Strand Associates, Inc.®
910 West Wingra Drive
Madison, WI 53715
(P) 608.251.4843
www.strand.com

July 22, 2025

Mr. Peter Hartz
City of Watertown
800 Hoffman Drive
P.O. Box 477
Watertown, WI 53094

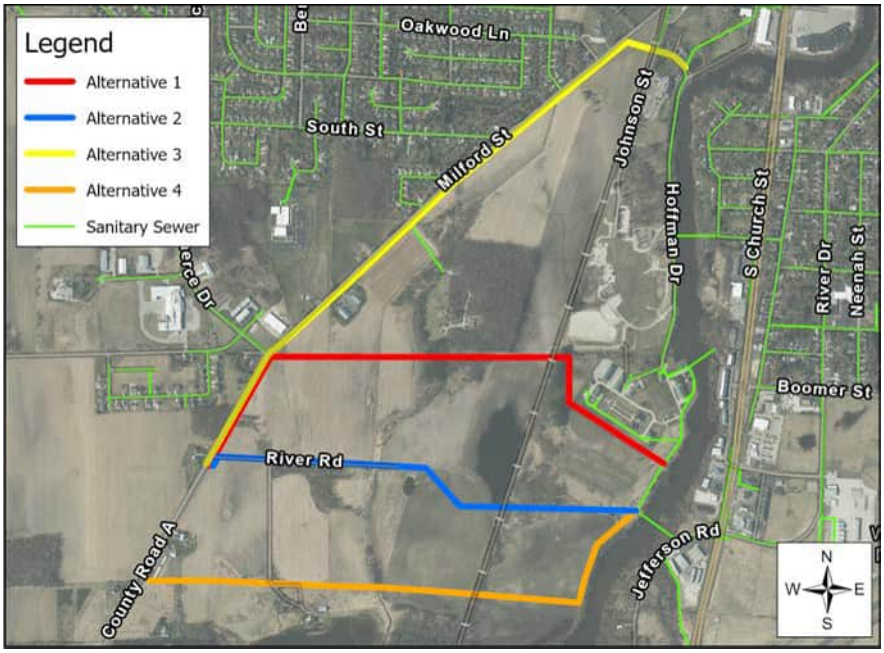
Re: West Side Interceptor Alternatives Analysis
City of Watertown, Wisconsin (City)

Dear Mr. Hartz:

This letter summarizes the services completed in evaluating sewer interceptor alternatives to serve future development in the Southwest Sanitary Service Area. Previous sewer studies conducted by the City have indicated future development in the Southwest Sanitary Service Area will need to be served by a 24-inch-diameter sanitary sewer interceptor that would dead end at the Milford Street and River Road intersection.

Route Alignment Analysis

Four alignments were evaluated for the 24-inch-diameter interceptor routing, as depicted in Figure 1 and descriptions that follow.



Source: City of Watertown GIS

Figure 1 West Side Interceptor Alignment Alternatives

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Alternative No. 1–Middle Alignment

This alignment includes approximately 6,600 lineal feet (LF) of 24-inch sewer. The 24-inch sewer connects to the existing 42-inch sewer south of the wastewater treatment plant (WWTP) at Sewer Manhole 30-005, extends northwest to the Milford Street and Commerce Drive intersection through City property, and continues southwest in the Milford Street right-of-way (ROW) to the City limits south of River Road. Challenges associated with Alternative No. 1 include depth of excavation (maximum depth of 31.5 feet), trenchless construction beneath the Union Pacific Railroad (UPRR), and the crossing of three unnamed creeks. See Enclosure A for an overview exhibit and preliminary plan and profile drawings for Alternative No. 1.

Alternative No. 2–South Alignment

This alignment includes approximately 5,100 LF of 24-inch sewer. The 24-inch sewer connects to the existing 42-inch sewer south of the WWTP at existing Sewer Manhole 30-007, extends west through City property and along River Road, ending south of River Road at the City limits. Challenges associated with Alternative No. 2 include potential high groundwater, construction beneath the UPRR, potential conflict with existing drain tiles, and the crossing of three unnamed creeks. See Enclosure B for an overview exhibit and preliminary plan and profile drawings for Alternative No. 2.

Alternative No. 3–North Alignment

This alignment includes approximately 7,600 LF of 24-inch sewer. The 24-inch sewer connects to the existing 36-inch sewer near the intersection of Hoffman Road and Fairview Drive at existing Sewer Manhole 23B-022, extends west on Hoffman Avenue and through private property to Milford Street, then continues southwest in the Milford Street ROW to the City limits south of River Road. Challenges associated with Alternative No. 3 include construction beneath the UPRR, the crossing of two unnamed creeks, and the conflict or replacement of existing water mains, sanitary sewers, and storm sewers on Milford Street and Hoffman Road. See Enclosure C for an overview exhibit and preliminary plan and profile drawings for Alternative No. 3.

Alternative No. 4

This alignment includes approximately 6,225 LF of 24-inch sewer. The 24-inch sewer connects to the existing 42-inch sewer south of the WWTP at existing Sewer Manhole 30-007, extends south adjacent to the river and west through City property, and continues west through Hwy D LLC private property ending at the Milford Street ROW. Challenges associated with Alternative No. 4 include potential high groundwater, construction beneath the UPRR, potential conflict with existing drain tiles, and the crossing of an unnamed creek. Given the existing elevation of the existing 42-inch sewer at Manhole 30-007 and minimum pipe slope of 0.08 percent required for a 24-inch pipe extension, the proposed 24-inch interceptor pipe would need to be constructed above the unnamed creek bottom. Constructing a sewer pipe above a creek bottom is not recommended nor would it be allowed by the Wisconsin Department of Natural Resources (WDNR), therefore Alternative No. 4 was removed from further consideration.

Trenchless Construction Beneath the UPRR

All alternatives require trenchless construction beneath the UPRR and would include a 36-inch steel casing pipe with a 24-inch sewer carrier pipe. The method of trenchless construction will need to be determined after geotechnical investigation but will likely require pilot tube guided auger boring, pipe ramming, or microtunneling to achieve accurate installation and minimize impact to the

railroad tracks. The trenchless construction will require the City to obtain a Utility Occupancy License from the UPRR. The City should budget 4 to 6 months for UPRR review and approval after final design documents are completed.

Environmental Impacts

All alternatives would impact existing wetlands and cross unnamed creeks. Based on field observations, Strand Associates, Inc.® (Strand) anticipates the creek flows to be low enough to allow a contractor to dam the creek and bypass pump around an open sewer trench. The City will need to obtain Waterway and Wetland disturbance permits from WDNR and receive a concurrence letter from the U.S. Army Corps of Engineers (USACE). Strand's preliminary review indicates the unnamed creeks are not navigable waterways or special resource waters. This indicates that the City would be able to obtain a General Permit from the WDNR and USACE for the creek crossings. Construction will require restoring disturbed wetlands to existing conditions with native wetland seed mixes. It is Strand's understanding that Alternative No. 2 is routed through existing native prairie that is currently part of the City's water quality trading program and would need to be restored to existing conditions.

All alternatives would require tree removal for sewer construction. It is possible that a northern long-eared bat habitat exists along the three alignments; therefore, a WDNR endangered species review should be conducted to determine whether tree clearing restrictions exist. If a northern long-eared bat habitat exists, tree clearing would be required between November 1 and March 31.

The creek crossings, wetland and prairie disturbance, and endangered species impacts will be items to discuss further with the WDNR and City during the final design phase to determine the preferred approach to minimize impacts.

Easements

It is anticipated that Alternative Nos. 1 and 2 would be constructed on City property; therefore, no permanent or temporary construction easements would be required. For Alternative No. 3, a permanent and temporary construction easement would be required to construct the proposed 24-inch sewer through the Dettmann Dairy LLC property.

Summary and Recommendations

Strand has provided a summary table of the three feasible alternatives with various factors and opinion of probable cost (OPC) for comparison. The OPC includes design and construction costs in 2026 dollars. Alternative No. 2–South Alignment is the shortest route and most cost-effective, therefore, would be the recommended alternative.

Alignment	24-Inch Sewer Length (ft)	Average Sewer Depth (ft)	Maximum Depth (ft)	Wetland Impacts	Number of Easements	Railroad Crossing	Cost (2026 Dollars)
Alternative 1–Middle	6,607	18.5	31.5	Yes	0	Yes	$7,539,000
Alternative 2–South	5,110	15.2	24.0	Yes	0	Yes	$5,963,000
Alternative 3–North	7,582	18.5	25.5	Yes	2	Yes	$8,796,000

Note: ft=feet

Table 1 Alternatives Summary

If Alternative No. 2 is selected as the preferred route, Strand recommends refining this alignment to minimize existing wetland and prairie impacts. In addition, geotechnical soil borings should be taken to understand existing soil and groundwater conditions to review construction feasibility and refine cost opinions before advancing final design.

Thank you for your assistance in preparing this evaluation, and please call 608-251-4843 with any questions.

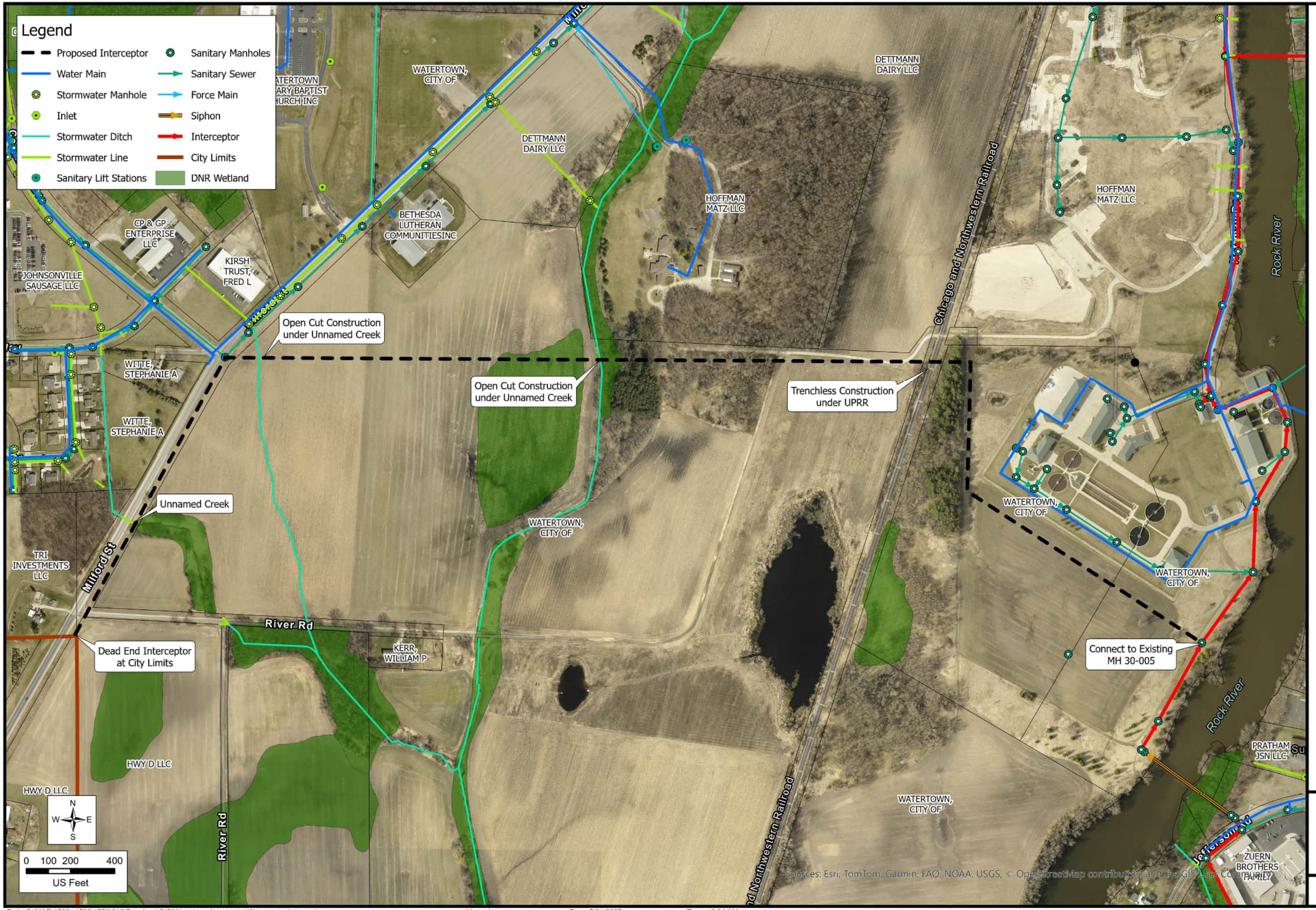
Sincerely,

STRAND ASSOCIATES, INC.®

Eric D. Vieth, P.E.

