leadership with Mike and all the department heads just outstanding and good to be a part of. Merry Christmas.

Mike Pollocoff:

Merry Christmas.

Steve Kumorkiewicz:

You've said everything, Mike.

John Steinbrink:

Other comments?

Kris Keckler:

Happy holiday. You guys do an awesome job.

**8. ADJOURNMENT**

**SERPE MOVED TO ADJOURN THE MEETING; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 4-0 AND MEETING ADJOURNED AT 6:25 P.M.**

**MEMORANDUM OF UNDERSTANDING AGREEMENT BETWEEN  
THE VILLAGE OF PLEASANT PRAIRIE AND  
INNOVATIVE INVESTMENTS IL, A NEVADA LLC  
REGARDING CONDITIONS OF APPROVAL  
FOR VILLAGE CONDITIONAL USE GRANTS NOS. 04-02 AND 06-01 FOR THE  
9201 WILMOT ROAD PROPERTY**

This is a Memorandum of Understanding Agreement entered into by and between Innovative Investments IL, a Nevada limited liability company with offices located at 3001 West Washington, Waukegan, IL 60085 (hereinafter referred to as the "**Developer**") and the Village of Pleasant Prairie, a Wisconsin municipal corporation with offices located at 9915 39th Avenue, Pleasant Prairie, Wisconsin 53158 (hereinafter referred to as the "**Village**"), regarding the conditions of approval identified in both Conditional Use Permit Grant No. 04-02 and again in Conditional Use Permit Grant No. 06-01.

**WHEREAS**, the Developer is the owner of lands identified as Tax Parcel Numbers 91-4-122-084-0101 and 91-4-122-084-0102 (hereinafter collectively referred as the "**Property**") located in the Village, and which lands are legally described in the attached **Exhibit A**;

**WHEREAS**, on January 12, 2004 the Village Plan Commission conditionally approved Conditional Use Permit Grant No. 02-04 and on February 13, 2006 the Village Plan Commission conditionally approved Conditional Use Permit Grant Document No. 06-0. Both Conditional Use Permit Grant Documents identified that there were several site-related improvements that were conditions of approval and those improvements needed to be completed prior to the occupancy of the 9201 Wilmot Road property. Specifically, condition #4 of Conditional Use Permit Grant No. 04-02 and condition #6 of Conditional Use Permit Grant No. 06-01 included the following language: "When 50% or more of the building is proposed to be occupied (more than 181,733 square feet) then the exterior site modifications, including but not limited to parking lot upgrades, storm water facilities upgrade, landscaping and berming to the south and west will be required". The parking lot upgrades, landscaping and berming site modifications were completed by the Developer, however the storm water facility upgrades (hereinafter referred to as the "**storm water improvements**") were not completed;

**WHEREAS**, Developer is in the process of purchasing the Property and intends to utilize the existing building and site improvements in accordance with the currently approved zoned use in the M-1, Limited Manufacturing District;

**WHEREAS**, in order to comply with requirements under the Conditional Use Permit Grant Documents the Developer has agreed to make certain other improvements to the Property and to provide certain easements to the Village;

**WHEREAS**, the Developer needs time to make the additional improvements and grant the necessary easements to the Village and the Developer would like to begin using the Property for itself and its tenants prior to the completion of said items; and

**WHEREAS**, the Developer and the Village have agreed to the terms and provisions of this Memorandum of Understanding in order to allow the Developer time to complete the improvements and easements.

**NOW THEREFORE**, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Developer and the Village agree as follows:

**1. Storm Water Retention System.**

The Developer agrees to design and build a new storm water retention system, with the scope being substantially in accordance with the design by RA Smith National in 2008, a copy of which is attached hereto as **Exhibit B** and incorporated herein by reference (the "Storm Water Retention System"). The Developer agrees to have its engineer submit to the Village for their approval updated, detailed, stamped/signed engineering plans for the Storm Water Retention System. A Stormwater Drainage, Retention Basin Access and Maintenance Easement, acceptable to the Village, shall be granted to the Village by the Developer as described in Paragraph 6 below. The Storm Water Retention System and its related improvements shall all be completed on or before December 31, 2016.

**2. Landscape Berms.**

The Developer shall install earth and landscape berms on the West and Southwest lines of the Property. These berms shall be placed over sections of the property that are grass or where asphalt paving currently exists. Grading/ paving revisions shall be designed to ensure that proper storm water flow to the new retention basin is provided. These berms shall be seeded to promote turf regrowth and planted with a variety of deciduous/ coniferous trees and/ or bushes. The design of the berm shall be included along with the plans for the Storm Water Retention System and shall be subject to the prior approval of the Village. The landscape berms shall be completed along with the Storm Water Retention System, on or before December 31, 2016.

**3. East Parking Lot.**

The Developer shall remove the East parking lot and replace that area with a grass surface. The asphalt surfaces of the parking lot shall be removed and disposed of in accordance with Village permits and new soil shall be placed over the entire area. The top soil shall be seeded to establish a grass surface. The existing light poles and pole bases shall be removed. The plans and design for the work in the East parking lot area shall be included with the plans for the Storm Water Retention System and shall be subject to the approval of the Village. All removal and plantings described in this Paragraph 3 shall be completed along with the Storm Water Retention System, on or before December 31, 2016.

**4. East/West Access Drive.**

Currently, truck access from the building to 88<sup>th</sup> Avenue is provided across the East parking lot and the North/South access drive. A portion of the East parking lot will remain at the Southern edge so that truck access to the Property can be maintained. Resurfacing of the existing pavement for the East/West access drive shall be provided. The drive shall be thirty feet wide and curbing shall be provided. The plans and design for improvements under this Paragraph 4 shall be included with the plans for the Storm Water Retention System and shall be subject to the approval of the Village. All of the improvements described in this Paragraph 4 shall be completed along with the Storm Water Retention System, on or before December 31, 2016.

## **5. North/South Private Drive and Future Development Sites.**

The Developer shall pulverize and re-pave the North/South Private Drive currently located on Property on or before December 31, 2016. Attached hereto as **Exhibit C** is the Developer's Proposed Development showing future development areas. Attached hereto as **Exhibit D**, are the Proposed Demolition Plans of the Developer. Attached hereto as **Exhibit E** are the Proposed Easements to be provided by the Developer. The North/South Private Drive currently located on the Property shall remain as a privately owned and maintained drive. This drive currently services the needs of the Property and the Village's Fire & Rescue Station #2. The North/South Private Drive is currently maintained within a 40 foot Dedicated Roadway, Access and Maintenance Easement. The Developer shall continue to maintain the North/South Drive and shall repair, patch and maintain said drive as reasonably necessary for its current use until the Developer develops any portion of the areas labeled "Future Development" on **Exhibits C, D, or E**, at which time the Developer shall re-construct the North/South Private Drive as a 30 foot wide Private Roadway, including curb and gutter, paving, storm sewer drainage systems, roadway lighting and roadway signage at the Developer's expense, and shall provide an easement to the Village over said 30 foot wide, Private Roadway, for use by the Village for access to and from its fire station. The driveway pulverizing and re-paving estimate commitment shall be included in the Letter of Credit. The 30 foot Private Roadway shall be located substantially in accordance with the locations shown on **Exhibit E**. The improvements of the "Future Development" areas as shown on **Exhibits C, D, and E** will be designed and permitted in accordance with the ordinances and procedures in effect at the time that the application for such development is undertaken. The Village will continue the responsibility of snow plowing on behalf of the Developer until such time that the 30 foot Private Roadway is reconstructed. The Developer shall be responsible for pavement maintenance on the North/South Private Drive until it is reconstructed by the Developer. The Developer shall also be responsible for snow plowing and maintenance on the 30 foot Private roadway once it is constructed, inspected and accepted by the Village.

## **6. Easement Revisions.**

At the same time as it submits its plans for the Storm Water Retention System, the Developer shall submit to the Village its proposals to revise existing easements, or provide new easements, for the following items:

(a) Water Tower/ Utility Substation. Developer shall provide the Village with the revised Access Easement to conform with the actual alignment of the current paved driveways leading to the Village's Water Tower and Utility Substation. The Easement shall be a minimum of a 20 feet wide and will be consistent with the current easements.

(b) Water Main. Developer shall provide the Village with a 20 foot water main, access and maintenance easement for the water main that runs parallel to the building and extending to the water tower.

(c) Storm Water Retention System. Developer shall provide the Village with a Storm Water Drainage, Retention Basin, Access and Maintenance easement for the Storm Water Retention System.

(d) North/ South Common Drive. The Developer shall provide the Village with a 30 foot Private Roadway, Access and Maintenance for the private driveway to be constructed on the North/South Private Road as described in Paragraph 5 above.

All easements shall be subject to the prior approval of the Village and the parties shall enter into or amend the easement agreements prior to the Developer being granted permits to construct the Storm Water Retention System.

### **7. Irrevocable Letter of Credit.**

The Developer shall deliver to the Village, prior to or at the time the Village executes this Memorandum of Understanding, a three (3) year minimum, Irrevocable Letter of Credit on original bank letterhead in the **amount of \$\_\_\_\_\_**, **which includes the \$\_\_\_\_\_**, **plus the financial commitment for pulverizing and re-paving the current North/South Private Drive per section 5 above.** in substantially the form required by the Village in connection with the issuance or signing of Development Agreements with the Village (the "Letter of Credit"), which includes the estimated cost of making the improvements described above in this Memorandum of Understanding. The Letter of Credit shall be payable at site to the Village, upon presentment of the Village's draft and the affidavit of the Village President or Village Administrator, attested by the Village Clerk, stating that: (i) an Event of Default by the Developer under this Memorandum of Understanding has occurred and (ii) the Village Board at a meeting duly held on a specified date, duly approved a draft upon the Letter of Credit in a specified amount. The Letter of Credit shall expire, by its terms, no less than three (3) years after the effective date of such Letter of Credit (which shall be no more than ten (10) days after the Village Board's approval of this Memorandum of Understanding), and any balance of the Letter of Credit remaining after the expiration date shall no longer be available for draft. The letter of Credit shall also provide that partial drawings upon the Letter of Credit are allowed, based upon the completion of certain improvements as approved by the Village. Developer may submit more than one Letter of Credit, provided that each Letter of Credit conforms to the formal requirements set forth above, and such Letters of Credit are in the aggregate in the amount of \$\_\_\_\_\_. Wherever used herein the term "Letter of Credit" should be deemed to refer collectively to all outstanding Letters of Credit delivered by the Developer to the Village pursuant to this Memorandum of Understanding. The purpose of the Letter of Credit is to secure the Developer's agreement to carry out all of its obligations as set forth in this Memorandum of Understanding.

### **8. Title Insurance and Lien Waivers.**

Prior to the amendment or issuance of any new easements to the Village, the Developer shall provide the Village with a Title Commitment (and at the time of closing a Title Policy) showing that the Developer has good and marketable title to the Property and that any easements or interest in land being dedicated or conveyed to the Village are free and clear of all liens and encumbrances. The cost of the Title Commitment and the Title Policy issued to the Village shall be paid for by the Developer. If applicable, the Developer shall also provide to the Village duly signed originals of final lien waivers from all contractors, subcontractors and other persons who have provided any labor or materials with respect to any improvements located on any Property over which the Village is receiving any amended or original easements or other improvements, specifically detailing the work done, the materials supplied and the dollar amount of such waivers.

## **9. Developer's Ownership Representations and Warranties.**

The Developer represents and warrants to the Village that: (a) as of the date the Developer has signed this Memorandum of Understanding the Developer is the sole fee simple owner of the Property and that Developer is lawfully seized and possessed of the Property, free and clear of all liens and encumbrances; and (b) the Developer will be transferring any easements and/or improvements to the Village free and clear of all liens and encumbrances and with good and marketable title to the interests being transferred to the Village.

## **10. Village Fees.**

Nothing contained herein shall reduce or eliminate any fees charged by the Village in connection with any development of the Property, the construction of the Storm Water Retention System or other improvements described above, all of which fees and expenses shall be paid by the Developer as provided in the Village Ordinances.

## **11. Village Approval.**

Nothing contained herein limits or restricts the discretion of the Village to approve of any plans, improvements, easements or other documents in accordance with the Village Ordinances and the policies and procedures of the Village. All of said items shall, if required under the Village Ordinances or the practices and procedures of the Village, be subject to prior approval by the Village Board.

## **12. Village Ordinances.**

All work to be performed by the Developer shall be subject to all applicable Village Ordinances, including without limitation, the provisions of the Village Land Division and Development Control Ordinance.

## **13. Notice of Breach and Curative Activity.**

(a) In the even that one of the parties to this Memorandum of Understanding (the "Performing Party") believes that the other party has failed to perform its obligations under this Agreement (the Nonperforming Party"), the Performing Party shall promptly notify the Nonperforming Party in writing (the "Default Notice") of the specific nature of the alleged failure. If the Village, as the Performing Party, believes that an alleged failed of performance by the Developer, as the Nonperforming Party, poses an imminent threat to the public health or safety, the Village's Default Notice shall so state.

(b) The delivery by the Village of a Default Notice to the Developer shall not be a condition precedent to the issuance by the Village of a stop-work order pursuant to applicable provisions of the Village's Land Division and Development Control Ordinance or Municipal Code Chapter 405 (Public Improvements), or to any legal action taken to enforce such ordinance or any other applicable ordinance.

(c) The Nonperforming Party shall have thirty (30) days after receipt of a Default Notice to cure the alleged failure to perform; provided, however, that if the failure is incapable of cure within said thirty (30) days, and as soon as reasonably practicable within said thirty day period the Nonperforming Party has commenced such cure and is diligently pursuing such cure, the time for such cure shall be extended for a reasonable period of time under the circumstances to allow the Nonperforming Party to complete its curative activity.

(d) If the Nonperforming Party fails to cure the default alleged in the Default Notice within the time permitted pursuant to subparagraph 13 (c) hereof, an event of default ("Event of Default") shall have occurred with respect to the Nonperforming Party.

(e) Notwithstanding anything to the contrary in this Memorandum of Understanding, if the Village believes in good faith at commencement of legal action, of the making of a draw upon the Developer's Letter of Credit, or the performance of its own work with respect to curing a perceived breach prior to the commencement or completion of the Developer's curative action is urgently required to protect the public health or safety, the Village may proceed to do so, giving such prior notice to Developer and offering Developer such opportunity to cure as is practical under the circumstances.

(f) Neither party's willingness to undertake curative activity nor the fact that a party has undertaken curative activity shall be construed as or used as evidence of any Event of Default under this Memorandum of Understanding.

#### **14. Notices.**

Except as otherwise specifically provided in this Memorandum of Understanding, all notices given in connection with this agreement shall be in writing, shall specifically refer to this agreement by title and date, shall be addressed to the receiving party, and shall be delivered by personal delivery, by overnight courier with evidence of receipt, by certified or registered mail, with postage prepaid and return receipt requested, or by facsimile transmission (provided that an original of said notice or communication is sent simultaneously by first class US mail with postage prepaid or by any of the other designated methods set forth above). Any notice addressed to the Village shall be address to the attention of the Village Administrator, 9915 39<sup>th</sup> Avenue, Pleasant Prairie, WI 53158 (facsimile: (262) 694-4734). Any notice addressed to the Developer shall be addressed to Innovative Investments IL at 3001 West Washington, Waukesha, IL 60085 (facsimile: \_\_\_\_\_). Any notice given in accordance with this paragraph shall be effective upon delivery, if personally delivered or if delivered by overnight courier, or on facsimile transmission if delivered by facsimile during regular business hours, or three (3) days after depositing the same in the United States mail. Any facsimile received after 5:00 pm (based upon the recipient's time zone) or on a day other than a normal business day shall be deemed delivered on the next normal business day.

#### **15. Covenants Run with Property.**

This Memorandum of Understanding shall be binding upon the Developer, its successors and assigns, and any future owners of the Property. The provisions of this Memorandum of Understanding are obligations and covenants which run with the land and bind all future owners of the Property.

#### **16. Village Legal Fees.**

In addition to all other obligations provided herein, the Developer, its successors and assigns, and future owners of the Property, shall be liable to pay for all reasonable legal fees and costs incurred by the Village in enforcing its rights under this Memorandum of Understanding Agreement.





**EXHIBIT A**

**Legal Description**

Lot 1 and Lot 2 of CSM #2450, as more particularly described as:

# EXHIBIT

## PROPOSED DRAINAGE AND RETENTION POND EASEMENT

SITUATED ON WILMOT ROAD, IN THE VILLAGE OF PLEASANT PRAIRIE, KENOSHA COUNTY, WISCONSIN.

PART OF LOT 1 OF CERTIFIED SURVEY MAP NO. 2450, BEING A PART OF THE SOUTHEAST 1/4 OF SECTION 8, TOWN 1 NORTH, RANGE 22 EAST, IN THE VILLAGE OF PLEASANT PRAIRIE, KENOSHA COUNTY, WISCONSIN. BOUNDED AND DESCRIBED AS FOLLOWS:

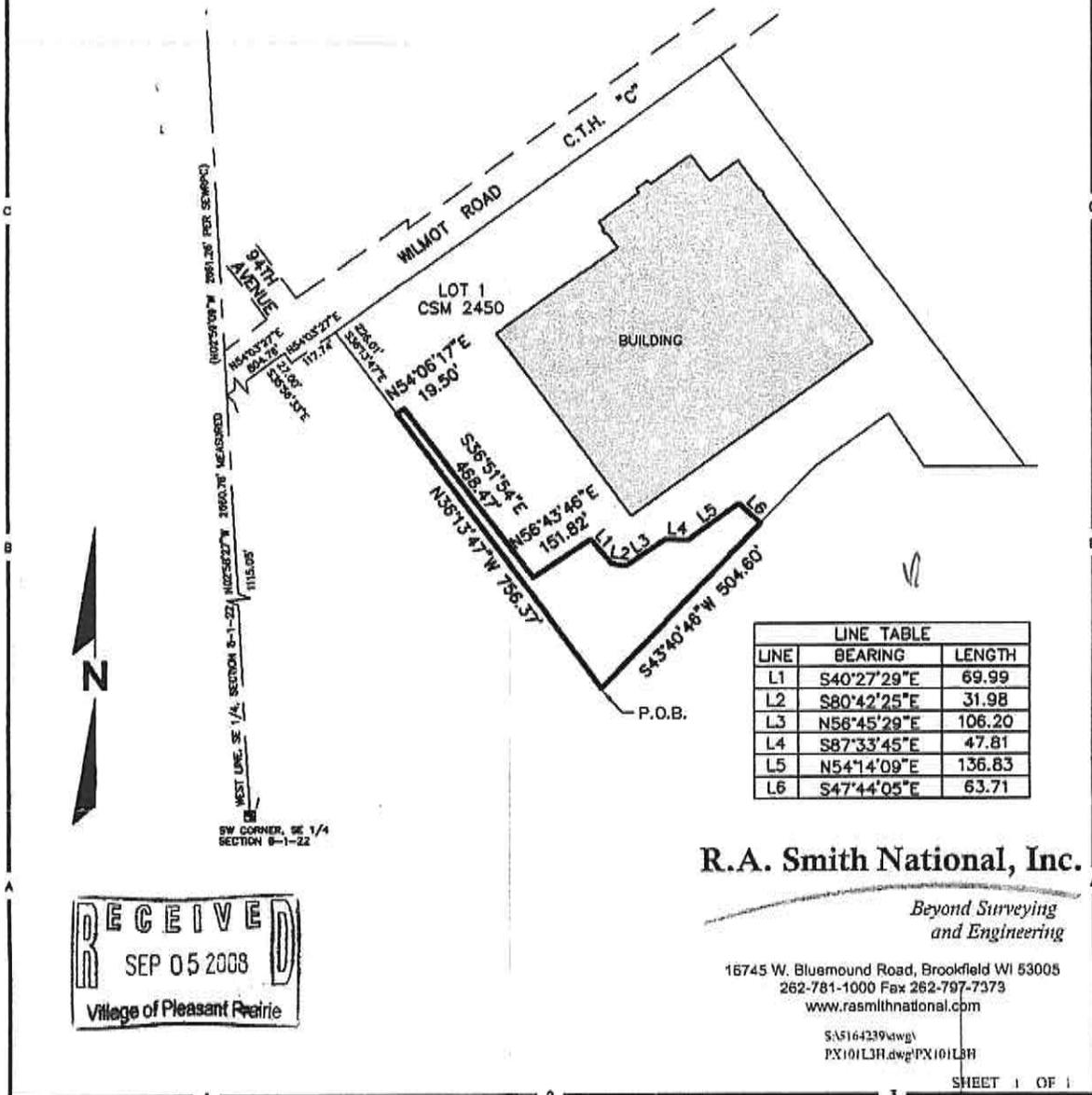
BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID LOT 1; THENCE NORTH 36°13'47" WEST ALONG THE SOUTHWESTERLY LINE OF SAID LOT 1 A DISTANCE OF 756.37 FEET TO A POINT; THENCE NORTH 54°06'17" EAST 19.50 FEET TO A POINT; THENCE SOUTH 36°51'54" EAST 468.47 FEET TO A POINT; THENCE NORTH 56°43'46" EAST 151.82 FEET TO A POINT; THENCE SOUTH 40°27'29" EAST 69.99 FEET TO A POINT; THENCE SOUTH 80°42'25" EAST 31.98 FEET TO A POINT; THENCE NORTH 56°45'29" EAST 106.20 FEET TO A POINT; THENCE SOUTH 87°33'45" EAST 47.81 FEET TO A POINT; THENCE NORTH 54°14'09" EAST 136.83 FEET TO A POINT; THENCE SOUTH 47°44'05" EAST 63.71 FEET TO A POINT IN THE SOUTHEASTERLY LINE OF SAID LOT 1; THENCE SOUTH 43°40'46" WEST ALONG SAID SOUTHEASTERLY LINE 504.60 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAIN 92,302 SQUARE FEET OR 2.119 ACRES.

JULY 18, 2008

AMERICAN HERITAGE CORPORATION

DRAWING NO. 164239-RMK



**RECEIVED**  
 SEP 05 2008  
 Village of Pleasant Prairie

**R.A. Smith National, Inc.**

*Beyond Surveying  
and Engineering*

16745 W. Bluemound Road, Brookfield WI 53005  
262-781-1000 Fax 262-797-7373  
www.rasmithnational.com

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SHEET 1 OF 1

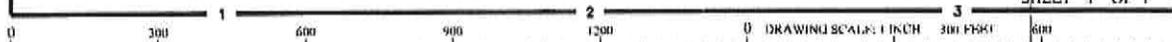
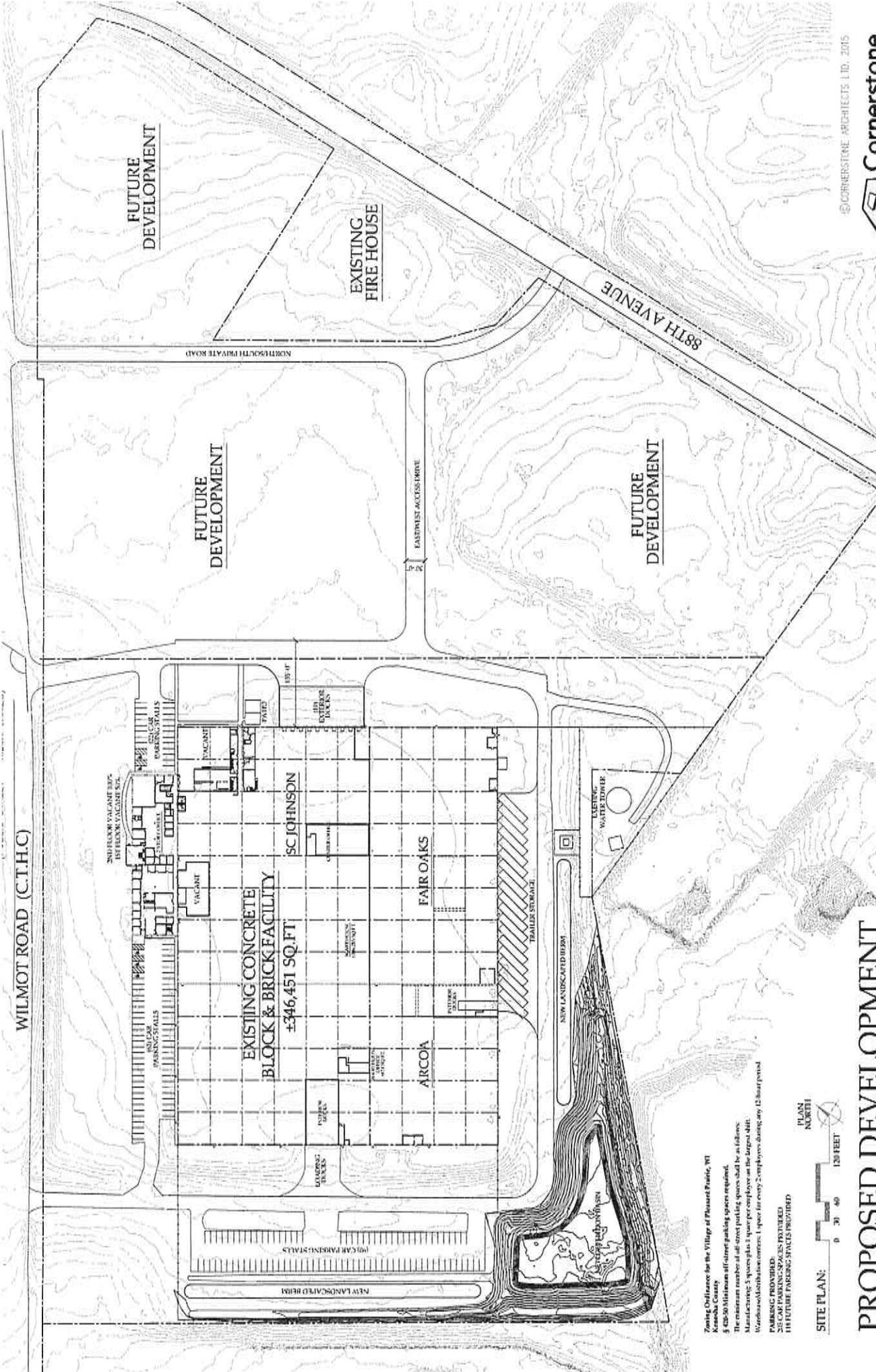


Exhibit B

R.A. Smith National, Inc.



Tracing Challenge for the Village of Pleasant Prairie, WI  
 Kenosha County

§ 125-50 Minimum off-street parking spaces required.  
 The minimum number of off-street parking spaces shall be as follows:  
 Manufacturing: 1 space plus 1 space per employee on the largest shift.  
 Wholesale/Distribution centers: 1 space for every 2 employees during any 12-hour period.

PARKING PROVIDED:  
 205 CAR PARKING SPACES PROVIDED  
 118 FUTURE PARKING SPACES PROVIDED



# PROPOSED DEVELOPMENT

9201 WILMOT ROAD — PLEASANT PRAIRIE, WISCONSIN

WILMOT ROAD (C.T.H.C)

FUTURE DEVELOPMENT

EXISTING FIRE HOUSE

88TH AVENUE

FUTURE DEVELOPMENT

REMOVE PAVED PARKING LOT  
IN PLACE WITH GRASS  
REPLACE WITH GRASS

EASTWEST ACCESS DRIVE

REMOVE PAVED DRIVE

FUTURE DEVELOPMENT

INDOOR VACANT LOT  
1ST BEAR VACANT SP.

PARKING STALLS  
122 CAR

VACANT

SC JOHNSON

EXISTING CONCRETE  
BLOCK & BRICK FACILITY  
±346,451 SQ. FT.