Enclosures

ENCLOSURE A
ALTERNATIVE NO. 1 OVERVIEW MAP AND PLAN AND PROFILE SHEETS



ALTERNATIVE NO. 1 - MIDDLE ALIGNMENT

WEST SIDE INTERCEPTOR
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

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FIGURE 2
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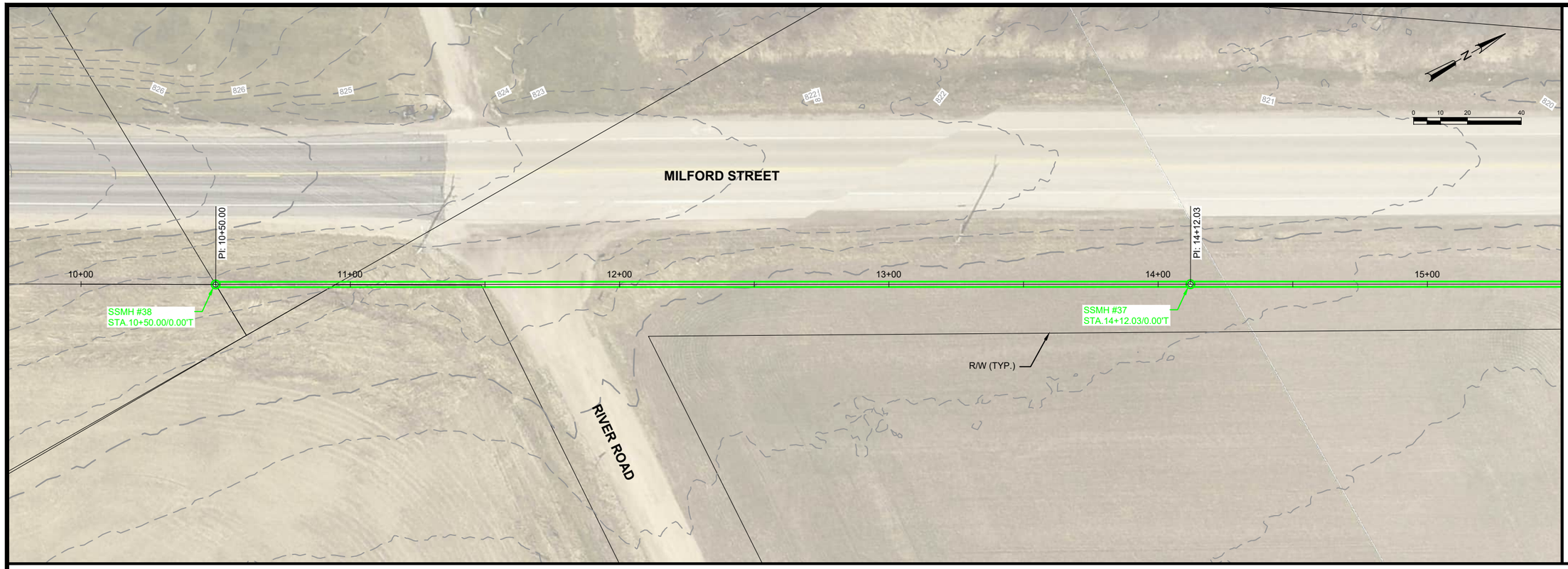

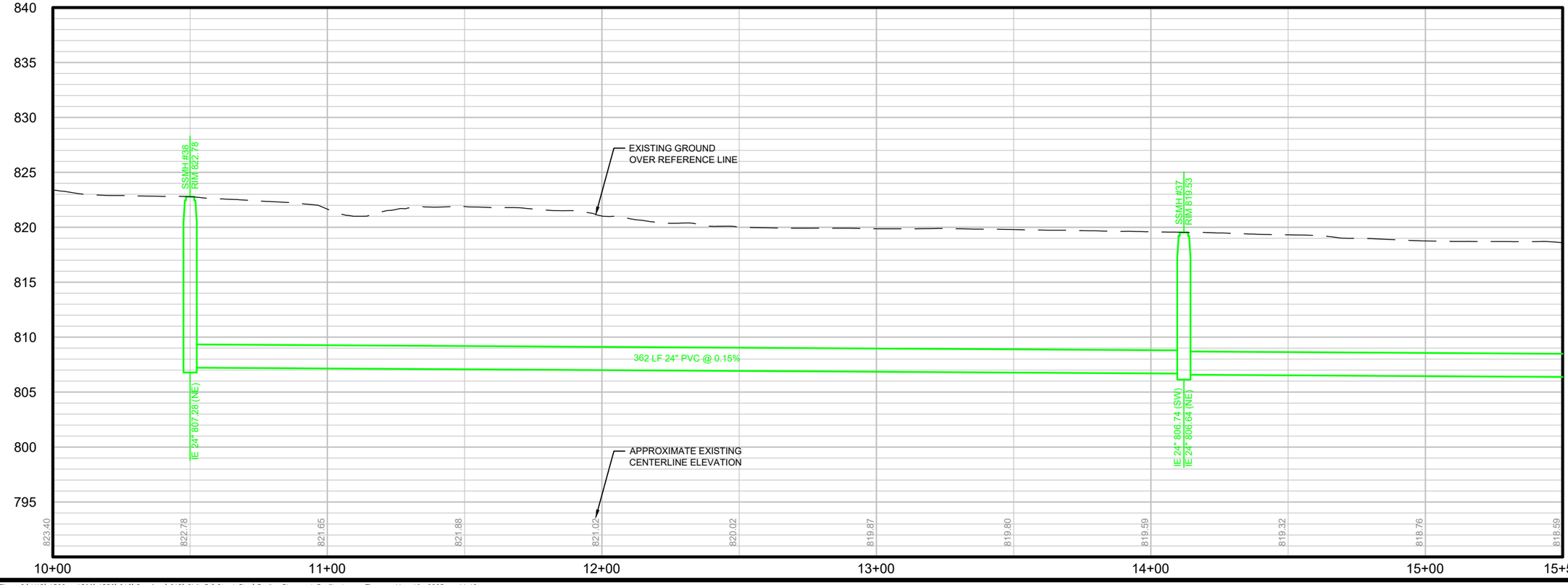

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WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
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JEFFERSON COUNTY, WISCONSIN

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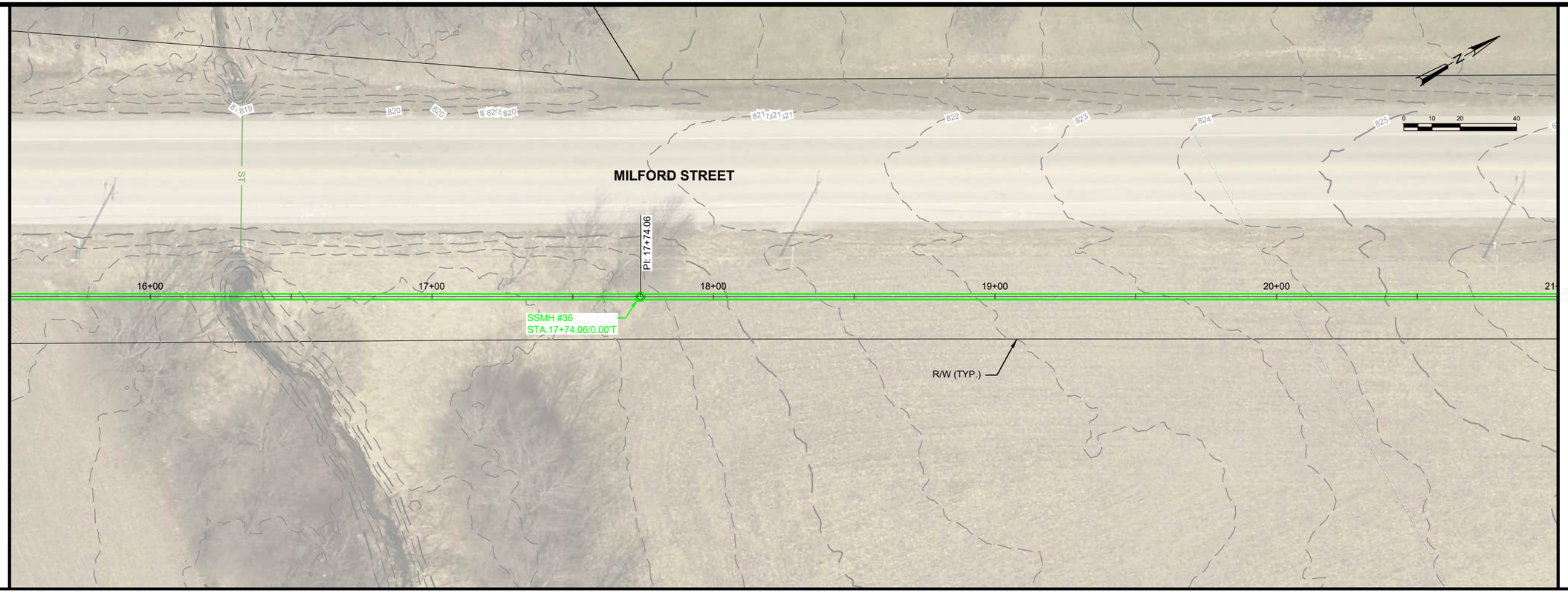