LOADING DOCKS

EXISTING DRIVE

ARCOA

FAIR OAKS

EXISTING DRIVE

REMOVE PAVED DRIVE

EXISTING DRIVE

REMOVE DRIVE

REMOVE PAVED PARKING LOT

(90) CAR PARKING STALLS



DEMOLITION PLAN: 0 30 60 120 FEET

# PROPOSED DEMOLITION

9201 WILMOT ROAD --- PLEASANT PRAIRIE, WISCONSIN

©CORNERSTONE ARCHITECTS LTD. 2015



DECEMBER 7, 2015 #15308

Exhibit D





**To:** Michael Pollocoff, Village Administrator; and Members of the Village Board

**From:** Doug McElmury, Chief

**CC:** Jane Romanowski, Village Clerk

**Date:** December 30, 2015

**Re:** 100 Foot Aerial Platform

---

The Fire & Rescue Department was budgeted \$1,343,372 in 2016 to replace the existing 1988 E-One Ladder Truck. The existing ladder truck has served the Village well but it is showing its age. The new truck will be a 100 foot tall aerial platform. An aerial platform consists of a heavy duty ladder with an attached basket or platform on the end that is capable of carrying up to 4 people or flowing 2,000 gallons per minute through the pre-piped aerial master streams.

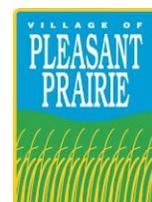
The Fire & Rescue Department evaluated many brands, styles and configurations of aerial platforms over the last few years to prepare for this purchase. The specifications were formed by a small committee of members of the Fire & Rescue Department. Factors that drove the content of the specifications included Insurance Service Organization (ISO) requirements; National Fire Protection Association (NFPA) requirements; specific hazards that exist within the Village currently such as St. Josephs Villa, EMCO Chemical, and Uline; and future developments within the Village such as Village Green and additional mega buildings. We narrowed the search down to three reputable manufacturers that could supply the apparatus with the features that are required to protect the Village now and into the future. The manufacturers were E-One, Pierce and Sutphen.

A detailed Request for Proposal (RFP) was issued to all three manufacturer's Wisconsin Authorized Distributors. We received an email from Custom Fire (Sutphen) stating that Sutphen no longer offers a rear mount aerial platform model and would not be bidding. Responses to the RFP were received from Fire Safety USA (E-One) and Reliant Fire Apparatus (Pierce). Both dealers that submitted bids are well established, reputable companies and have had life-long experience in the fire apparatus business.

An in-depth analysis was performed on the two submittals to determine if the proposed apparatus met the specifications. Both manufacturers needed to take several exceptions to different items in the RFP which is common in a piece of apparatus as complicated as an aerial platform.

The raw bids were as follows:

Fire Safety USA (E-One)	\$1,125,000
Reliant Fire Apparatus (Pierce)	\$1,283,987



Each of the dealers used different methods of pricing the specific components of the apparatus which required follow up and clarification so we could make an “apples-to-apples” comparison of the pricing. The adjusted pricing after extensive clarification is:

<b>Fire Safety USA (E-One)</b>	<b>\$1,152,500</b>
Reliant Fire Apparatus (Pierce)	\$1,252,044

After careful evaluation and consideration I am recommending that we purchase the 100 foot rear mount aerial platform from Fire Safety USA (E-One) for the following reasons:

- The E-One stabilizer jack system is a proven design that will function better than the Pierce in developments with-in the Village.
- The E-One Aerial Ladder has a higher load rating and safety factor than the Pierce
  - E-One: 1305 pound capacity with a 2.5 to 1 safety factor
  - Pierce: 1150 pound capacity with a 2 to 1 safety factor
- E-One has never experienced an aerial failure to date
- The E-One has a nearly \$100,000 cost savings
- Pierce has experienced a significant number of quality control issues with their fire apparatus due to several factors. We recently met with the Vice President of Sales from Pierce who spoke to our concerns and the concerns of other Pierce customers. They are making significant changes to address the issues but we are apprehensive to recommend any purchases until we can see that the changes are in place, functioning and effective. This concern is with Pierce, not the dealer, Reliant Fire Apparatus who has been responsive to the best of their ability.

The budget amount of \$1,343,372 includes the apparatus itself, radio equipment and loose fire equipment.

**We have three options for purchase:**

Pay for apparatus upon completion:	\$1,152,500
Prepay the entire amount for the apparatus with a performance bond:	\$1,120,000

Prepay for a portion of the apparatus and deduct 3% simple interest for the amount prepaid creating a savings up to \$20,000

**Recommendation: Purchase the 100 Foot Rear Mount Aerial Platform from Fire Safety USA (E-One) for the price listed above and the radios and loose fire equipment for \$190,872 for a total not to exceed the budgeted amount of \$1,343,372.**

Village of Pleasant Prairie  
Kenosha County, Wisconsin

Gentlemen:

1. We hereby propose to furnish one Rear Mount Aerial Platform for the following price:

Rear Mount Aerial Platform                      Total cost \$ 1,125,000.00

2. Exceptions:

*Attached.*

\*Note: if more room is needed, please attach sheet.

3. If awarded the contract, delivery will be in 300 days, or less.

4. Enclosed is a proposal bid bond for 10%.

Respectfully submitted,

E-One & Fire Safety USA

By: *Kim Clancy*  
Signature

*CO-Owner*

*12-27-15*

Title

Date

*Fire Safety USA*

*Kim Clancy*

State of Wisconsin Dealer

State of Wisconsin Salesperson

License Number

License Number

*#DLR36401-MN*

Village of Pleasant Prairie  
Kenosha County, Wisconsin

Gentlemen:

1. We hereby propose to furnish one Rear Mount Aerial Platform for the following price:

Rear Mount Aerial Platform                      Total cost \$ 1,283,987.00 \*  
\* Please see attached discount tab for additional discounts

2. Exceptions:

Please see attached exceptions immediately following this page

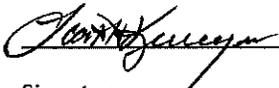
\*Note: if more room is needed, please attach sheet.

3. If awarded the contract, delivery will be in 395 days, or less.

4. Enclosed is a proposal bid bond for 10%.

Respectfully submitted,

Pierce Manufacturing, Inc.

By: <u></u>	<u>Sales Rep.</u>	<u>12/23/15</u>
Signature	Title	Date
<u>MV-1308</u>	<u>K6267885524608</u>	
State of Wisconsin Dealer	State of Wisconsin Salesperson	
License Number	License Number	

Bid price is valid through January 30, 2016



**PLEASANT PRAIRIE FIRE DEPT.**  
**PLEASANT PRAIRIE, WI**  
 QUOTE 76222  
 AERIAL BODY  
 QUEST LONG CHASSIS  
 HP100 AERIAL LADDER

THIS DRAWING IS FOR REFERENCE PURPOSES. ALL DIMENSIONS ARE SUBJECT TO MINOR VARIATIONS DUE TO MANUFACTURING PROCESSES.

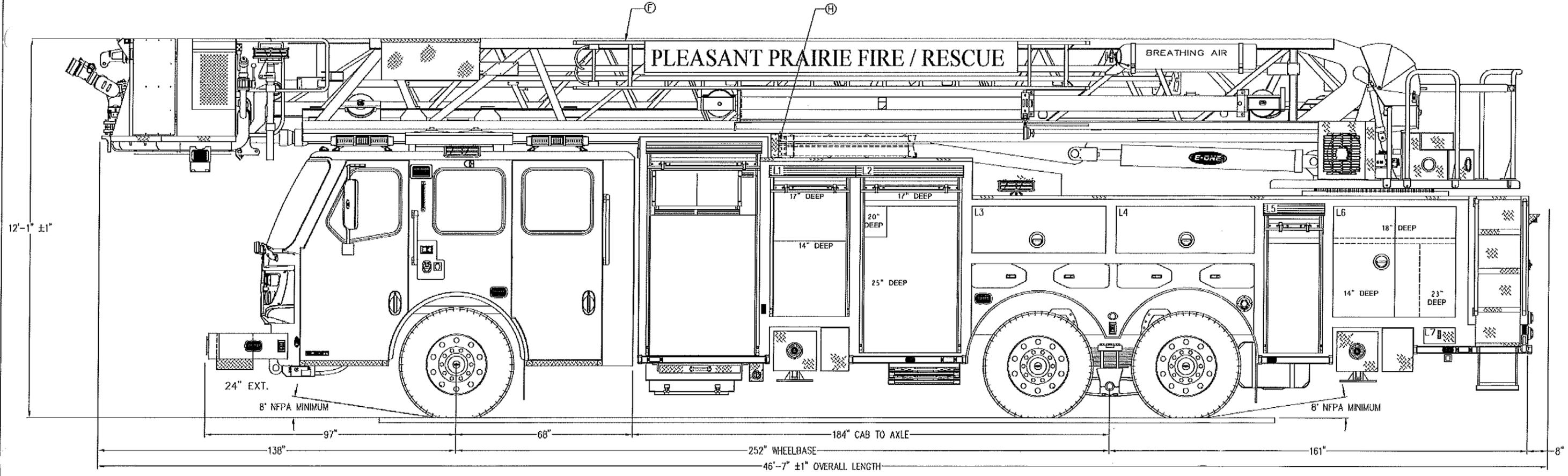
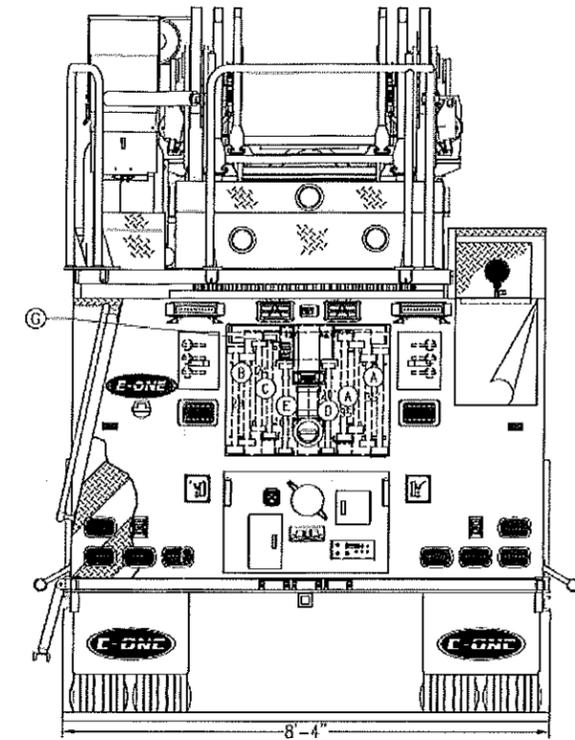
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COMPT.		OPENING		INTERIOR DIMENSION			
L1/R1	31W	57H	31W	28H	NOTED	UPPER	
			31W	29H	14D	LOWER	
L2/R2	39W	71H	39W	14H	NOTED	UPPER	
			39W	56H	NOTED	LOWER	
L3/R3	51W	18H	51W	18H		26D	
L4	53W	18H	53W	18H		20D	
R4	22W	34H	22W	34H		23D	
L5	22W	56H	22W	15H	18D	UPPER	
			22W	41H	23D	LOWER	
R5	31W	20H	31W	20H		14D	
L6	47W	42H	47W	15H	NOTED	UPPER	
			47W	27H	NOTED	LOWER	
R6	36W	30H	36W	30H		23D	
L7	12W	6H	12W	6H		23D	

GROUND LADDERS			
ITEM	LADDER LENGTH	MODEL NUMBER	QTY
A	35' 2-SECT.	PEL-35	2
B	28' 2-SECT.	PEL-28	1
C	24' 2-SECT.	PEL-24	1
D	20' ROOF	PRL-20	1
E	16' ROOF	PRL-16	1
F	14' ROOF	PRL-14	1
G	10' FOLDING	FL-10	1
H	LITTLE GIANT	MODEL 17	1

HOSE LOAD:  
600' OF 5.00" LDH



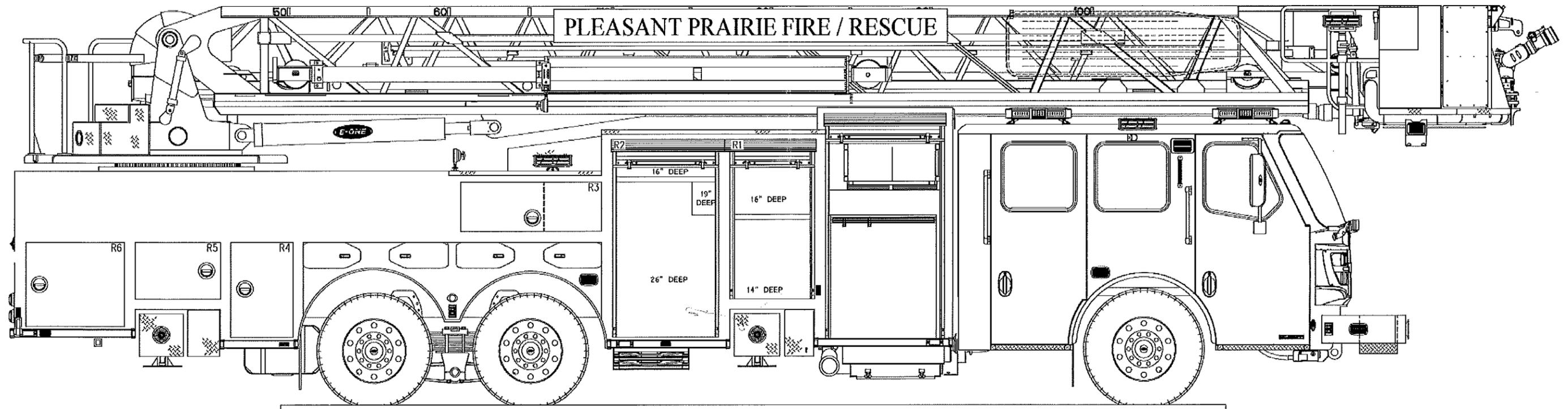
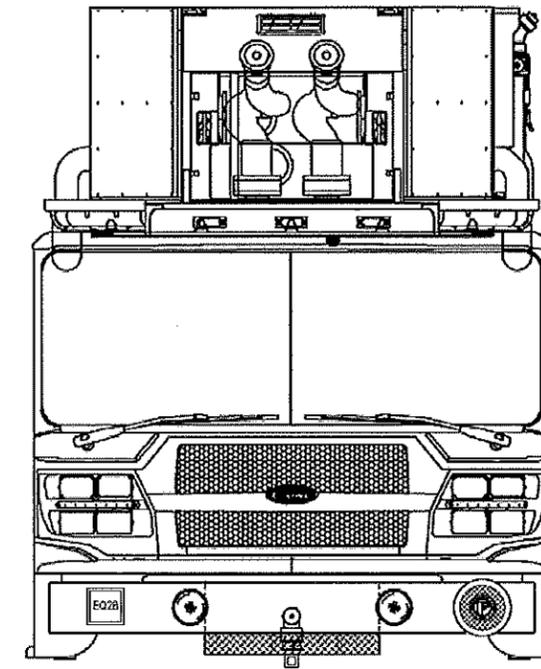


# PLEASANT PRAIRIE FIRE DEPT. PLEASANT PRAIRIE, WI

QUOTE 76222  
AERIAL BODY  
QUEST LONG CHASSIS  
HP100 AERIAL LADDER

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REV	DESCRIPTION	DATE	APPROVED
0.0	INITIAL RELEASE	2010-12-23	
	PROPOSAL REVISIONS		

DRAWN BY: [ ]  
REV: [ ]  
SHEET 2 OF 2

## Doug McElmury

---

**From:** Kristi Scheet <kristi@customfire.com>  
**Sent:** Thursday, December 17, 2015 11:17  
**To:** Doug McElmury  
**Subject:** RE: Pleasant Prairie, WI RFP for Rear Mount Aerial Platform

Dear Chief McElmury,

Please accept this response e-mail as our statement of submitting a NO Bid to your Rear Mount Aerial Platform RFP. Custom Fire Apparatus, Inc. represents the Sutphen Aerial product line and we do not currently have a rear mount platform model.

Should you be in the market for other types of fire apparatus, please do not hesitate to contact CustomFIRE in the future.

Good luck with your RFP process.

Kristi Scheet/Office Manager

***Custom Fire Apparatus, Inc.***

509 68th Avenue  
Osceola, WI 54020

**[Kristi@customfire.com](mailto:kristi@customfire.com)**

**Direct: (715) 294-5823**

Office: (715) 294-2555

fax: (715) 294-2168

**[www.customfire.com](http://www.customfire.com)**



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**From:** Doug McElmury [<mailto:dmcelmury@plprairiewi.com>]  
**Sent:** Monday, December 14, 2015 1:29 PM  
**To:** Jim Kirvida <[Jim@customfire.com](mailto:Jim@customfire.com)>; Kristi Scheet <[kristi@customfire.com](mailto:kristi@customfire.com)>  
**Subject:** Pleasant Prairie, WI RFP for Rear Mount Aerial Platform

Please see attached RFP for a Rear Mount Aerial Platform for Pleasant Prairie Fire & Rescue.

**Doug J. McElmury**  
**Chief of Fire & Rescue**  
**Fire & Rescue Department**  
Village of Pleasant Prairie  
8044 88th Ave.  
Pleasant Prairie, WI 53158-2015  
Phone: (262) 694-8027  
Fax: (262) 697-1901  
[dmcelmury@plprairiewi.com](mailto:dmcelmury@plprairiewi.com)

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# Village of Pleasant Prairie Fire & Rescue Department

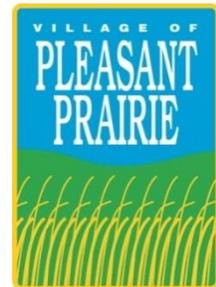
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## Request for Proposal

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### Quint Aerial Platform

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## Introduction and General Description

Sealed proposals subject to the terms and considerations of this request for proposal will be received by the Village Clerk, Village Of Pleasant Prairie, Village Hall, 9915 39th Avenue, Pleasant Prairie, Wisconsin, 53158-6504.

Issue date: December 14 2015

Request for proposal: Village of Pleasant Prairie Fire & Rescue Department  
For an aerial platform fire apparatus

Deadline for receipt of proposal: **1:00 pm CST, Monday, December 28 2015**

Opening of proposal: 1:15 pm CST, Monday, December 28 2015  
Village Hall, 9915-39th Avenue

Contact person: Chief Doug McElmury

Fire & Rescue Department  
8044 88th Avenue  
Pleasant Prairie, Wisconsin 53158-2015  
(262) 694-8027  
dmcelmury@plprairiewi.com

## Proposal

In accordance with the above and in compliance with all terms and conditions, unless otherwise noted, the undersigned offers and agrees, if the proposal is accepted, to furnish a new aerial platform fire apparatus vehicle for which prices are quoted, manufactured and delivered to the (Village of Pleasant Prairie) Fire & Rescue Department within the time specified. If the Village accepts a proposal, the Village intends to enter into a contractual agreement with the manufacturer providing the selected equipment. Contract discussions and negotiations will follow selection of the most appropriate proposal. The Village reserves the right to negotiate further with one or more bidders. The contents of this Request for Proposal and the successful respondent's proposal will become an integral part of the contract, but may be modified by provisions of the contract. Bidders must be amenable to including in the contract; any information provided either in response to this Request for Proposal or subsequently during the selection process. Bidders are requested to submit their current contract forms with their response for review by the Village Administrator and the Fire Chief. In the event that a potential respondent wishes to respond to this Request for Proposal, but was not sent one directly, they should immediately direct their response to the contact person listed above.

NOTE: RESPONDENTS ARE ENCOURAGED TO STATE WHAT TYPES OF DISCOUNTS CAN BE OFFERED FOR PRE-PAYMENT OR OTHER PAYMENT SCHEDULES.

## Introduction

The purpose of this Request for Proposal from interested and qualified vendors is to award a contract to purchase and thereby provide the citizens of Pleasant Prairie with an Aerial platform fire apparatus vehicle hereafter referred to as “vehicle”.

## Standards & Approvals

1. The manufacturer of this vehicle shall demonstrate that the vehicle proposed meets or exceeds all federal and state of Wisconsin regulations governing the operation of this type of vehicle.
2. The manufacturer of this vehicle shall demonstrate that the vehicle proposed meets or exceeds all NFPA 1901 – 2016 edition for this type of vehicle.
3. Any proposed communication or electronic equipment must comply with their respective U.S. governmental agencies for safety and proper operation.

## General

1. In the event there is a conflict of specifications or requirements statements, the more restrictive item will apply. NFPA 1901 required equipment or configurations will supersede related statements. Identify those areas as encountered.
2. Any exceptions or alternatives to the above functionality/operability statements above must be identified and detailed.
3. Questions regarding clarification of statements within this request are to be directed to the contact person identified.
4. All drawings and figures listed in this document are for reference and discussion purposes only.

## Chassis

### Engine

- a. The vehicle engine shall be specified as a Cummins ISX15 (2017 edition) - 500 HP or greater
- b. Emergency shutdown

### Fuel system

- a. Fuel cap retaining system
- b. Fuel/Water separator
- c. Shutoff valves
- d. Fuel pump, for priming
- e. A Diesel single fuel tank of 65 Gallons or greater.
- f. A Diesel Exhaust Fluid (DEF) single tank of 10 gallons or greater.

### Electrical

- a. Dual battery system
- b. Dual Alternator system
- c. Engine block heater – wired to module shoreline with ability to turn on/off
- d. Kussmaul battery charger, with super auto eject plug and Auto Charge Deluxe Watertight Status Center, [Model #: 091-194X-IND-WT-XX](#)

- e. Air compressor to maintain air tanks and address the demand below
- f. Jumper battery studs – location to be determined.
- g. Daytime running lights (LED)

#### **Transmission**

The transmission shall of type Allison EVS 4000 with a Telma electromagnetic braking retarder system.

#### **Exhaust**

The exhaust system shall discharge on the curbside or officer side of the vehicle. Extend tail pipe out to edge of rub rail as needed to accept existing department Plymovent (magnetic) exhaust system. Verify fittings prior to final installation.

#### **Axles and Brakes**

- a. Front axle shall have independent suspension.
- b. Rear axle shall have a split differential with an air ride suspension
- c. Both front and rear brake systems will 17" disc, heavy duty/mountain type braking system
- d. All systems to utilize Anti-lock braking system with traction control.
- e. Air Inlet shall be supplied to maintain air pressure with an external air source, Location to be determined at print approval
- f. When parking brake is applied all wheel brakes shall be applied (All Wheel Lock-up)
- g. Multiple air tanks with extra capacity shall be provided to accommodate air tools and additional outlets, extra capacity for air horn, and automatic moisture ejectors.

#### **Safety options**

- a. Collision Mitigation
- b. Stability Control
- c. Interior side and front airbags

#### **Steering**

- a. Tilt/telescope column
- b. Turning radius maximum of 50' wall to wall
- c. The chassis shall have a wheel alignment completed to assure that manufacturer's specifications are met.

#### **Tires, Wheels and Fenders**

- a. Both front and rear wheels will have aluminum rims, stainless steel axle covers and lug nut covers.
- b. Front and rear tires shall be Continental brand. Specific load range and size to be determined by vendor.
  - 1. Front - HTC1
  - 2. Rear – HDR2
- c. All tires to have in-tire air pressure sensors interfaced to an overall vehicle system that has the ability to alert the operator of an incorrectly inflated tire. The system will have the ability to address specific tire/location.
- d. Wheel chocks are to be provided and installed on driver side in front of the rear wheels aft of the ground pads. Wheel chocks are to be Ziamatic folding model no. SAC-44-E.
- e. Mud flaps shall be provided at each appropriate wheel location

- f. Rubber style fender crowns for all wheel wells
- g. Rhino style lining in all wheel wells (black)

**Front Bumper**

The front bumper extension shall be constructed of 80,000-psi, high-tensile steel channel a minimum of 10 inches high x 3 inches wide x 0.25 inches thick. The bumper shall be backed full width with a quarter-inch-thick steel reinforcement channel supported on each side outboard of the main chassis frame rails. The bumper design shall be bolted with grade 8 hardware and angled on each end. The bumper shall be chevron with the flanges of the bumper (bottom and top) protected with black Rhino style material. The bumper assembly shall be a minimum of 24 inches and a maximum of 26 inches from the front face of the cab. The final design of the front bumper assembly shall be reviewed and approved by the fire department at the pre-construction conference.”

The front bumper shall be designed to hold 200’ of 2” pre-connected hose, covered by a raised lid design coated with a Rhino style coating. There shall be a slatted tray in the bottom of the hose tray to aid in the dissipation of water.



Above diagram for reference

**Rear Bumper**

Shall have reinforced end caps of rear bumper for greater impact resistance if applicable and two rubber dock bumpers bolted to the rear end caps for protection when backing.

**Tow Eyes**

A quantity of four (4) tow eyes shall be provided, two (2) frame mounted (specify capacity) in the front and two (2) frame mounted (specify capacity) in the rear.

**Chassis Accessories**

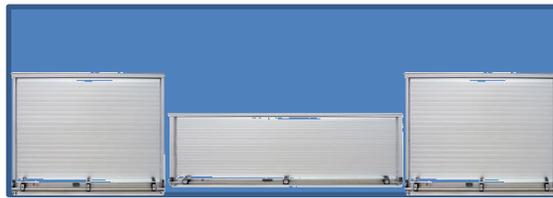
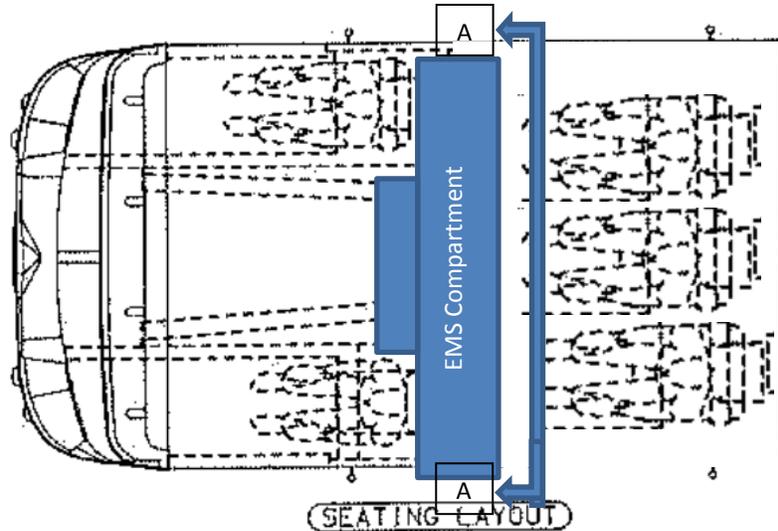
- a. Vogel automatic lube system
- b. Frame rails - galvanized or other method of permanent corrosion protection
- c. 2-inch receivers located on all sides of vehicle (location shall be reviewed and approved by the fire department at the pre-construction conference)

## Cab

### Style

E-One Quest Cab / Pierce Quantum / Sutphen – Monarch

### Seating layout



View A-A

Vehicle shall have seating for five (5) occupants, forward facing, and four (4) with SCBA brackets.

### Interior

- a. The finish shall be Extreme Duty (coated metal or similar thermo-form type material or process, no cloth or plastic), grey Zolatone finish, with stainless steel cab door interiors.
- b. Sun visors shall be provided for the officer and driver and be flush mounted to the underside of the overhead console.
- c. Aluminum tread plate coated with Rhino style coating

### Cab Seats

All cab seats shall be Bostrom brand. All seat positions shall have a bright red retractable 3-point lap and shoulder harness, providing additional safety and security for personnel. Extensions shall be provided with the seat belts so the male end can be easily grasped and the female end easily located while sitting in a normal position and the female end easily located on the door side while sitting in a normal position.