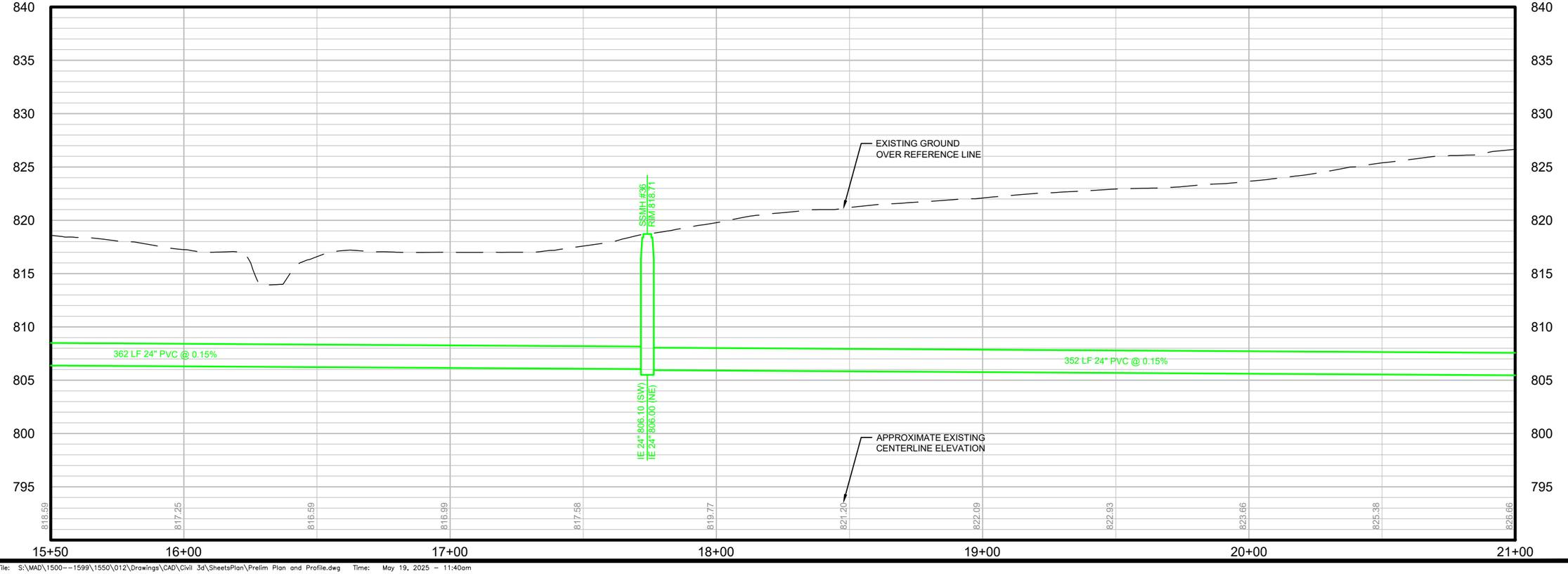

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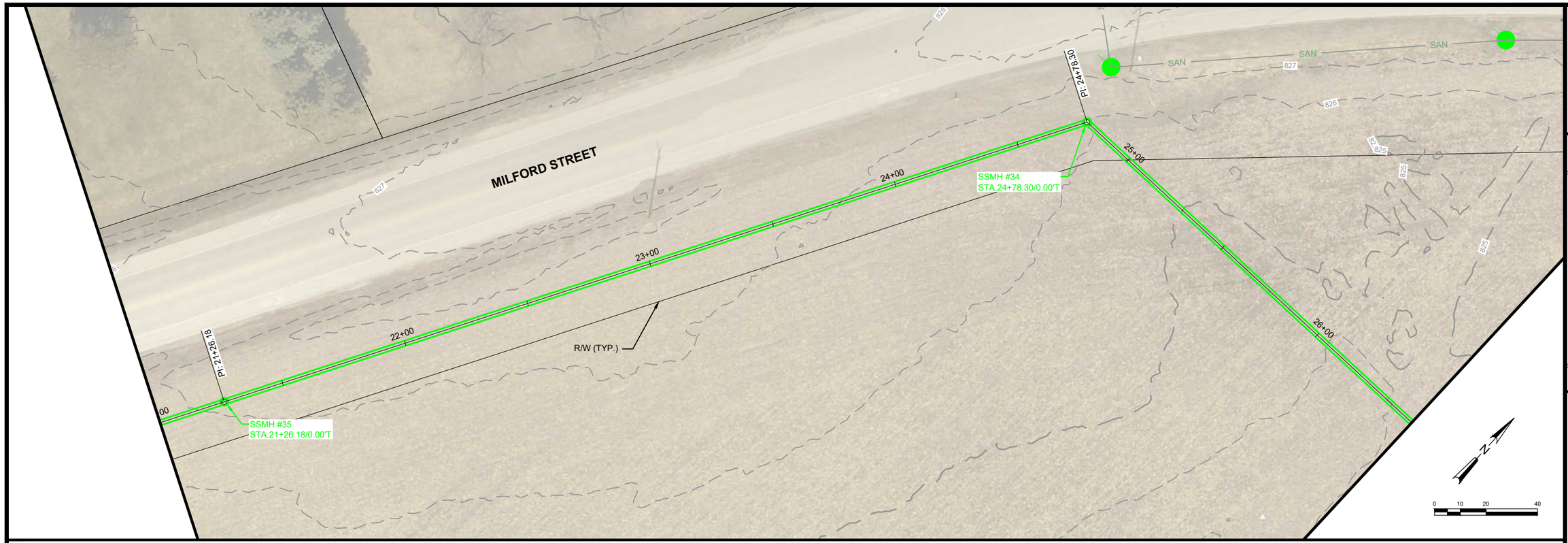

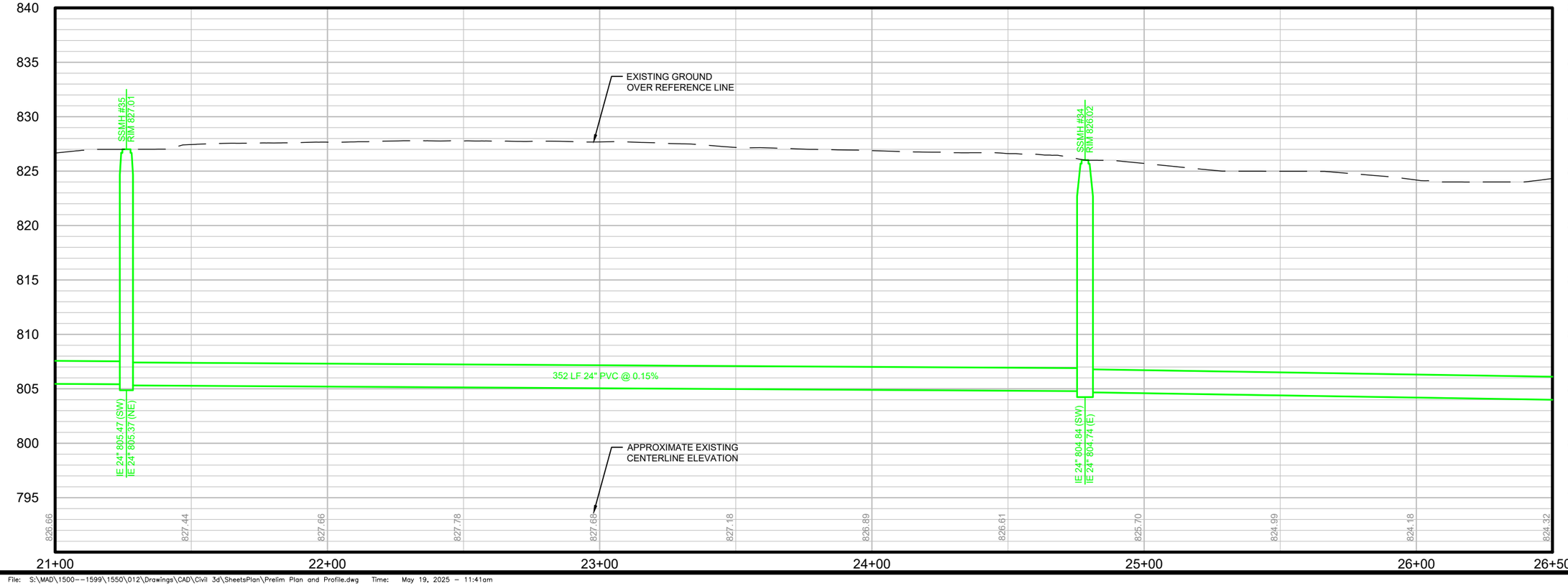

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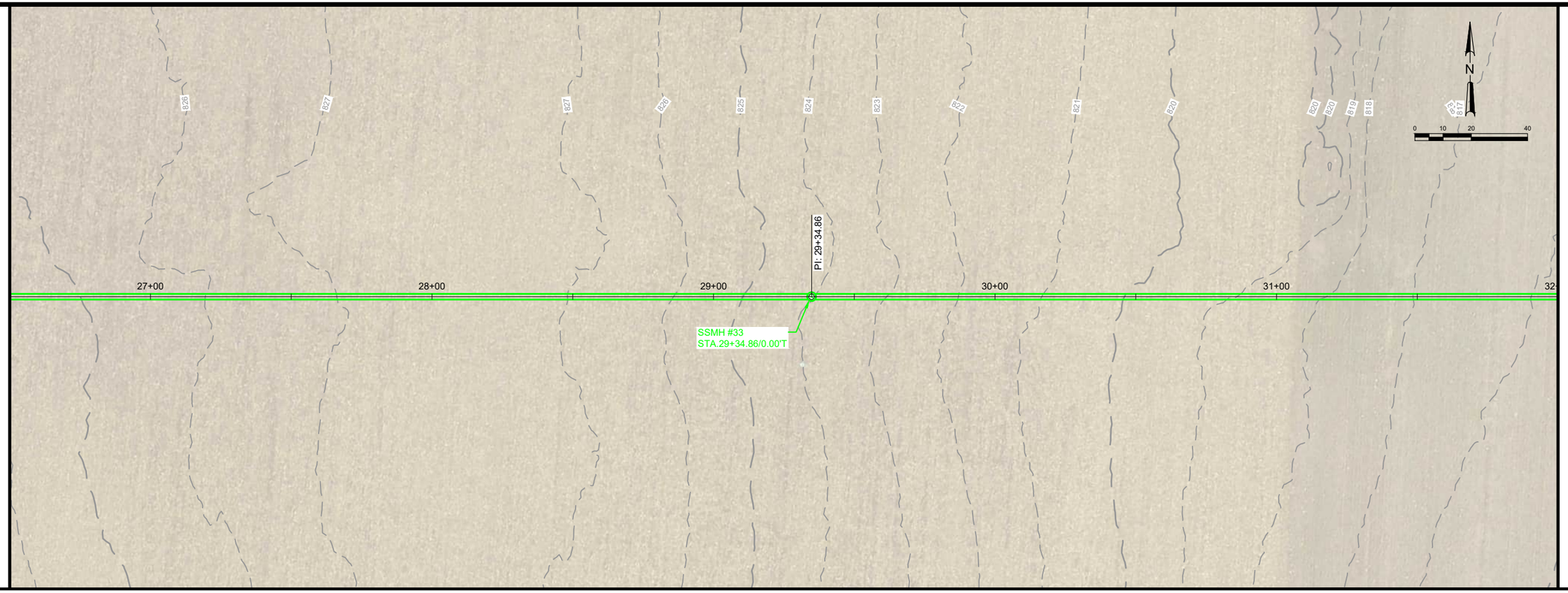