- a. Seat, Driver
  1. One (1) H. O. Bostrom 400 Series Sierra Air- 100RX4 suspension seat with high back styling shall be supplied for the driver position.

2. Air-100 suspension assembly with weight, height and ride adjustment.
3. Built in lumbar support.
4. 4" vertical suspension motion.
5. 5" fore and aft adjustment.

b. Seat, Officer SCBA

1. One (1) H. O. Bostrom Tanker 400 Series Sierra Air- 100RX4 suspension seat with high back SCBA storage for the officer`s position shall be supplied.
2. Removable "Store-All" side cushions.
3. Auto-pivot and return headrest to open for improved exit with SCBA.
4. 12.5" wide SCBA cavity to store leading SCBA Brands.
5. Air-100 suspension assembly with weight, height and ride adjustment.
6. Built in lumbar support.
7. Replaceable seat, side and headrest cushions.

c. Three SCBA Seats, Rear Wall

1. Three (3) Bostrom SCBA backs and a bench style seat with a single bottom cushion shall be mounted on an aluminum seat riser or the rear wall of the cab. Each side of the seat riser shall be angled, providing sufficient legroom when entering and exiting the cab.
2. Removable "Store-All" side cushions.
3. Auto-pivot and return headrest to open for improved exit with SCBA.
4. 12.5" wide SCBA cavity to store leading SCBA brands.
5. Built-in lumbar support.
6. Replaceable seat, side and headrest cushions.

d. SCBA Brackets, SmartDock

A IMMI SmartDock Gen2 SCBA storage bracket shall be provided. The SmartDock is a strap-free docking station that offers single-motion SCBA insertion and hands-free release when the firefighter stands up to exit the seat.

Location: officer's seat, inboard driver's side rear wall, center rear wall, inboard officer's side rear wall.

e. Seat Cover Material

All seats shall have Durawear seat cover material.

f. Seat Fabric Color

All seats shall be gray in color.

g. Seating Capacity Tag

A tag that is in view of the driver stating seating capacity of five (5) personnel shall be provided.

h. Seat Belt Extenders

1. ReadyReach seat belt extenders shall be provided. The extender shall include an arm that places the shoulder belt D-loop in a closer, easier to reach location.

2. The extenders shall be provided for the driver's seat, officer's seat, inboard driver's side rear wall, inboard officer's side rear wall seat.

### **Map box/consales**

Three bin map box

### **HVAC system**

- a. Air Conditioning
  1. An overhead air-conditioner / heater system with a single roof mounted condenser shall be supplied.
  2. The unit shall be mounted to the cab interior headliner in a mid-cab position, away from all seating positions. The unit shall provide multiple discharge louvers to the back area of the cab and to the front.
  3. These louvers will be used for AC and heat air delivery. Two (2) additional large front louvers shall be damper controlled to provide defogging and defrosting capabilities to the front windshield as necessary.
  4. The system shall be capable of cooling the interior of the cab from 100 degrees ambient to 75 degrees or less with 50% relative humidity in 30 minutes or less.
  5. The air conditioning condenser(s) mounted on the roof of the cab shall be painted job color.
- b. Heat, Supplemental
  1. The unit shall heat the front area of the cab including lower section of the driver`s and officer`s footwell.
  2. The unit shall heat the rear of the cab including the rear cab lower section.
  3. Dual climate control will be achieved via multiplex display climate control.
- c. Shall have supplemental window defrost fans for the driver and officer windshield

### **Cab instrumentation**

- a. Vehicle multiplexing electrical system with touch screen interface display capability. Expandable to include a total of 3 operating stations (driver`s side engine, officer`s side engine and pump panel).
- b. Steering wheel - Convenient steering wheel buttons for wiper functions as well as supplemental control of master warning, air horns, and retarder. Customization of three or more auxiliary buttons to be specified later and labeled to meet department requirements.
- c. Audible and visual (red LED Light) alarm for open doors and/or compartment

### **Cab Interior Cabinets**

Rear facing behind the diver and officer and center

- a. There shall be one (1) medical storage cabinet provided at the driver`s side wheel well of the cab. The medical cabinet shall be constructed of 1/8" smooth aluminum plate. The medical cabinet shall be approximately 30" high x 21" wide x 24" deep interior.
- b. Three (3) vertically adjustable shelves shall be provided and installed in the medical cabinet. The shelves shall be constructed of 1/8" smooth aluminum plate. Each shelf shall have a 1" front for added strength and reinforcement. The shelves shall be sized to the interior dimensions of the medical cabinet. The shelves shall be mounted with extruded aluminum adjustable shelf tracking attached to the cabinet walls and the shelves to be secured with aluminum brackets to the tracks to allow for vertical height adjustment. As necessary a 3/4" x 2-3/4" aluminum extrusion shall be mounted to the underside of the shelves to provide additional reinforcement as needed.

- c. There shall be a locking roll-up door provided to secure contents.
- d. There shall be one (1) medical storage cabinet provided at the officer`s side wheel well of the cab. The medical cabinet shall be constructed of 1/8" smooth aluminum plate. The medical cabinet shall be approximately 30" high x 21" wide x 24" deep interior.
- e. Three (3) vertically adjustable shelves shall be provided and installed in the medical cabinet. The shelves shall be constructed of 1/8" smooth aluminum plate. Each shelf shall have a 1" front for added strength and reinforcement. The shelves shall be sized to the interior dimensions of the medical cabinet. The shelves shall be mounted with extruded aluminum adjustable shelf tracking attached to the cabinet walls and the shelves to be secured with aluminum brackets to the tracks to allow for vertical height adjustment. As necessary a 3/4" x 2-3/4" aluminum extrusion shall be mounted to the underside of the shelves to provide additional reinforcement as needed.
- f. There shall be a locking roll-up door provided to secure contents.
- g. There shall be one (1) medical storage cabinet provided at the rear engine tunnel. The medical cabinet shall be constructed of 1/8" smooth aluminum plate. The medical cabinet shall be approximately 10" high x 10" deep interior x the width of the engine tunnel. There shall be a hinged lid with push button latch for opening the cabinet.
- h. The medical storage cabinet(s) shall have a Zolatone gray finish. The finish shall be applied to the interior, exterior, shelves (if equipped) and trays (if equipped) of the cabinet.
- i. All medical cabinets on the custom cab shall be ROM brand roll-up type doors.

#### **Cab Electrical**

- a. Map light – one (1) minimum
- b. Provide red/white LED dome light over each seated position
- c. Install customer provided CAD mount. Provide fused continuous 12v power and terminate at base mount leaving 18 inch pigtail (location to be identified)
- d. USB and 12V outlets (4 each) (location to be identified)
- e. Cruise control
- f. Engine High-Idle speed control shall be furnished. The control shall be set to automatically increase the engine speed (RPM) to the engine manufacturer`s recommended setting to sustain the vehicle`s total continuous electrical load at the regulated voltage and provide maximum heating/air conditioning output. The device shall operate only when switched to the "ON" position and the transmission is in "PARK" or "NEUTRAL." The parking brake shall be applied at all times when the Engine High-Idle speed control is in use. The device shall disengage high idle operation according to OEM and/or engine manufacturer disablement strategy, or if not specified, when the operator depresses the service brake pedal or the transmission is placed in gear.
- g. All doors shall have electrically operated locks, which automatically lock when the vehicle travels over 10 mph and auto unlock when brake is set.
- h. Electric Windows shall be one-touch up and down driver and passenger window, with controls at the driver and officer door to operate all windows and lock/unlock the window controls. Crew doors to operate the individual window

#### **Cab Console & Communications**

GENERAL NOTE: All antenna, communication, and power connections must be labeled as to function and their markings, traceable to applicable fused locations.

- a. Provide swivel console to locate the radio, electric siren and PA units suspended from ceiling.
- b. Install customer provided Knox KeySecure® key retention system.

- c. Provide two standard cup holders for the driver and officer.
- d. Install customer provided VHF radio transceiver
- e. Install customer provided Cradlepoint
- f. 12v fused power for two (2) Thermal Imaging Camera(s) (TICs) in cab location to be specified

#### **Cab Exterior**

Ramco door mounted mirrors, remote control and heater to be provided with upper top convex mirror design.

### **Truck Body**

#### **General**

- a. Painted ROM or equivalent rollup doors wherever possible with interior door protection, note exception if not rollup style.
- b. Above rear wheels – one large hinged style compartment door
- c. All bidders shall provide an \$11,000 shelving, tray, slide-out, tool board allowance.
- d. All compartments shall be designed for maximum cubic footage
- e. All compartments to be full depth / full height when possible
- f. All exterior aluminum tread plate to be coated with Rhino style coating

#### **Officer Side Rear Hose Bed**

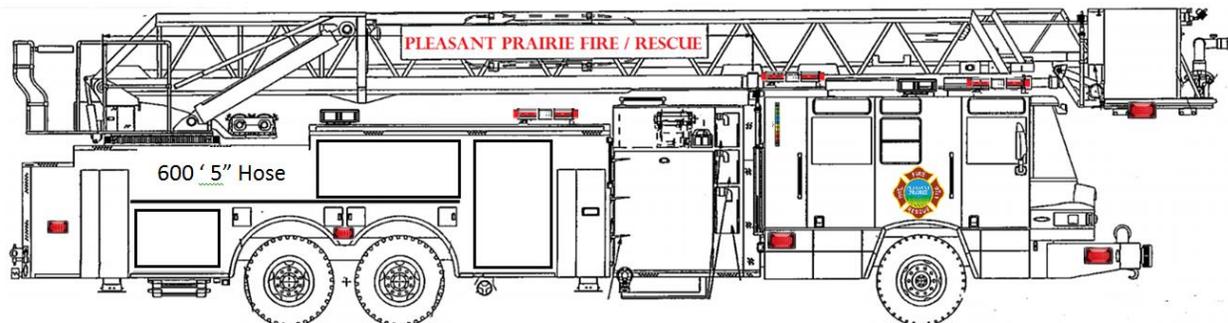
- a. Short Side Stack style hose bed needs to hold 500' to 600' of 5" LDH, such that it provides for an additional officer side upper compartment. The hose bed shall be designed to permit reloading of the hose without raising the aerial.
- b. Hose bed cover – aluminum tread plate with Rhino style coating

#### **Ladders & Pike Pole Tubes**

- a. Provide the follow ladder sizes by Duo-Safety brand
  - 1. 35' extension
  - 2. 24' extension
  - 3. 20' roof
  - 4. 16' roof
  - 5. 10' attic
  - 6. 14' combination
- b. Little Giant ladder Model 17. Ladder to be mounted above truck body.
- c. All Duo-Safety ladders to be drop shipped directly to department address location. (not installed onto vehicle)
- d. Ladder Storage – provide hinged lip at bottom to prevent ladders for hitting door.
- e. Pike pole holding tubes - Provide eight (8) twelve foot long tubes
- f. Trash hook with D-handle (2) storage shall be provided as close as possible to pike pole storage.

#### **SCBA Bottle Storage**

- a. Utilize in body space around tandem wheels double deep for a total of 16 bottles wherever possible.
- b. Loop/webbing to secure bottles in compartments.



### Running Board/Tail Board Accessories

The lower body rub rails.

## Elevated Platform

### General

- a. The elevated platform length shall be a minimum of 100' as defined by NFPA 1901. The ladder and elevated platform shall be constructed of Aluminum. A cold weather hydraulic aerial pump system shall be installed.
- b. Provide a platform with the maximum square footage that the manufacturer offers.
- c. List weight capacity of the platform. Outline capacities during various operations. (i.e.; water/no water flowing, wind, etc...)
- d. Provided an aerial information and control system touch screen interface display at the turntable and platform.
- e. Provide a heat shield to enclose platform.
- f. Provide a waterway large enough to support a 2000 gpm flow, supporting two 1000 GPM monitors simultaneously.
- g. Provide two (2) storage boxes, with cover.
  1. Boxes capable of storing four truck safety harness'/belts and four screamers
  2. Provide box/enclosure with the ability to store two sections of 75' X 2" hose with 1.5" couplings and LA nozzle
- h. Provide an intercom communication system with locations at the pump panel, turn table and platform.
- i. Provide (2) two repelling tie-off points/eyes with a 500 pound each capacity. Identify locations and options.
- j. Four (4) ground pads to be provided

### Monitor / Nozzles – Water Outlets

- a. Provide two (2) Akron StreamMaster II Monitor 2000 GPM Style 3480, with Automatic stow to avoid aerial bedding accidents, and two (2) Akron SaberMaster Nozzle Style 1577. Both devices to have wireless remote control style 3600. Control of both monitors/nozzles accessible by either the platform or turntable consoles that provides up/down/right/left/ functions, switches that provide fog/stream/, stow/deploy, and oscillation functions.
- b. Platform shall have (2) 2.5" discharges, one on the front of platform and the other on the left rear of the platform, exact location shall be reviewed and approved by the fire department at the pre-construction conference.

### **Platform Lighting**

- a. Fixed
  1. Platform front - locate (1) Whelen Pioneer Plus PFP2 Dual 12v at the center base or above monitors.
  2. Platform underside – locate (2) Whelen Pioneer Plus PFP2 Dual 12v. Install at either side of the front underside of the platform.
- b. Telescoping
  1. Rear of basket - locate (2) Whelen Pioneer Plus LED PFP2 Dual 12v LED floodlights. Install at either side at the rear of the platform. These fixtures to have telescoping ability to raise/lower & swivel

### **Breathing Air**

- a. Provided two (2) – 6000 PSI ASME breathing air cylinders with a minimum of 490 cu. ft. each.
- b. Provide four (4) breathing air connections in platform (location shall be reviewed and approved by the fire department at the pre-construction conference).
- c. All components of the breathing air piping system shall have at least a 3:1 safety factor.
- d. Provide a 50' length of air hose for the 6000 psi air system with quick connect fitting on each end shall be provided to permit the filling of the air tanks without having to remove them from the truck.