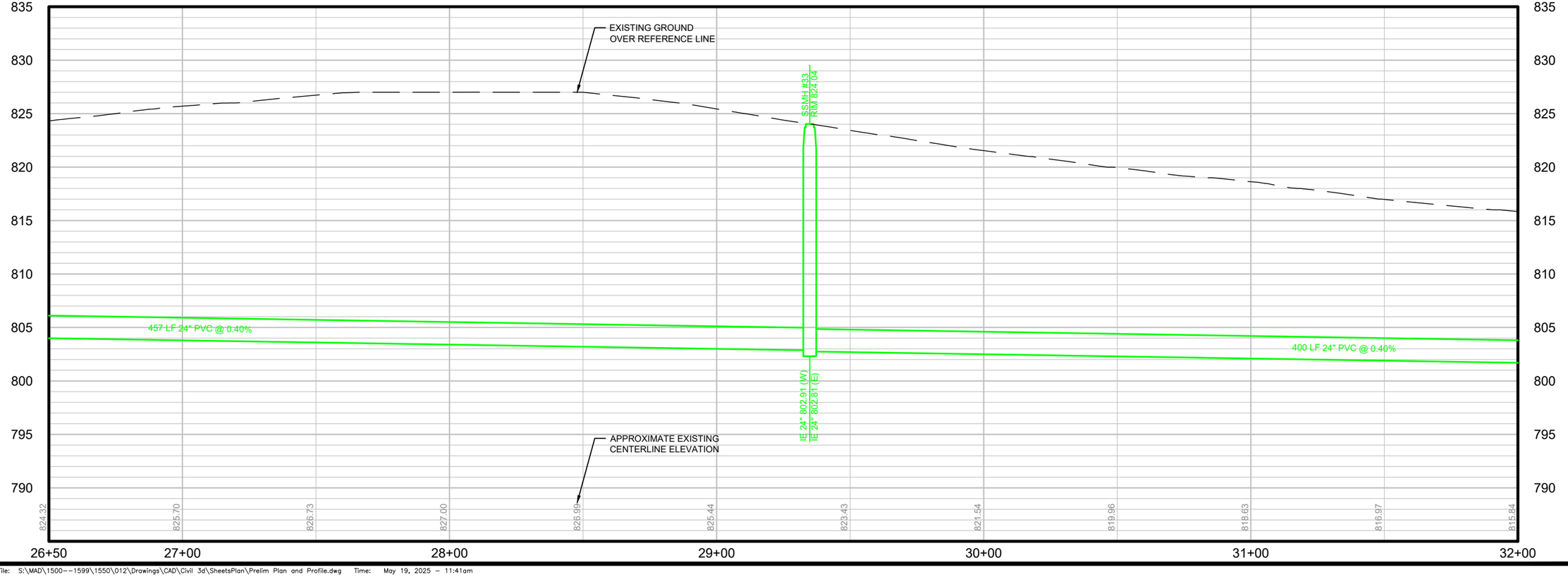

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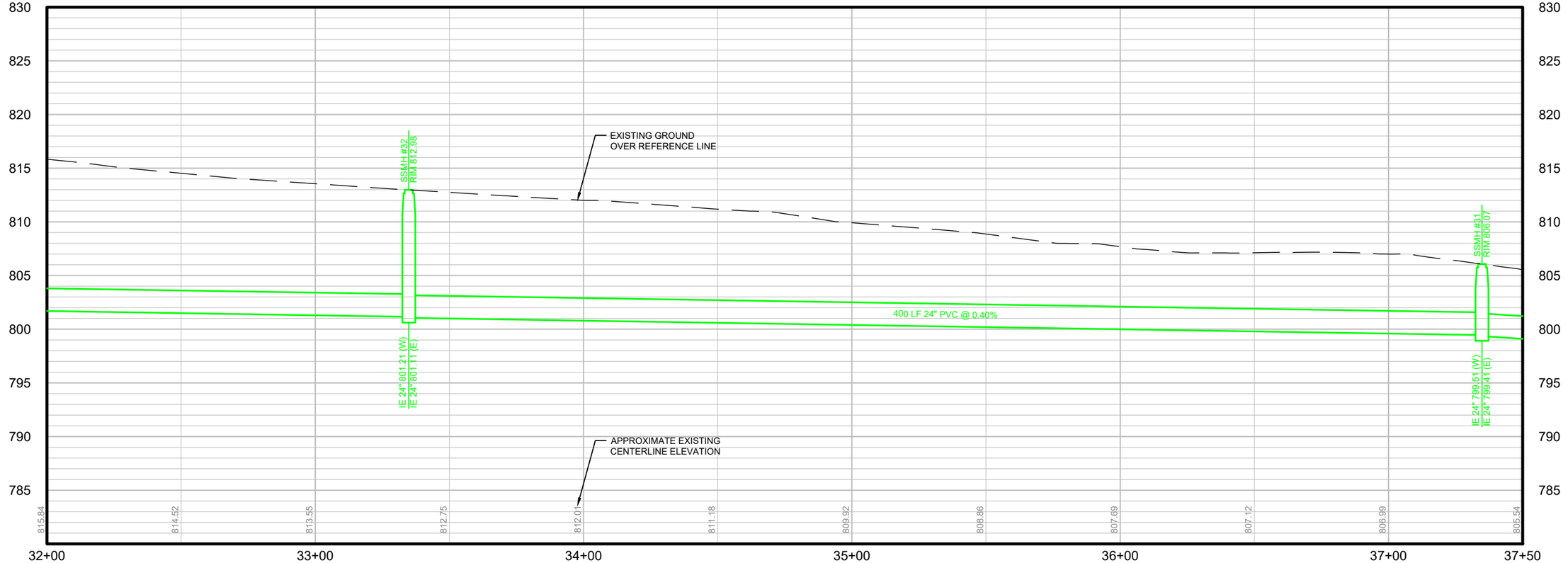

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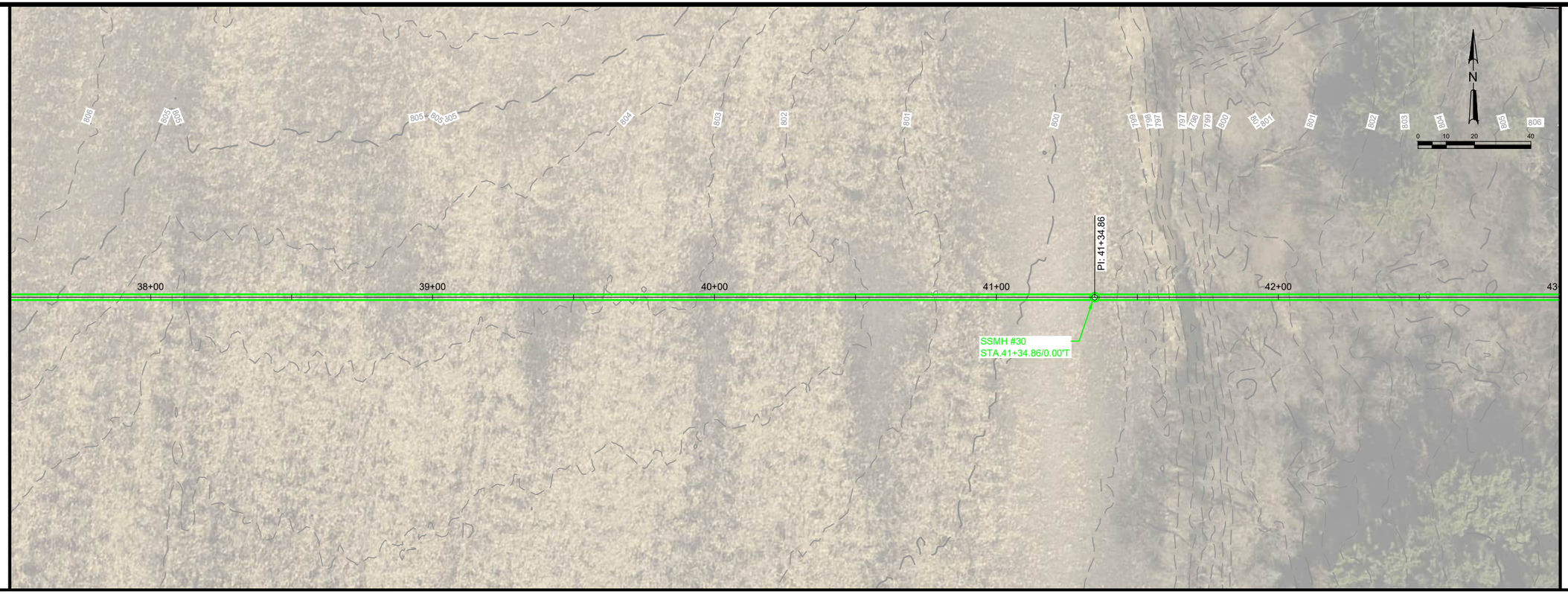

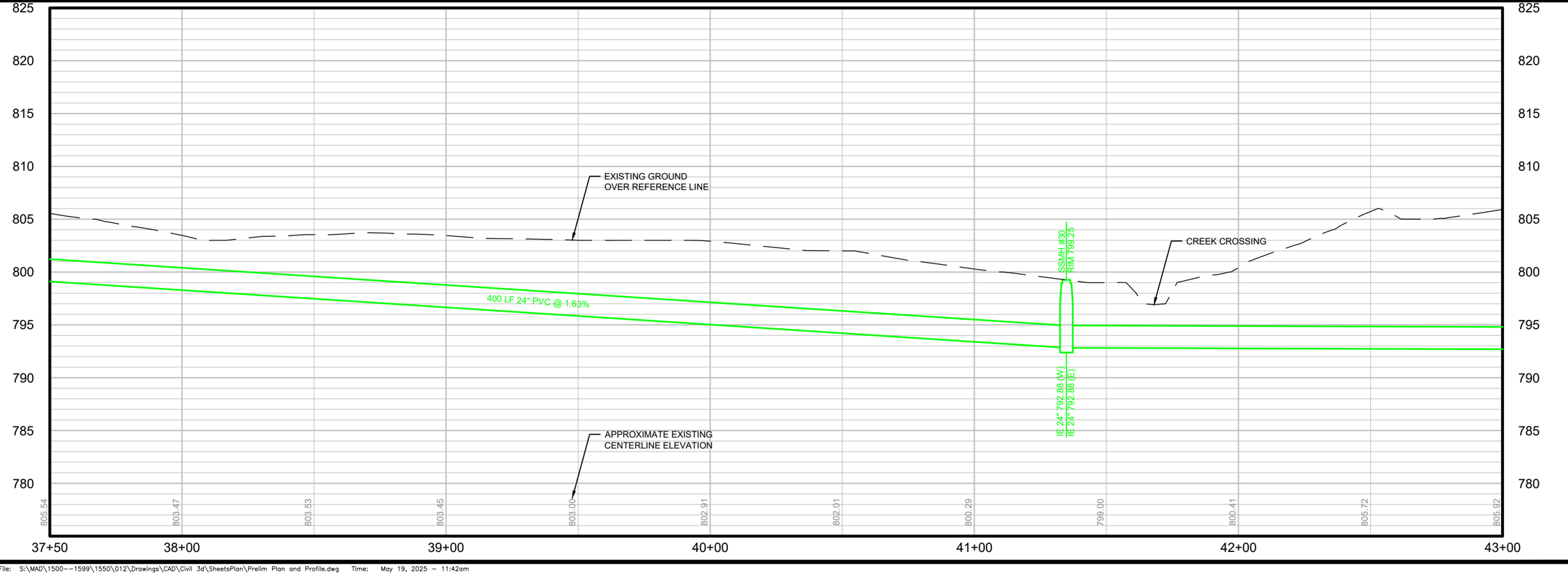

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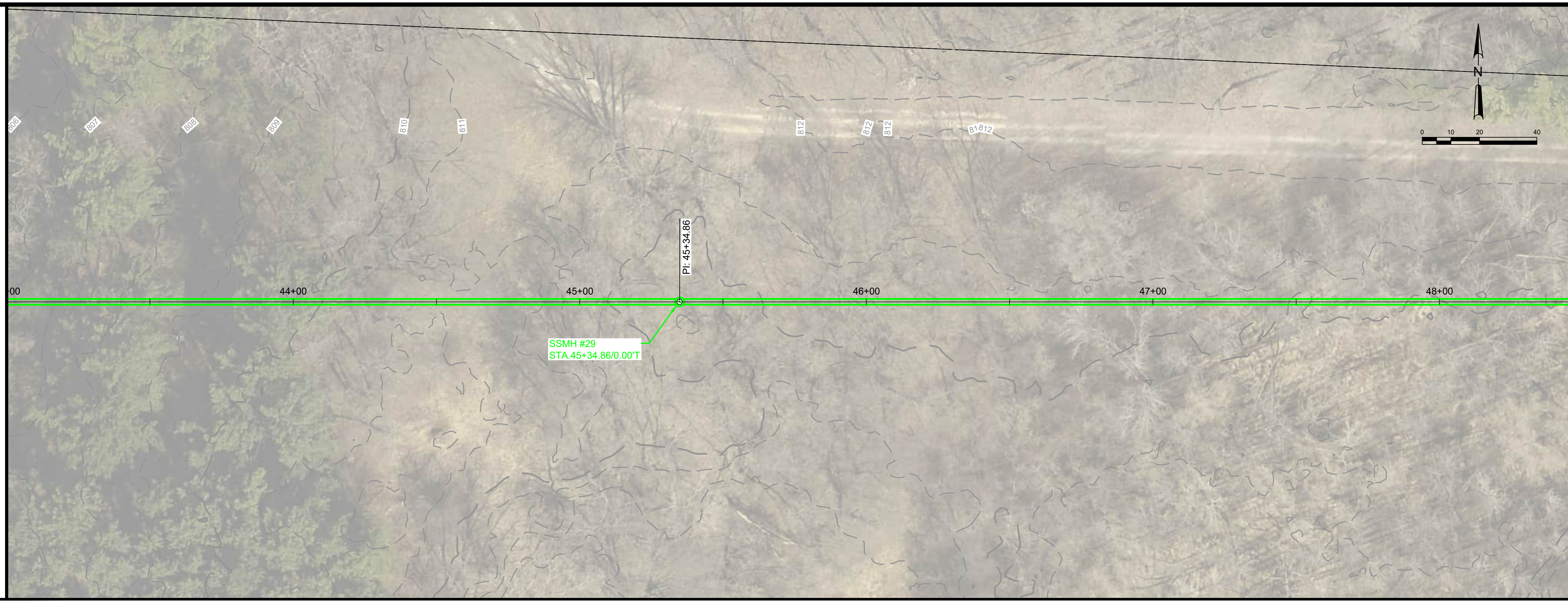

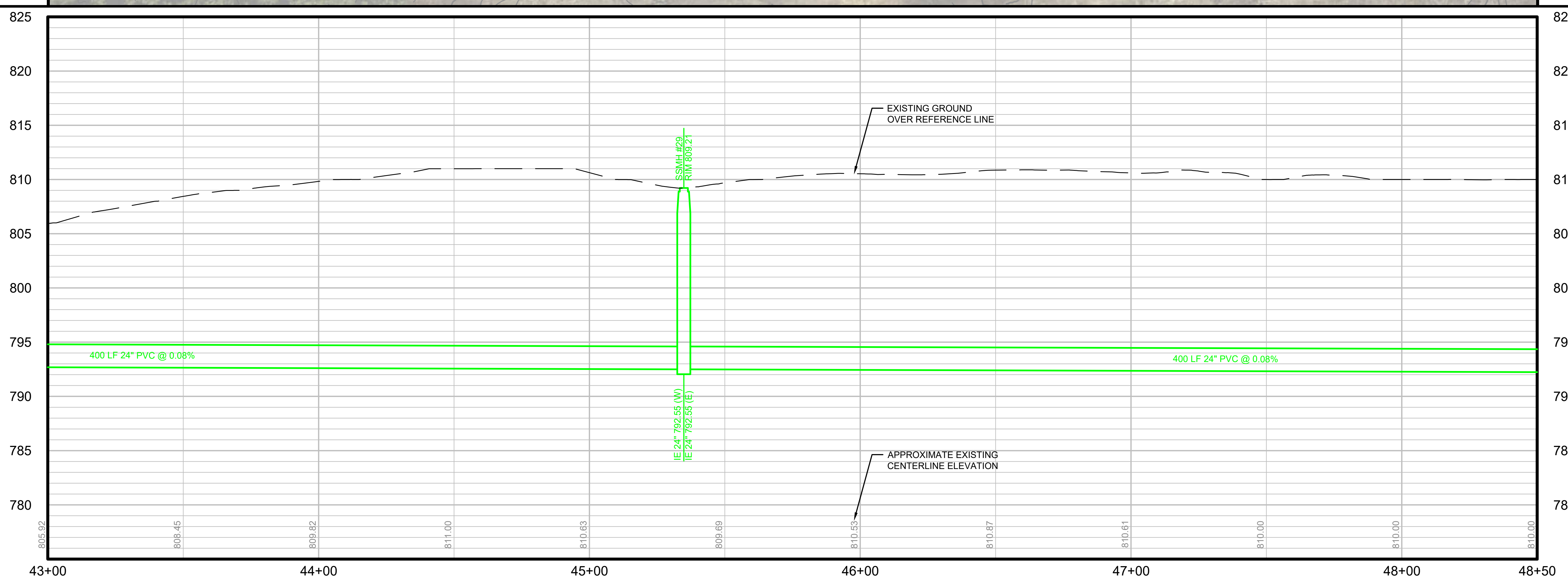

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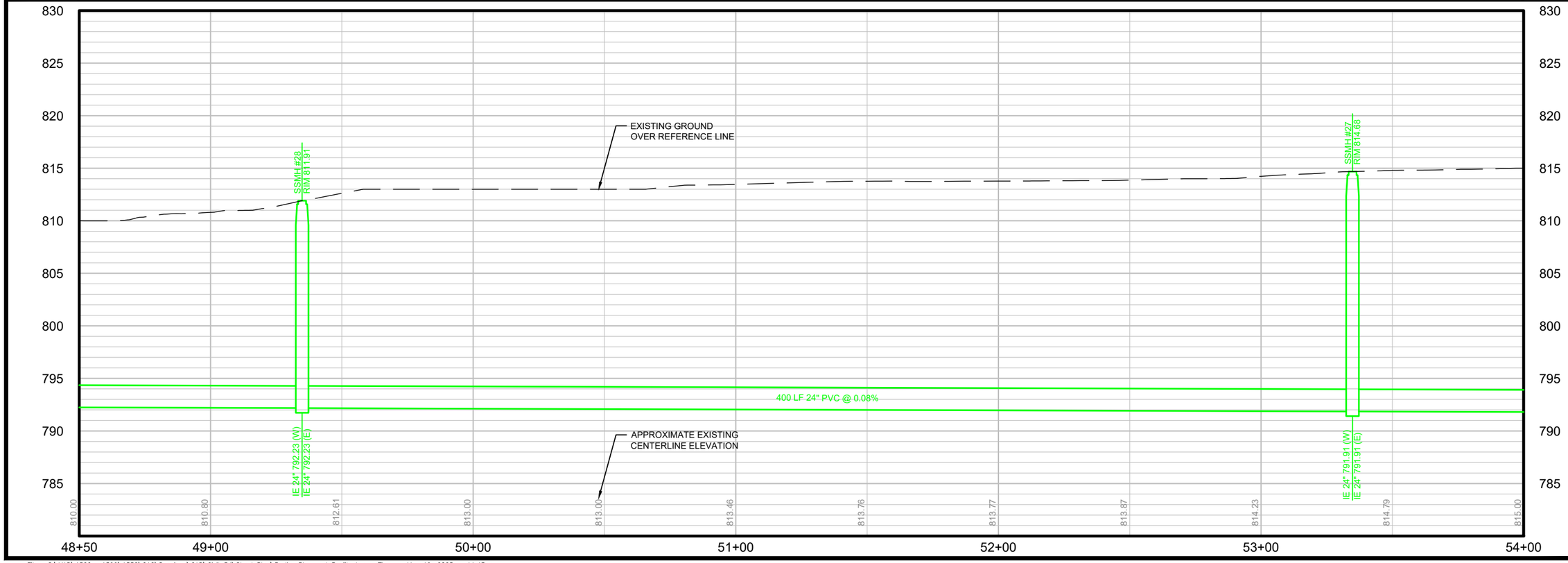

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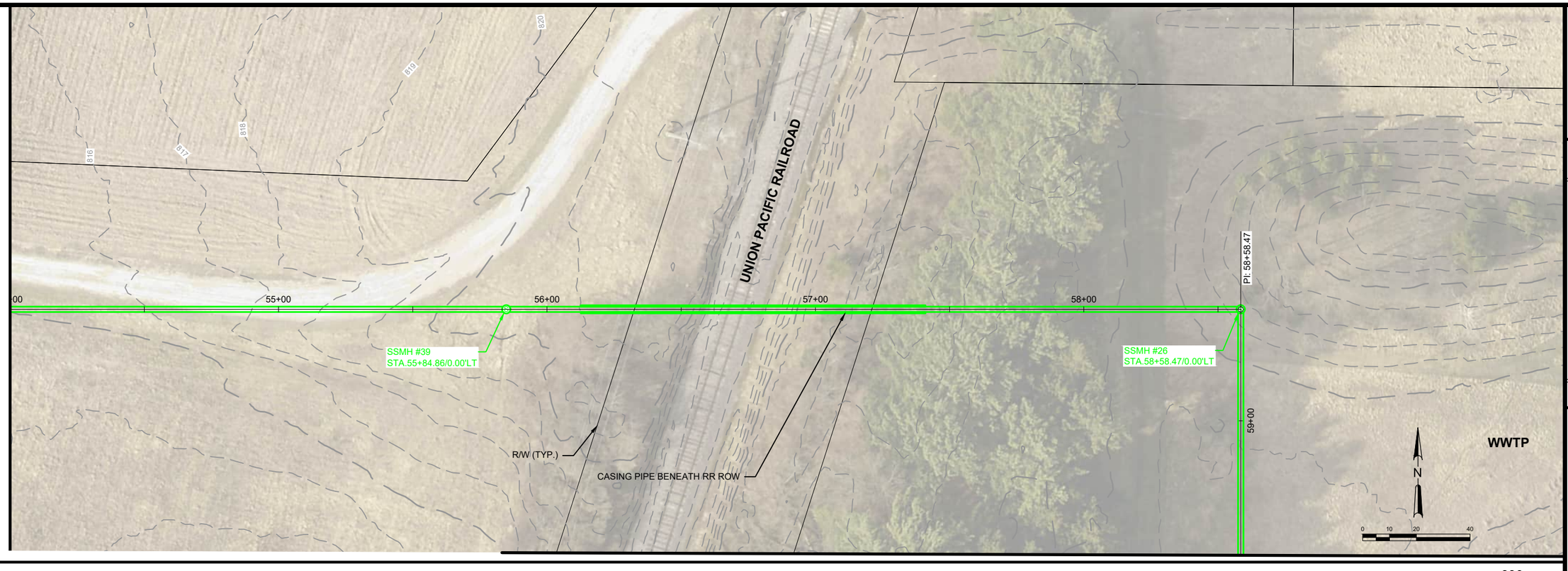