### **Turntable accessories**

Man saver Bars

### **Platform Accessories**

- a. Ladder lighting to be installed on the inside rails shall be TecNiq D02 or equivalent aerial lighting solutions.  
<http://tecniqinc.com/pages/D02-Aerial-Ladder-Fire-Truck-Emergency-Waterproof-LED-Light.php>
- b. Provide SRT bracket system:
  1. Stokes basket
  2. Parapet ladder accessory
  3. Repelling arms
- c. 8' Roof Ladder compatible with the Parapet ladder accessory (Spec Duo-safety dropped shipped to Pleasant Prairie)
  1. Mounted on outside of bed section
- d. Stokes basket bracket
- e. Pike head Axe bracket
- f. Minimum of 8' FDNY Hook bracket

## **Pump / Pump Panel**

### **Pump**

- a. Fire pump shall be capable of delivering 2000 GPM.
- b. Pump models of either a Waterous Model S100 Single Stage or a Hale QMAX 200 Single Stage are acceptable.
- c. Both sides of pump shall be enclosed utilizing painted ROM style rollup doors.
- d. Pump packing shall be a gland packing style.

- e. Method to engage the pump shall be electrically or pneumatically operated.
- f. The pump control shall be a pressure governor – specify manufacturer and model.
- g. The pump system shall employ an oil free primer.
- h. The pump shall have a dual pump heaters and enclosure.
- i. Tank to pump piping size shall be at minimum 3”.
- j. Tank fill piping size shall be at minimum 2”.
- k. All valves shall be Akron 8800HD series unless otherwise specified.

#### **Pump and Waterway Inlets**

- a. All inlets to be electrically controlled with manual override.
- b. Main pump inlets shall have a 6” Hale or Waterous in-board electric butterfly valve with manual override on both sides of the pump with indicating lights.
- c. 2.5” Auxiliary Inlet with 3” Plumbing on both sides of pump.
- d. Rear waterway inlet to be appropriately sized based on required platform flow capacity. No less than 4”.
- e. Rear Waterway Inlet to employ electric valve(s) with manual override to direct water to pump or platform

#### **Outlets**

- a. All outlets unless otherwise noted to be controlled by color-coded Akron 9325 Navigator Pro Valve Controllers with digital flowmeter, pressure and preset function. All 2.5” outlets to be equipped with 2.5 “to 1.5” reducer and 1.5” cap.
- b. 2.5” NST outlets located on the platform are exempt from the above electric requirement.
- c. All pump panel outlets shall have a 30° angled elbow
- d. Driver side pump panel shall have a minimum (2) two 2.5” NST discharge outlets
- e. Passenger Side shall have (2) 2.5” NST discharge outlets
- f. Passenger Side shall have (1) 4” NST discharge outlet piped to flow 2000 GPM, a 4” NST by 5” storz 30 degree elbow adaptor, a 5” Storz by 2.5” reducer and terminated with a 2.5” NST cap.
- g. Provide one 2.5” NST outlet with 3” pipe plumbing to the front of the truck bumper tray. Piping should be recessed into the hose tray.
- h. Outlet to waterway, piped as needed to meet required flow capacity.

#### **Hose Crosslay**

- a. To be located in the pump compartment to the left side
- b. Crosslay, (1) 1.5” NST w/ 2 ½” piping,, 400’ capacity of 1.75” double jacketed hose
- c. Crosslay, (1) 2.5”, 400’ capacity of 2.5” double jacketed hose (dry dead load)

#### **Water Tank**

- a. Minimum of 300 gallon water tank. Identify capabilities to provide larger sizes up to 500 gallons inclusive.
- b. Provide on driver and officer at rear side of cab at the top, a Whelen PSTank strip light LED connected to the water tank level monitor.

#### **Foam System and Storage**

- a. Foam Pro 2002, Husky or equivalent Foam Portioning System shall be plumbed to all pump discharges except for the platform/waterway outlet/discharge.

- b. Ability to draft Class A or B foam types from an external source (not system foam tank).
- c. Class A foam tank (30 gallons)
- d. Up to 5 standard 5 gallon foam buckets in crow's nest / ladder bed area.

#### **Pump Operating and Control Panel**

- a. Pump panel to be located on the driver side of the vehicle.
- b. Install a switch to unlock the cab power door locks. Location to be approved.
- c. Vehicle's multiplexing electrical system touch screen remote interface display.
- d. Locate generator status/control panel within enclosed pump panel area.
- e. Foam system control panel, include foam tank level gauge if not integrated with foam system.
- f. Fuel and water gauges if not standard or required.
- g. Pump panel service access shall have quick release fasteners on both sides
- h. All pump compartment piping shall be stainless steel
- i. Air horn switch at pump panel. Switch to be labeled "Air Horn", location to be determined
- j. Switch to engage hydraulic generator
- k. Control for vehicle scene lighting to include driver/officer side and rear.
- l. Driver and officer side panel covering – black zolatone painted finish

### **Vehicle Lighting**

#### **General**

- a. All lighting shall be of type LED. Identify any exceptions.
- b. All lighting requiring flanges, flange color shall be black, no chrome.
- c. Identify any exceptions or additions required for lighting systems.
- d. All lighting part numbers to be verified prior to final print approval.

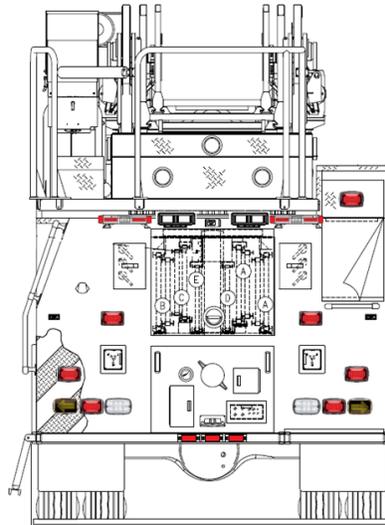
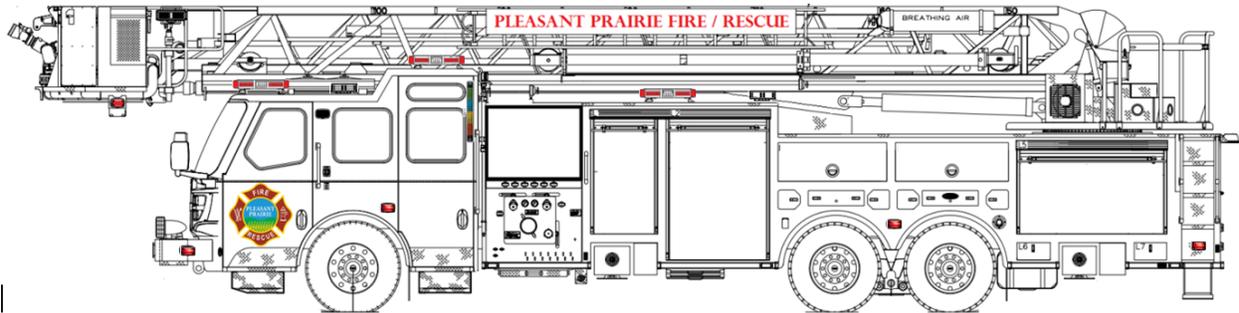
#### **Main Lighting**

- a. Front headlights shall be of LED type similar to J.W. Speaker brand model 6130.
- b. Front turn signals desired to be Whelen M6 series M6T as truck design allows.
- c. Rear lighting shall be comprised of the following:
  - 1. Whelen M6 series M6T, one set to be utilized as turn signaling
  - 2. Whelen M6 series M6BTT, one set to be utilized as Brake/running lighting. Determine if functions require to be separated.
  - 3. Whelen M6 series M6BUW, one set to be utilized as Backup lighting
  - 4. Arrange rear lighting in either vertical or horizontal arrangement as deemed most appropriate by truck configuration.
- d. ICC marker lighting shall be Whelen LED or equivalent.

#### **Scene Lighting**

- a. Mount on each side of the truck:

1. Atop side of cab at center, a brow mounted Whelen Pioneer Plus PFP2B (12v dual) at a 15 degree downward angle (PBAE1Q brow mounting bracket)
  2. Atop side of truck body, generally located above rear axles, a bail mounted Whelen Pioneer Plus PFP2B (12v dual) at a 15 degree downward angle
- b. Mount at the rear top of the truck body, offset from the center, above the ladder storage compartment
1. Mount two (2) Whelen Pioneer Plus PFP1B (12v single) at a 15 degree downward angle above ladder storage compartment
  2. Configure rear scene lights to activate when vehicle is placed in Reverse.
- c. Two (2) telescoping tripod LED 110 volt lights mounted on rear of body with quick release mounting brackets incorporating a 3200 series Whelen tripod, minimum 50", and a Whelen Pioneer Dual PFP2AP1 lighthouse with on/off switch. Provide appropriate 110v outlet at each base location. (50" Body and 30" Legs, Tripod with Inner Coil Cord with NEMA L5-20 Plug) Look at:  
[http://www.whelen.com/auto/product.php?cat\\_id=136&prod\\_id=589](http://www.whelen.com/auto/product.php?cat_id=136&prod_id=589)
- d. Scene lights shall be operated from the following locations:
1. Cab – both driver and officer sides
  2. Pump panel
  3. Rear of truck



### Cab Spot Light

Hard wired hand held officer side

### **Portable Hand lights**

- a. Five (5) customer supplied, chargers to be installed by manufacturer
- b. Location to be determined at print approval

## **Electrical**

### **General**

- a. All circuits to be rated at 20 amps unless larger capacity is identified.
- b. Power outlets shall have Ground Fault Interruption circuitry.
- c. Transfer switch to operate all 110v outlets normally run off shore line.
- d. All 110v outlet connections shall be operational either from the in-vehicle generator or when utility power shoreline is attached.
- e. All 12v outlet connections shall be operational either from vehicle operation or when the utility power shoreline is attached.
- f. Program an audible alarm to activate if the vehicle voltage drops below 11.8 volts for 120 seconds.
- g. Provide 250a heavy duty fused Battery/Hot 12v power to all 2" receiver locations utilizing an Anderson Power Products SB175 (Red) equivalent to a Warn power plug p/n# 22680.
- h. Provide a Harrison 15KW hydraulic generator to be located at the exterior above the pump.
- i. Provide for two 110v Hannay electric rewind reel on driver and officer side above pump, minimum of 200' of 12-3 S.O. cord and junction box w/ L5-20 receptacles with 4 way chrome roller guides

### **Electrical Receptacles from Generator**

- a. Located at the front bumper shall have a 110 volt outlet one each side of front bumper wired to generator, will have 110 volt outlets each side of body centered above rear axle trunnion and will have 110 volt outlets one each side rear of body and two 110 volt outlets in platform.
- b. All exterior outlets to be L5-20 Twist-Lock.
- c. Shoreline, Utility Power:
  - 1. Install a 20 amp Kussmaul non-arcing auto eject shoreline receptacle. Install a red cover on this inlet. Locate this receptacle behind driver door. Verify location prior to installation.
  - 2. This receptacle shall energize the vehicle's internal AC circuit from an external power source (utility power). The purchaser's stationary utility power circuit supplying the vehicle's 110-volt AC power shall incorporate ground fault protection.
  - 3. An Indicator lamp/light adjacent to the shoreline plug shall be provided to indicate when shoreline power is being provided to the vehicle module. This indicator shall be sufficient in size to be seen at a reasonable distance. This is also noted in the electrical section (Kussmaul battery charger, with super auto eject plug and Auto Charge Deluxe Watertight Status Center, Model #: 091-194X-IND-WT-XX)
  - 4. EMS compartment 110 volt duplex receptacles, one in each compartment for a total of three (3) outlets
  - 5. Four (4) External compartments to have 110 volt duplex receptacles, location to be determined at print approval
  - 6. All compartment receptacles to be 5-20 household duplex receptacles.
- d. Provide electrical schematics/drawing of vehicle module and non-OEM chassis wiring.

### **Communication & Specialty Electronics**

Vehicle Camera System shall include the following SafetyVision brand or equivalent components:

1. Model 70WQ4 or equivalent
2. Model 620A Rear Camera
3. Model 622 Right and Left Side Mounted Cameras or other appropriate SafetyVision/equivalent model
4. 270° protection (video left/right/rear)
5. To activate automatically with turn signals and reverse
6. Ability for camera system views to be manually controlled from the camera system console.

### **Two-way Radio Power**

- a. Vehicle will have one VHF mobile radio incorporating a remote console head. Installation of both the remote head and transceiver to be determined. Unit to be a Motorola APX-6500.
- b. Supply 12v power to both radio elements according to manufacturer's power requirements. Remote head will require a ignition power lead.
- c. All wiring to have appropriate sized fuse, customer accessible.
- d. Provide allowance for (4) portable radio chargers which will require 12v constant/battery hot power. Locations to be identified at a later time.

### **Antenna Coax**

- a. Install three (3) antenna locations to be evenly spaced across cab roof to provide maximum separation taking into account other devices and platform. (i.e.: Cellular Antenna).
- b. Install antenna coax wire of type RG58U and accesses so that vehicle conversion need not be disassembled
- c. Antenna mounts shall be either NMO or K-94 type roof mounting.
- d. All radio end cable terminations shall be of type MINI-UHF Male connections, location of termination to be determined at print approval.
- e. Cables and pull wires will be marked at each end.

### **Cellular Connectivity**

Install customer provided CradlePoint dome antenna and equipment for cellular communications location of termination to be determined at print approval. Cradlepoint will require 12v constant/battery hot.

### **Intercom**

- a. Install dealer provided Firecom 5100D intercom system. System to include appropriate radio interface cable and provide (2) Firecom FH-51 and (3) Firecom FH-54 wired headsets.
  1. INSTALL: (2) Firecom headset jacks on the front of cab centered between the chassis seats. Exact location to be determined prior to installation.
  2. INSTALL: (3) Firecom headset jacks on the rear of cab centered between the chassis seats. Exact location to be determined prior to installation.
  3. CONFIGURE: Firecom unit to interface with both mobile radio units (driver/officer)
  4. All headset locations to provide headset hang hook, location to be determined.
  5. Exact headset locations to be verified.