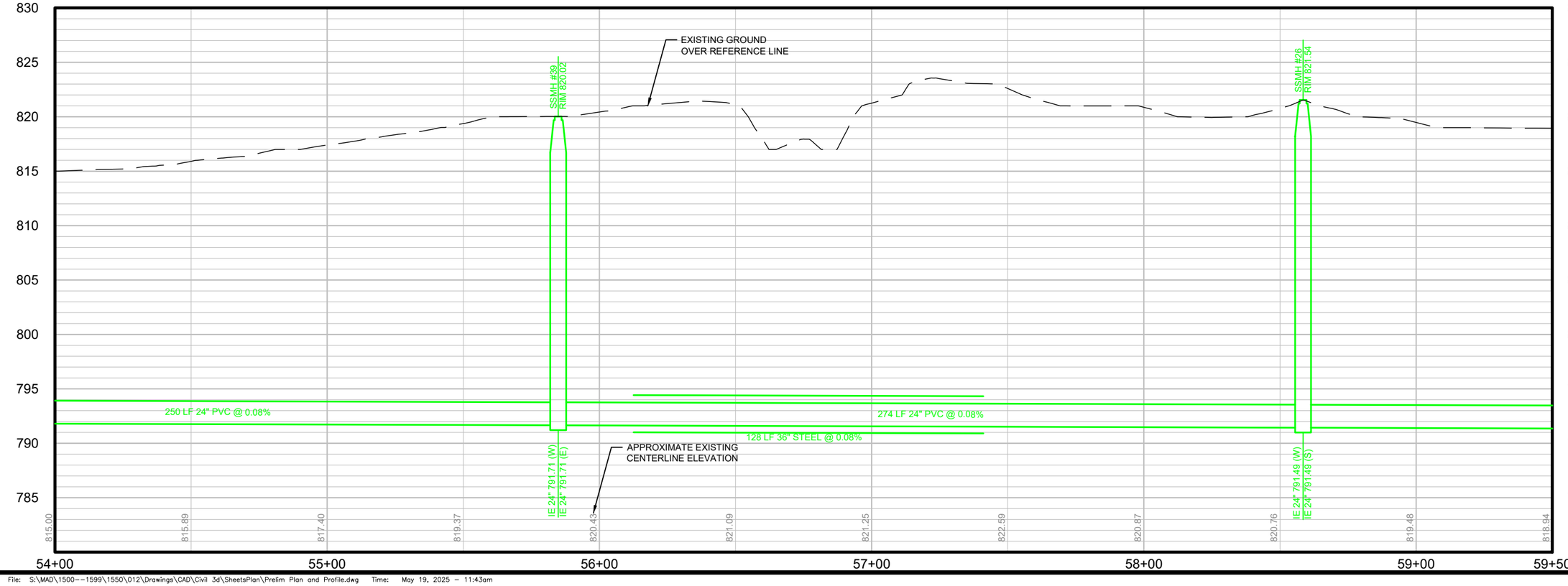

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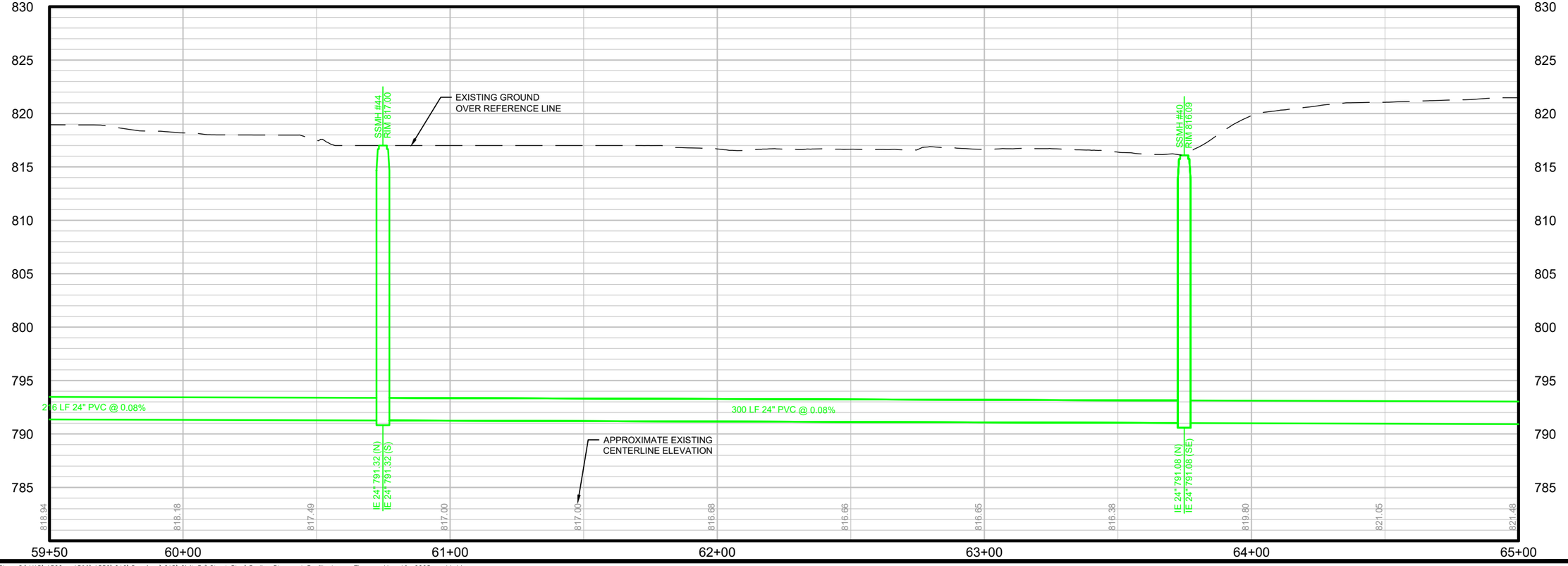

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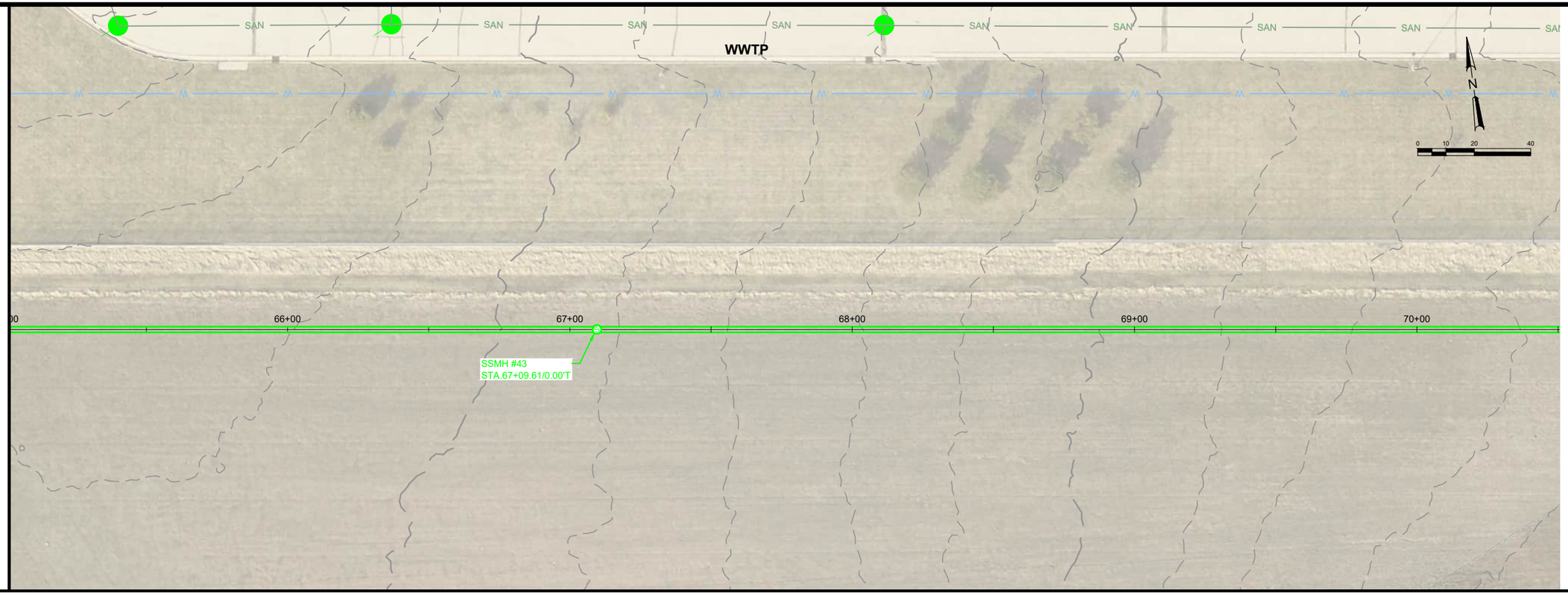