## Emergency Warning Systems

### Traffic Pre-emption

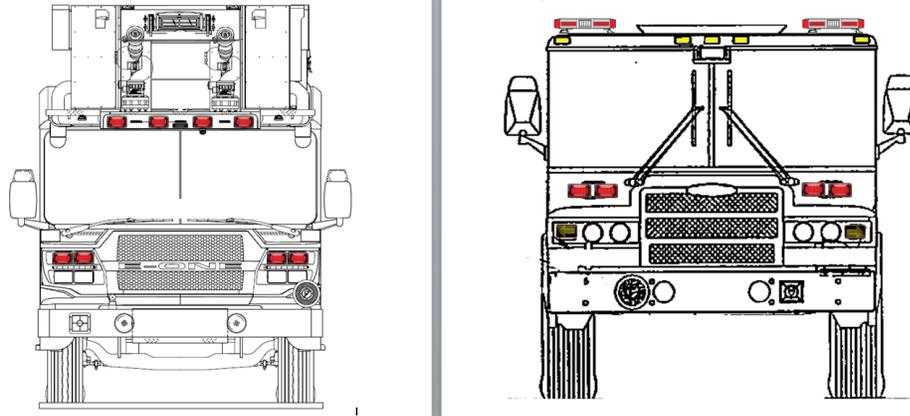
- a. Install a customer supplied Opticom™ Model 794M Multimode LED emitter traffic pre-emption device. This device provides both infrared emitter as well as radio/GPS emitter functionality. Verify unit is compatible with department's area IR receivers as well as Kenosha Fire Department's radio/GPS pre-emption network.
- b. Special attention to install according to manufacturer's requirements to enable turn signal pre-emption capabilities.
- c. Device must be installed in a manner to not to be obstructed by the aerial platform.
- d. Device activation in Emergency mode 3 only.

### Audio

- a. Air Horn - Two (2) Grover 1500 series Stuttertone® emergency air horns. Configure to operate on the driver steering wheel, foot pedal located on the Officers side, and at the pump control panel.
- b. Provide separate air compressor to support the air horn system.
- c. Provide Federal Q-Siren electro-mechanical siren unit. Provide siren activation via driver side foot pedal and officer side accessible push button.
- d. Provide a Federal E-Q2B electronic siren/PA unit.
- e. As part of the electronic siren above, provide a Cast Products SA-4301 speaker or equivalent
- f. All systems, air horn, mechanical & electronic siren system are to be recessed into the front bumper. Identify any exceptions.

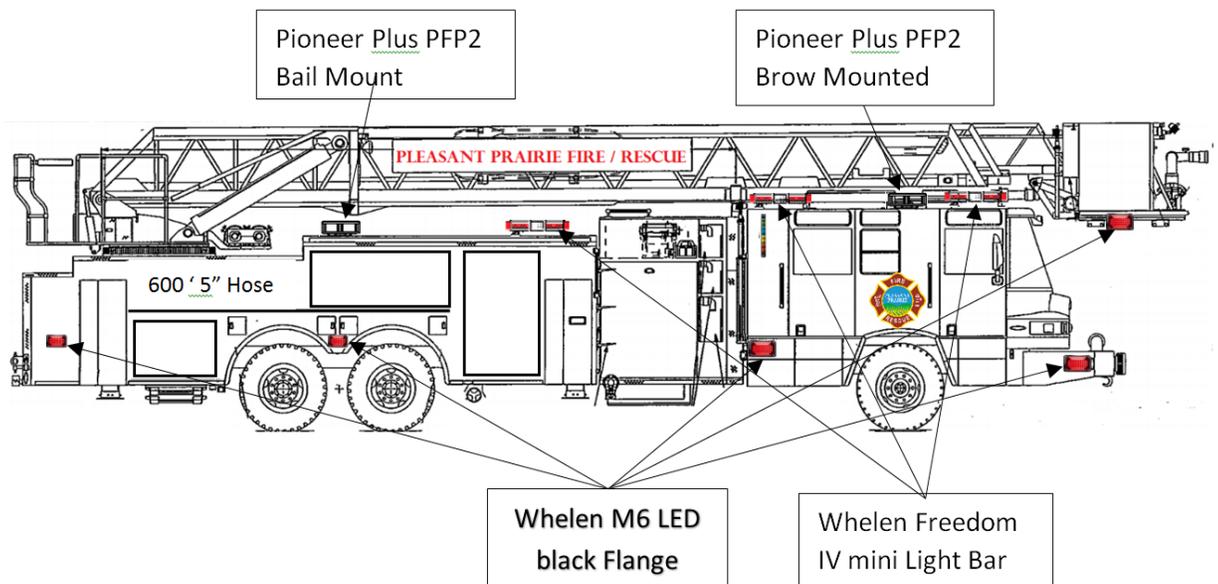
### Lighting

- a. Program all white lights to operate in Emergency mode 3 – only, red only in mode 2, Red only in rear warning lighting area when in mode 1.
- b. White emergency lighting should be disabled (turned-off) when vehicle is in Park or pump engaged.
- c. All LED light programming patterns to be determined at a later date.
- d. Front
  1. Alternating front headlights, also referred as "wig-wag". Determine if LED headlights identified are compatible.
  2. Front lighting located on the front base of the aerial platform: (4) Whelen M6 series, (2) M6RC –Red, (2) M6D Split Red/White. Stagger solid and split lighting modules.
  3. Side lighting located on each rear side of the aerial platform: (1) M6RC –Red
  4. Front lighting located on the front of the truck: (4) Whelen M6 series, (2) M6RC –Red, (2) M6D Split Red/White.
  5. Mini Freedom® IV Series (4) red and white with takedown lights mounted on cab roof, reference diagrams.



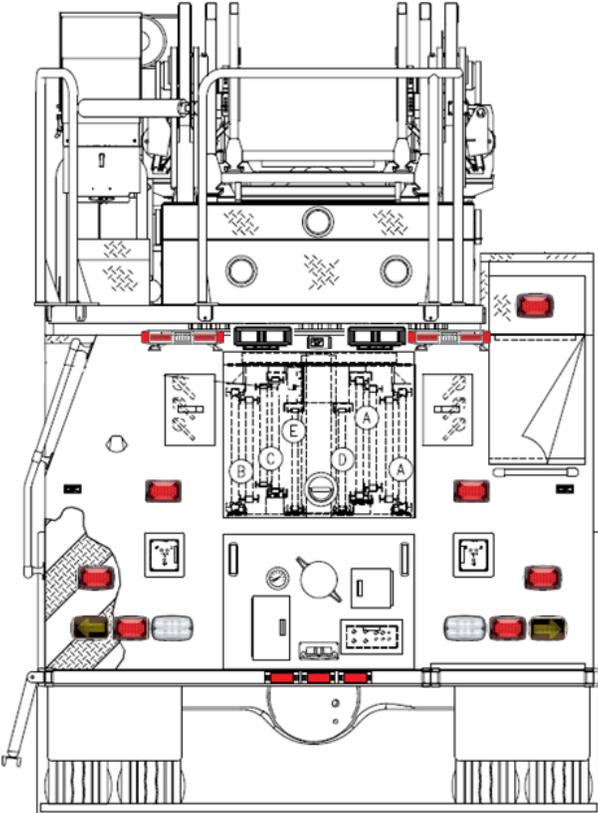
e. Side body

1. Whelen Mini Freedom® IV Series (2)
2. Locate on each side of vehicle (4) Whelen M6 series; (1) M6D Split Red/White located at the end of the front bumper. (1) M6RC Red located mid-line of cab just rear of front wheel well. (1) M6RC –Red located mid-line between the rear wheel wells. (1) M6RC Red located mid-line of cab just in front of tailboard.



f. Rear

- 3. (2) Mini Freedom® IV Series
- 4. (4) Whelen M6 series



## Installation of Customer Provided Equipment

The following is a list of customer supplied equipment that will require installation.

Item/Description	notes/comments
Mobile radio w/ remote head	Power required / install antenna
Opticom™ Model 794M Multimode	Power required / install
Knox KeySecure®	Power required
Computer (MDC) mount	Power required
Portable radio charger	Power required
5 Gas meter Monitor/charger	Power
Cradle point Cell/WIFI	Power/install antenna
Handlight charger/base (5)	Power
Hand tools axe/halligan Mounts	
Thermal imaging Camera mount	Power
Knox MABAS 3200	

\*

## Paint & Striping

### Paint

Single color – Red paint to match existing Pleasant Prairie Fire & Rescue Pumper/Tankers

### Reflective Band

- a. Reflective Hockey Stick Stripe Scotchlite striping to be comprised of a large white stripe, with smaller gold stripe top and bottom, total 10 inches
- b. Chevron style Reflexite V98 striping consisting of 6" Red/Fluorescent Yellow Green alternating stripes in an "A" pattern shall be provided in the following locations:
  1. Front bumper
  2. Minimum of 96 sq. in. inside each cab door
  3. Entire rear of apparatus
- c. Stabilizer reflective

The four outriggers that protrude beyond the side of the body shall be striped with white reflective tape. The tape shall be visible from the front or rear of the unit.

### Aerial Lettering

Lettering shall be reflective and to be sized to appropriately fit sign

### Insignias and Emblems

- a. Two (2) Pleasant Prairie Maltese cross logos
- b. Two (2) customer supplied MABAS Division 101 logos
- c. Three (3) sets of four digit unit numbers
- d. Two (2) Truck 31 logos on the platform

## Warranties

### a. Lifetime Frame Warranty

The apparatus manufacturer shall provide a full lifetime frame warranty. This warranty shall cover all apparatus manufacturer designed frame, frame members, and cross-members against defects in materials or workmanship for the lifetime of the covered apparatus. A copy of the warranty document shall be provided with the proposal. Frame warranties that do not cover cross-members for the life of the vehicle shall not be acceptable.

### b. 10 Year 100,000 Mile Structural Warranty

The apparatus manufacturer shall provide a minimum of a comprehensive 10 year/100,000 mile structural warranty. This warranty shall cover all structural components of the cab and/or body manufactured by the apparatus manufacturer against defects in materials or workmanship for 10 years or 100,000 miles, whichever occurs first. A copy of the warranty document shall be provided with the proposal.

### c. 10 Year Stainless Steel Plumbing Warranty

The apparatus manufacturer shall provide a minimum of a full 10-year stainless steel plumbing components warranty. This warranty shall cover defects in materials or workmanship of apparatus manufacturer designed foam/water plumbing system stainless steel components for 10 years. A copy of the warranty document shall be provided with the proposal.

### d. 20 Year Aerial Device Structural Warranty

The aerial manufacturer shall provide a minimum of a 20 year structural integrity warranty on the aerial device. This warranty shall cover structural components and shall be extended for a period of 20 years after the date on which the vehicle is delivered to the original purchaser. A copy of the warranty document shall be provided with the proposal. Please refer to warranty document for complete details and exclusions.

### e. 10 Year Paint and Corrosion Warranty

The apparatus manufacturer shall provide a minimum of a 10-year limited paint and corrosion perforation warranty. This warranty shall cover paint peeling, cracking, blistering, and corrosion provided the vehicle is used in a normal and reasonable manner.

## General Bid Information

1. Any questions and or apparent conflicts shall be brought to the attention of the Fire Chief. The vehicle chassis shall meet all applicable federal, state and local laws and safety standards.
2. The vehicle shall be the manufacturer's current conventional design and heavy-duty construction, and allied equipment specified, complete with all necessary operating accessories customarily furnished with vehicles of this type whether stipulated herein or not, together with such modification and attachments as may be necessary to enable the vehicles to function reliably and efficiently in sustained operation. The design of the vehicle shall permit ready accessibility for servicing, replacement, and adjustment of component parts and accessories with minimum disturbance of other components and systems.
3. It is the intent of these specifications to cover the furnishing and delivering to the purchaser a complete vehicle equipped as hereinafter specified. Minor details for construction and materials where not otherwise specified, are left to the discretion of the contractor who shall be solely responsible for the design and construction of all features.

Additionally, it is the intent of these specifications to secure a vehicle constructed to withstand the continuous use of emergency service.

4. The vehicle shall be constructed with due consideration to the nature and distribution of the load to be sustained and to the general characteristics of the service. All components shall be strong enough to withstand the road speed, practical tests and general service under full load.

5. The vehicle shall be designed with due consideration of load between front and rear axles, that all equipment will be carried without damage to the vehicle.
6. Each proposal shall be accompanied by a detailed description of the equipment for a vehicle.
7. The Village of Pleasant Prairie reserves the right to accept the proposal, which in their judgment, will best serve the interest of the Fire & Rescue department. The Village of Pleasant Prairie reserves the right to reject any and all bids.
8. The vehicle shall be designed so that the various parts are readily accessible for lubrication, inspection, adjustment and repair. When special tools, which are not normally used or available, such tools shall be supplied.
9. It is not the intention of the Village of Pleasant Prairie to eliminate vendors or manufactures of similar or equal equipment of the types specified. The Village of Pleasant Prairie shall be the sole judge of equipment that is the most advantageous and the decision of the Department shall be final. The vehicle must meet the major specific requirements and the intent of the requirements as specified herein. All items of these specifications shall conform to the character of the equipment for a vehicle and the purpose for which it is intended. Respondent shall provide only that equipment as required in the following request.
10. Bidders shall set forth in the proposal sheet the number of days after acceptance of proposal required for delivery.
11. The prices proposed by the respondent shall be the prices to be paid for all items furnished under this contract, irrespective of the time of shipment or delivery or beginning of use. No increase in the prices will be allowed under any circumstances and any proposal where escalator clauses are added or appended by the respondent will be rejected.
12. Any respondent to whom the contract is awarded is prohibited from assigning, transferring, sub-letting or otherwise disposing of the same or any part of the work called for by the same to any other person, company or corporation.  
  