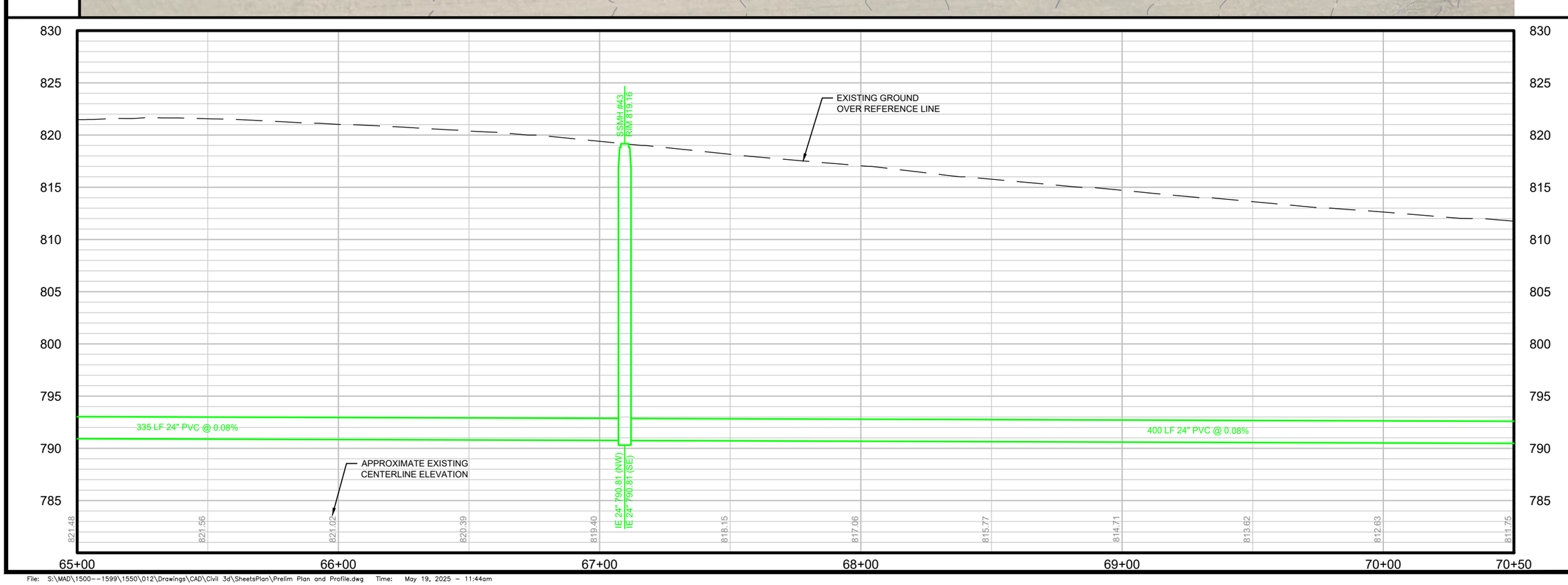

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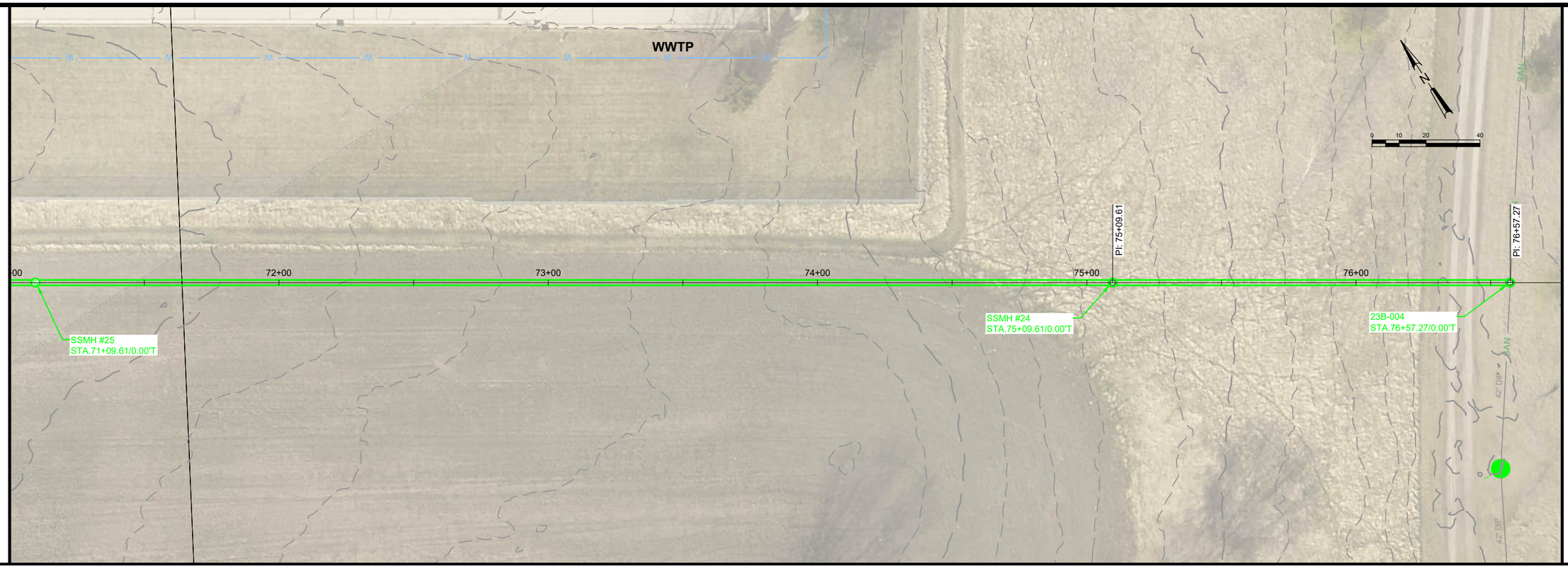

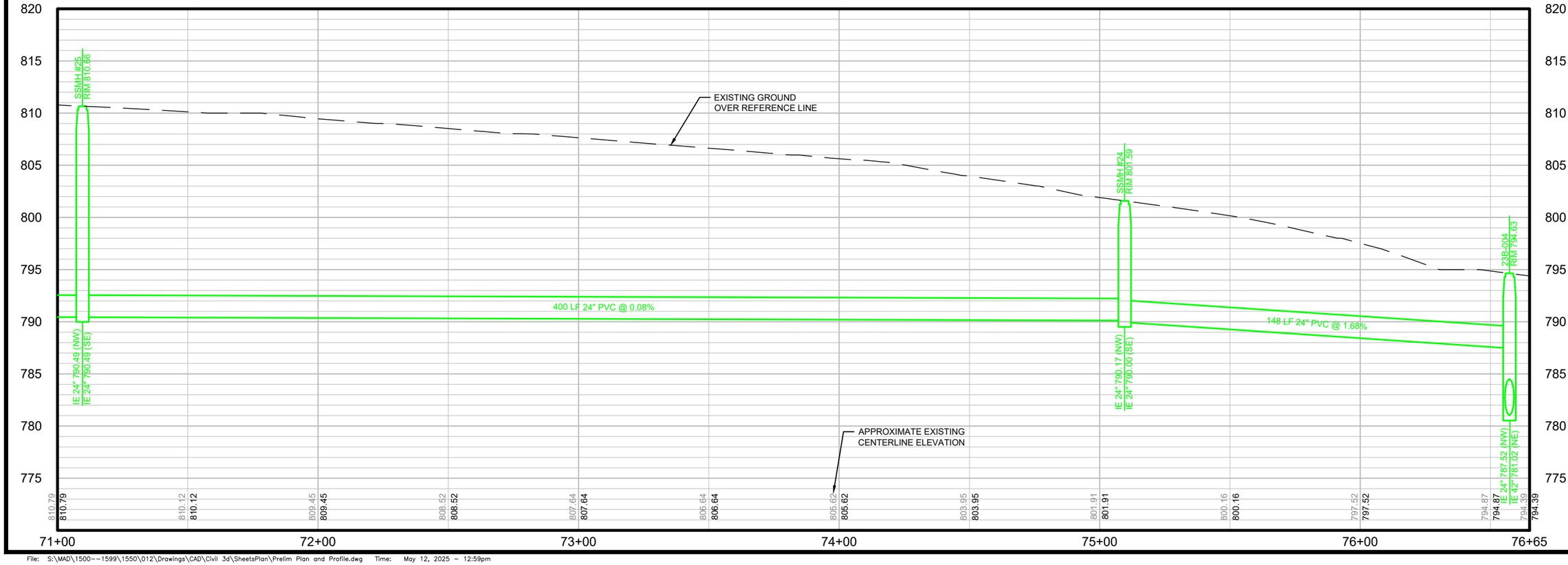

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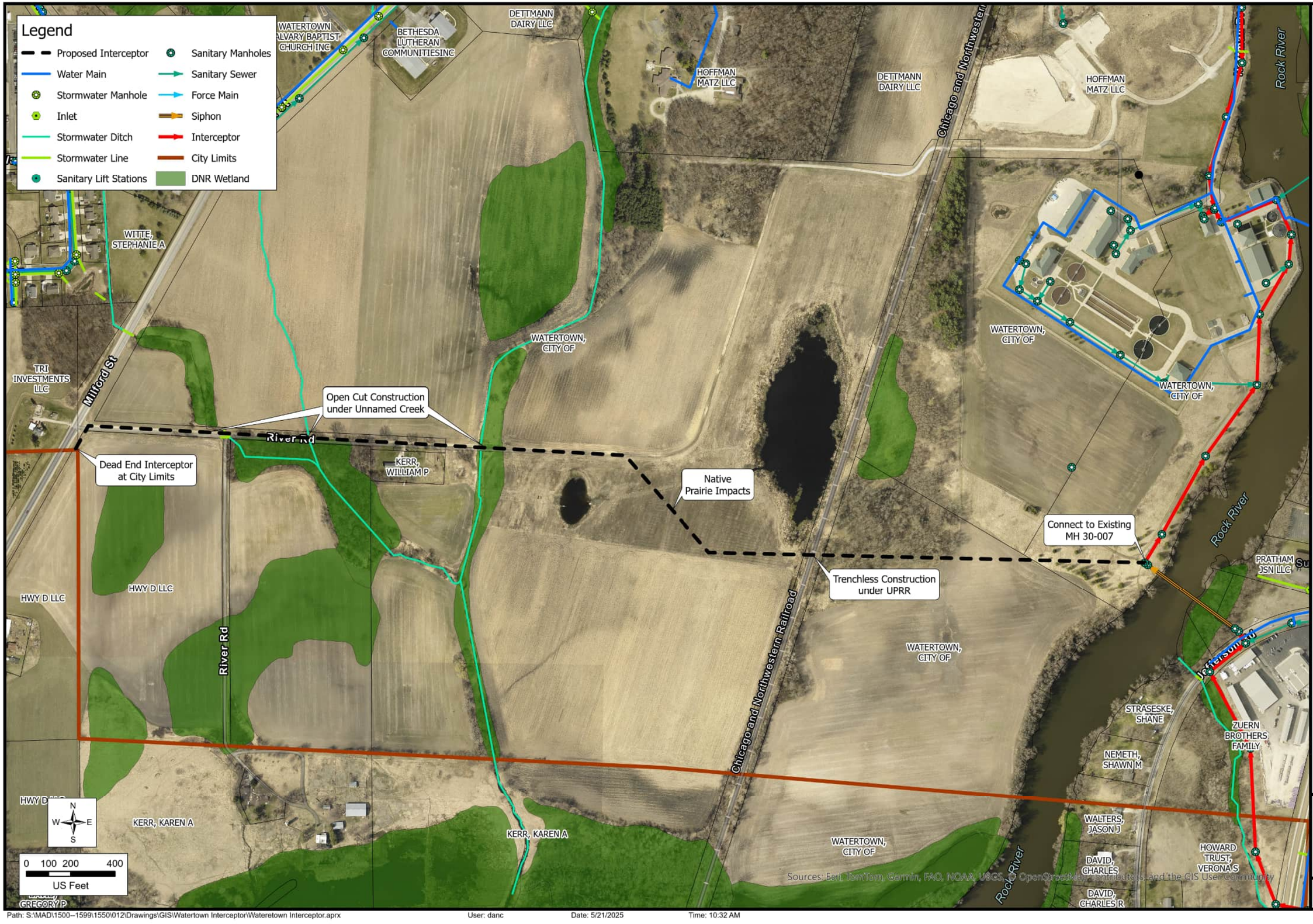
ENCLOSURE B
ALTERNATIVE NO. 2 OVERVIEW MAP AND PLAN AND PROFILE SHEETS