The successful respondent will provide an instructor, at no cost to the department at the time of delivery of the vehicle, to instruct the members of the department in the operation of the vehicle.
13. Two copies of a complete operation and maintenance manual shall be provided.
14. As built diagrams/drawing/schematics for all systems (mechanical/electrical/hydraulic etc...)
15. Two inspection trips with two representatives of the Fire & Rescue Department are to be included; One to be discussed as to best step in the process, and the second before delivery.
16. Drawings and descriptive language will be required for approval prior to start of construction.
17. Each respondent shall furnish warranty language that meets the requirements of the purchaser as to specific provisions in the specifications. This warranty shall state in simple, plain language exactly what the respondent promises as to repairs, replacements, parts, materials, workmanship costs, shipping and location of repair facilities.
18. The respondent(s) shall provide proposal(s) for an extended warranty for the chassis and the vehicle module.  
  
This language shall be taken into account when the bids are reviewed.
19. Proposal evaluation:  
  
The Fire Chief, Deputy Fire Chief, and Village Administrator shall evaluate the proposals received. This evaluation will be based as a minimum, on the following criteria:
  - a. Commitment to the general conditions contained herein, particularly to that which applies to warranty.
  - b. Completeness of the proposal.

- c. Manufacturing and delivery schedule.
- d. Contractor's demonstrated capabilities and qualifications.
- e. Equipment suppliers demonstrated capabilities and qualifications.

20. Technical approach to include:

- a. Design and engineering reliability factors.
- b. Maintenance considerations and recommendations.

21. Planning documentation addressing:

- a. Design and engineering data
- b. Drawings and schematic layout
- c. Logistical support
- d. Training
- e. Operation and maintenance

22. **Exceptions:**

Conditional proposals may be considered non-responsive and may be rejected.

*Note: Certain exceptions may be accepted if they are minor, or if they will provide equipment or components, which are equal to or superior to these specifications.*

**Exceptions must be noted in the proposal on the form provided by the Village of Pleasant Prairie.**

Exceptions shall be referenced to the paragraph and page of these specifications where the item appears, and drawings or photographs and technical information about the exception shall be included. The Village of Pleasant Prairie will consider any exceptions during the evaluation process, and the Village of Pleasant Prairie decision shall be final.

Proposals taking total exception to the specifications will not be considered.

The Village of Pleasant Prairie reserves the right to accept or reject any or all bids on the basis as purchaser deems to be in the best interest of the Village of Pleasant Prairie.

23. **Contract Award**

The Village of Pleasant Prairie reserves the right, before awarding the contract to require a respondent to submit such evidence of their qualifications, as it may deem necessary. Documentation that may be required is financial, technical, and other qualifications and abilities of the respondent. The Village of Pleasant Prairie shall be the final authority in the award of bids.

The Village of Pleasant Prairie reserves the right to negotiate with any or all bidders.

The Village of Pleasant Prairie reserves the right to purchase equipment from multiple sources.

The Village of Pleasant Prairie shall be shown a vehicle as similar as possible to the unit proposed, prior to the signing of the contract.

**24. Bonding**

A bond for 10% of the proposal price will accompany all bids submitted.

The Village of Pleasant Prairie may require the successful respondent to submit a performance bond for 100% of the proposal price. The bond is due fourteen (14) days after respondent has been awarded the contract to build. (The bond is subject to approval by the Village of Pleasant Prairie).

**25. History and financial background**

Respondent shall complete the history and financial background survey as provided by the Village of Pleasant Prairie

**PLEASE READ CAREFULLY: YOU NEED TO FOLLOW THE DIRECTIONS BELOW:**

Your proposal shall be returned in the following prescribed manner:

The first four (4) pages of your proposal shall be the forms provided by the Fire & Rescue Department (in the request for proposal packet) completed in full.

Page 1: Respondent's proposal

Page 2: Respondent's proposal "Dealership history and financial background"

Page 3: Respondent's proposal "Manufacturer history and financial background"

Page 4: Respondent's proposal "Signature page and legal status"

**Village of Pleasant Prairie  
Kenosha County, Wisconsin**

Gentlemen:

1. We hereby propose to furnish one Rear Mount Aerial Platform for the following price:

Rear Mount Aerial Platform                      Total cost \$\_\_\_\_\_

2. Exceptions:

\*Note: if more room is needed, please attach sheet.

3. If awarded the contract, delivery will be in \_\_\_\_\_days, or less.

4. Enclosed is a proposal bid bond for \_\_\_\_\_.

Respectfully submitted,

\_\_\_\_\_

By: \_\_\_\_\_

Signature

Title

Date

\_\_\_\_\_

\_\_\_\_\_

State of Wisconsin Dealer

State of Wisconsin Salesperson

License Number

License Number

**Village of Pleasant Prairie  
Respondent's Proposal**

**Dealership: History and Financial Background**

1. Name of company \_\_\_\_\_

2. Date your company entered the business \_\_\_\_\_

3. Names of principals \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4. Current number of fulltime equivalent employees

Total company

Sales and marketing \_\_\_\_\_

Technical support \_\_\_\_\_

Maintenance \_\_\_\_\_

Other \_\_\_\_\_

Total \_\_\_\_\_

5. Number of locations serving this village

Sales \_\_\_\_\_

Service \_\_\_\_\_

6. Number of equipment in service \_\_\_\_\_

7. Cities, villages, towns using your equipment \_\_\_\_\_

8. Dunn and Bradstreet rating \_\_\_\_\_

9. Major subsidiaries, siblings, parent co. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

10. Description of organization

**Village of Pleasant Prairie  
Respondent's Proposal**

**Manufacturer: History and Financial Background**

1. Name of company \_\_\_\_\_

2. Date your company entered the business \_\_\_\_\_

3. Names of principals \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

6. Current number of fulltime equivalent employees

Total company

Sales and marketing \_\_\_\_\_

Technical support \_\_\_\_\_

Maintenance \_\_\_\_\_

Other \_\_\_\_\_

Total \_\_\_\_\_

7. Number of locations serving this village

Sales \_\_\_\_\_

Service \_\_\_\_\_

7. Number of equipment in service \_\_\_\_\_

8. Cities, villages, towns using your equipment \_\_\_\_\_

9. Dunn and Bradstreet rating \_\_\_\_\_

11. Major subsidiaries, siblings, parent co. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Village of Pleasant Prairie  
Respondent's Proposal**

**Dealer Signature Page and Legal Status**

The undersigned certified that they are an official legally authorized to bind their firm and to enter into a contract should the Fire & Rescue Department accept this proposal.

Proposal by: \_\_\_\_\_  
(Name of Firm)

Legal status of respondent: please check the appropriate box

A. Corporation \_\_\_\_\_ State of Incorporation \_\_\_\_\_

B. Partnership \_\_\_\_\_ List Names \_\_\_\_\_  
\_\_\_\_\_

C. DBA \_\_\_\_\_ explain: \_\_\_\_\_  
\_\_\_\_\_

D. Wisconsin Rear Mount Aerial Platform Dealers License # \_\_\_\_\_

Signature of respondent: \_\_\_\_\_

Title : \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone no. (\_\_\_\_) \_\_\_\_\_

Signed this \_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_.

## **RESOLUTION #16-01**

**PRELIMINARY RESOLUTION DECLARING INTENT TO EXERCISE  
SPECIAL ASSESSMENT POLICE POWERS IN CONNECTION WITH THE  
CONSTRUCTION OF THE THE SPRINGBROOK ROAD WATER MAIN IN THE  
VILLAGE OF PLEASANT PRAIRIE. THE PROJECT GENERALLY CONSISTS OF A  
16-INCH WATER MAIN ALONG SPRINGBROOK ROAD (CTH "ML") BEGINNING  
AT GREEN BAY ROAD (STH 31) GOING NORTH-EAST, APPROXIMATELY 6,600  
FEET TO THE NORTHERN PROJECT LIMIT.**

**RESOLVED**, by the Village Board of the Village of Pleasant Prairie, Kenosha County, Wisconsin:

1. The Governing Body hereby declares its intention to levy special assessments pursuant to Section 66.0703, Wis. Stats., upon property described in Schedule A hereto for special benefits conferred upon such property with the construction of the the Springbrook Road Water Main in the Village of Pleasant Prairie. The project generally consists of a 16-inch water main along Springbrook Road (CTH "ML") beginning at Green Bay Road (STH 31) going north-east, approximately 6,600 feet to the northern project limit.
2. The Governing Body hereby determines that the construction of such improvements are in the best interest of and for the health and welfare of the Municipality and the property affected by the improvement and constitutes an exercise of the police power.
3. The assessment against any parcel may be paid in cash or in ten equal, annual installments.
4. The Clerk shall cause to be prepared a report which shall consist of:
  - A. Preliminary plans and specifications for the improvements.
  - B. An estimate of the entire cost of the proposed improvements.
  - C. A schedule of proposed assessments.
5. When the report is completed, the Clerk shall make a copy of the report available for public inspection

6. Upon completion of the report, the Clerk shall cause notice to be given stating the nature of the proposed improvement, the general boundary lines of the proposed assessment district, the time and place at which the report may be inspected, and the time and place of the public hearing on the matters contained in the preliminary resolution and report. This notice shall be published as a Class 1 Notice and a copy shall be mailed, at least ten days before the hearing, to every interested party.
7. The hearing shall be held at the regular meeting place of the Governing Body at a time set by the Clerk in accordance with Section 66.0703(7(a)), Wis. Stats.

**Passed and adopted this 4<sup>th</sup> day of January, 2016.**

VILLAGE OF PLEASANT PRAIRIE

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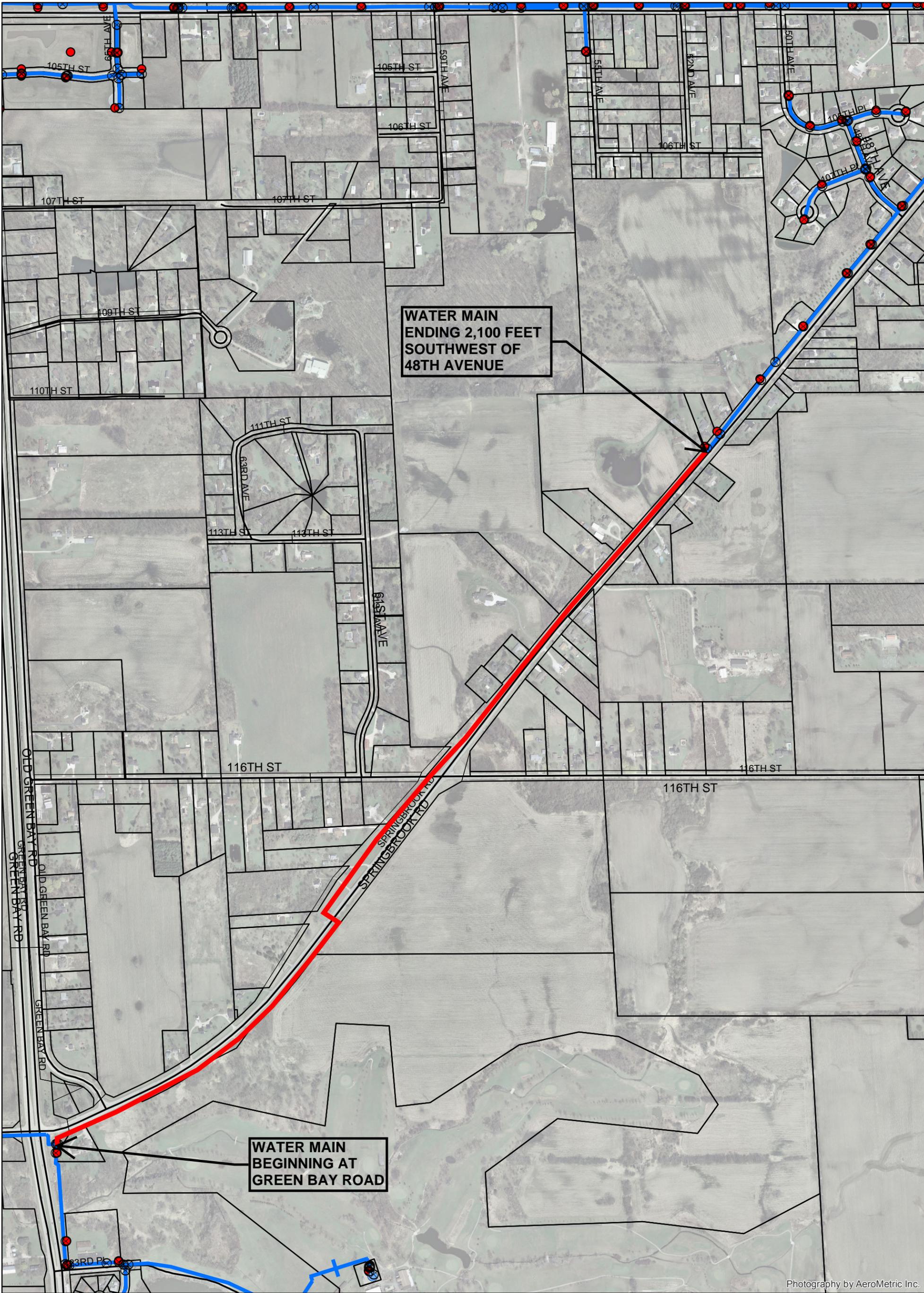
John P. Steinbrink, President

Attest:

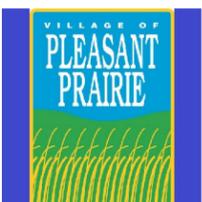
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Jane M. Romanowski, Clerk

Posted:



Photography by AeroMetric Inc.



SPRINGBROOK ROAD WATER MAIN  
E-15-001

10/5/2015

**PRELIMINARY ASSESSMENT  
RESOLUTION EXHIBIT**



1 inch = 600 feet