ALTERNATIVE NO. 2 - SOUTH ALIGNMENT

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FIGURE 3
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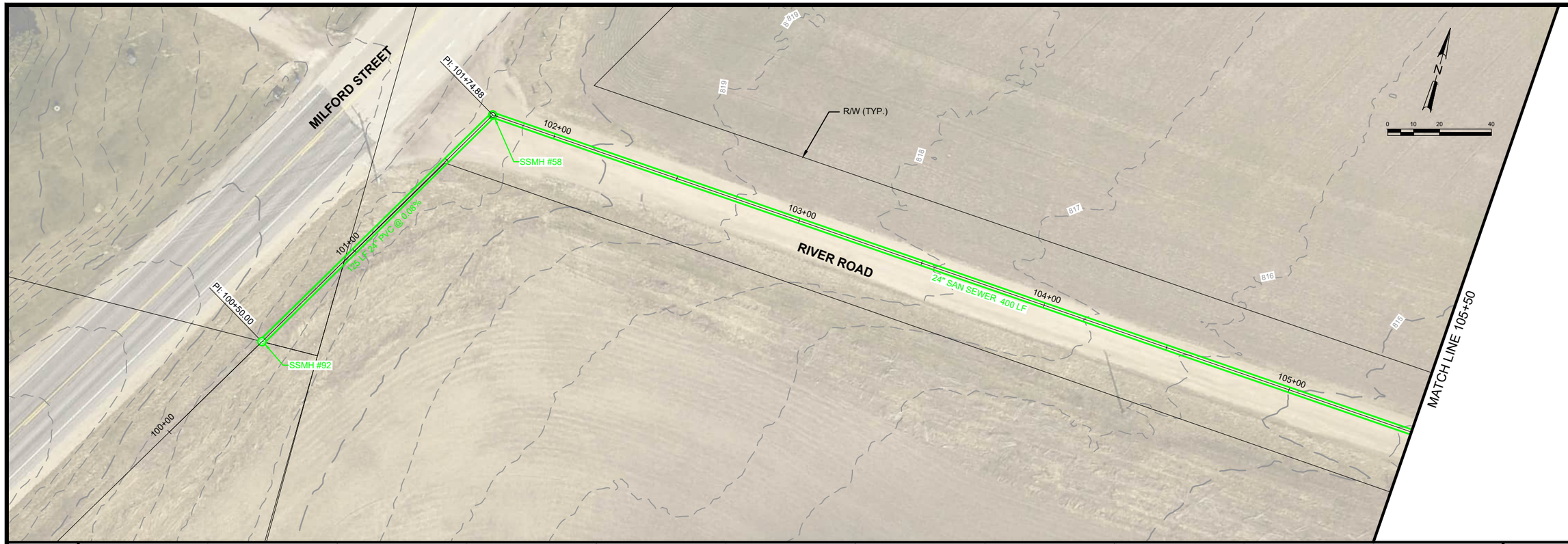

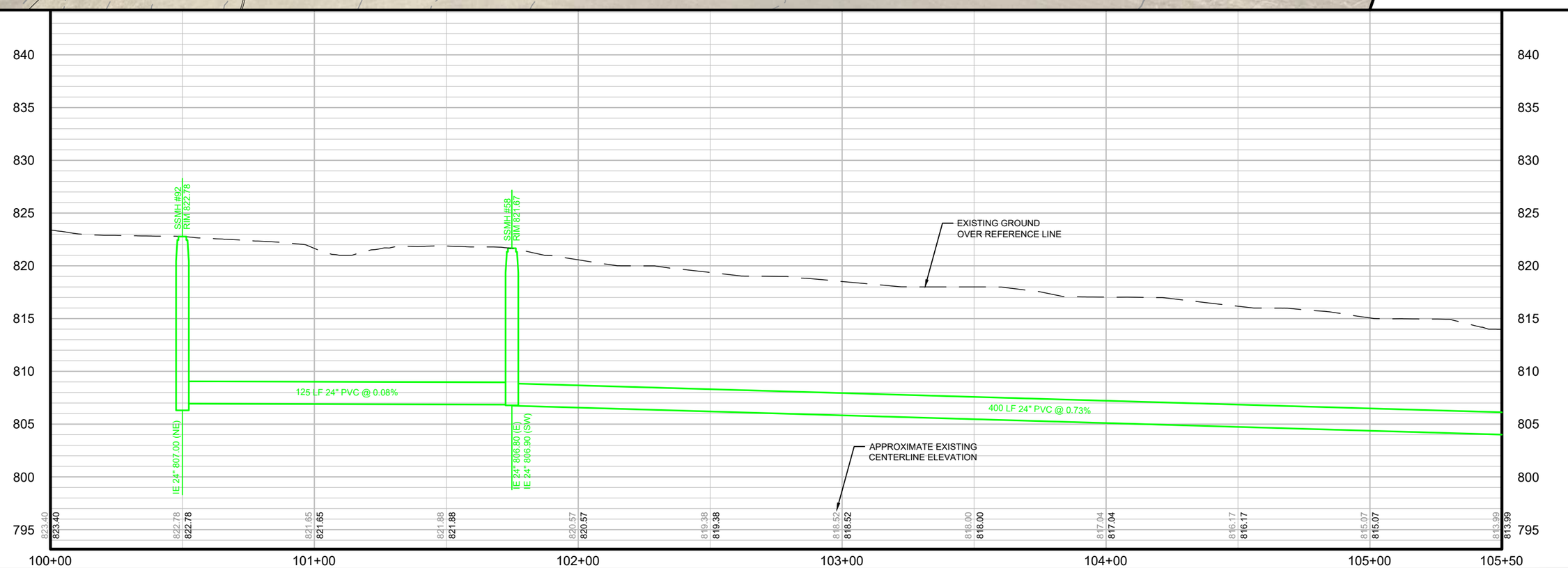

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PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
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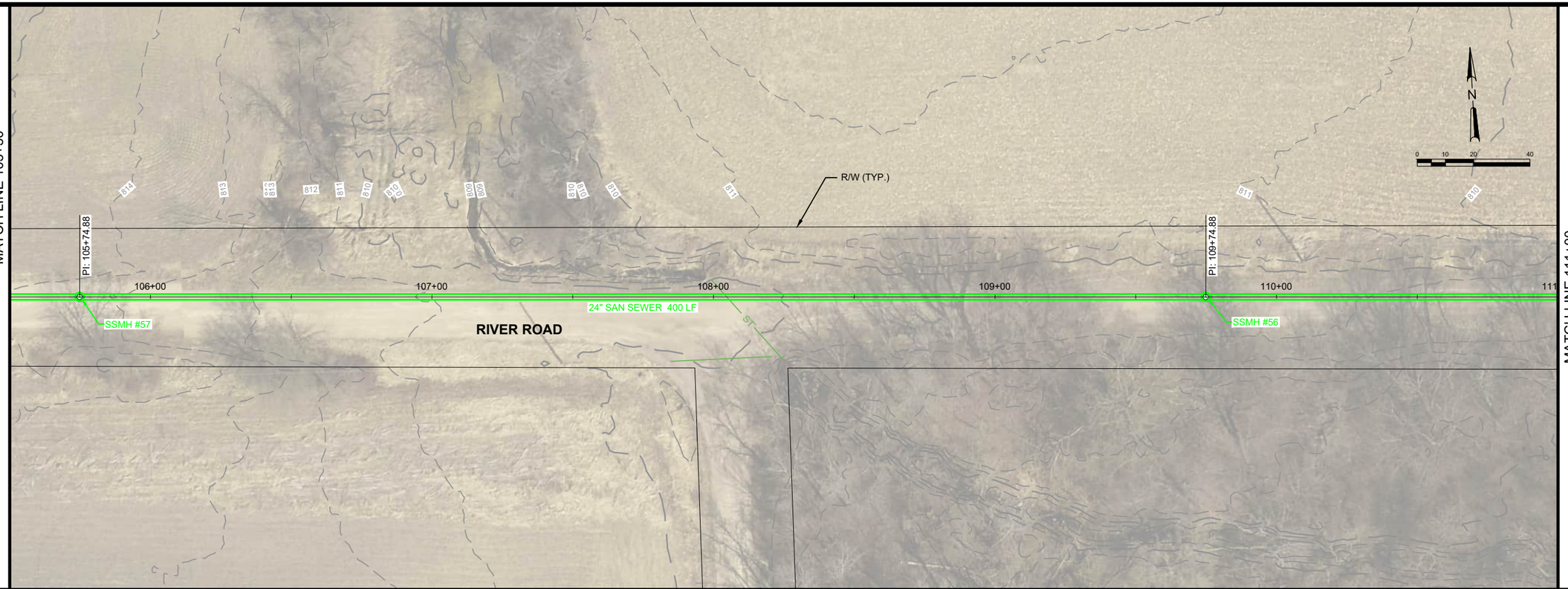

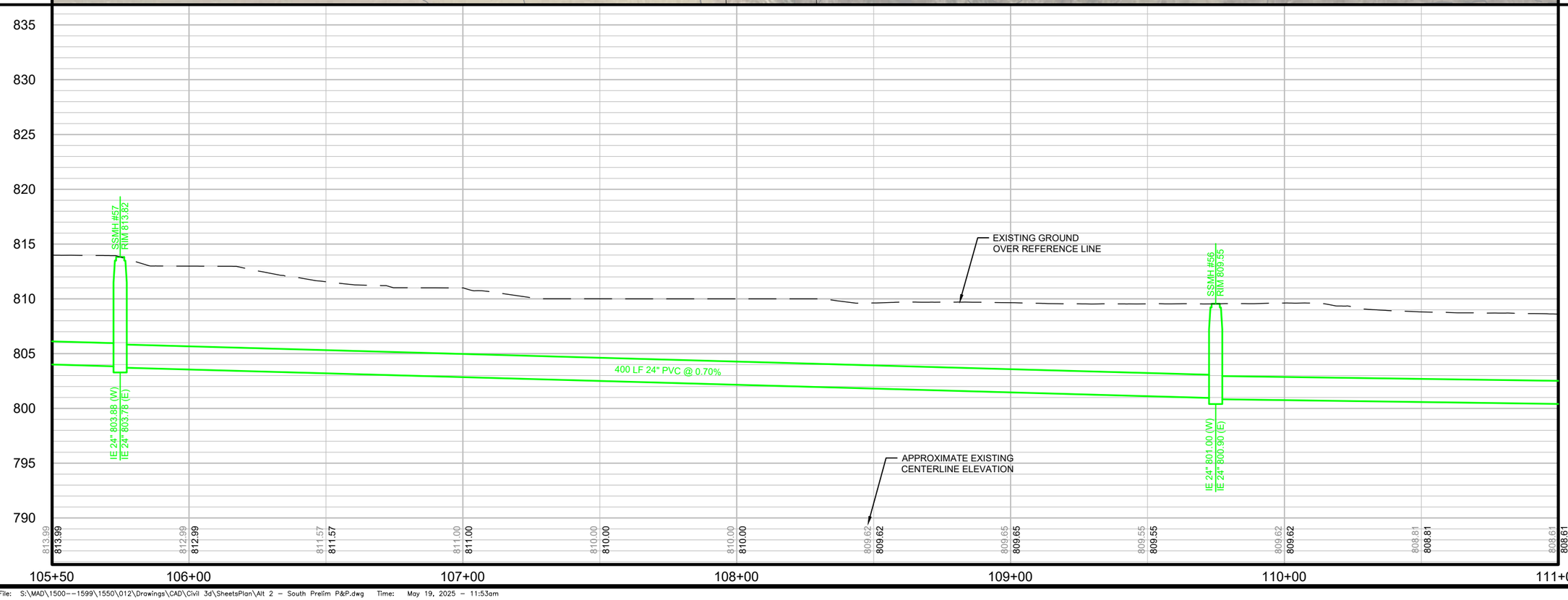

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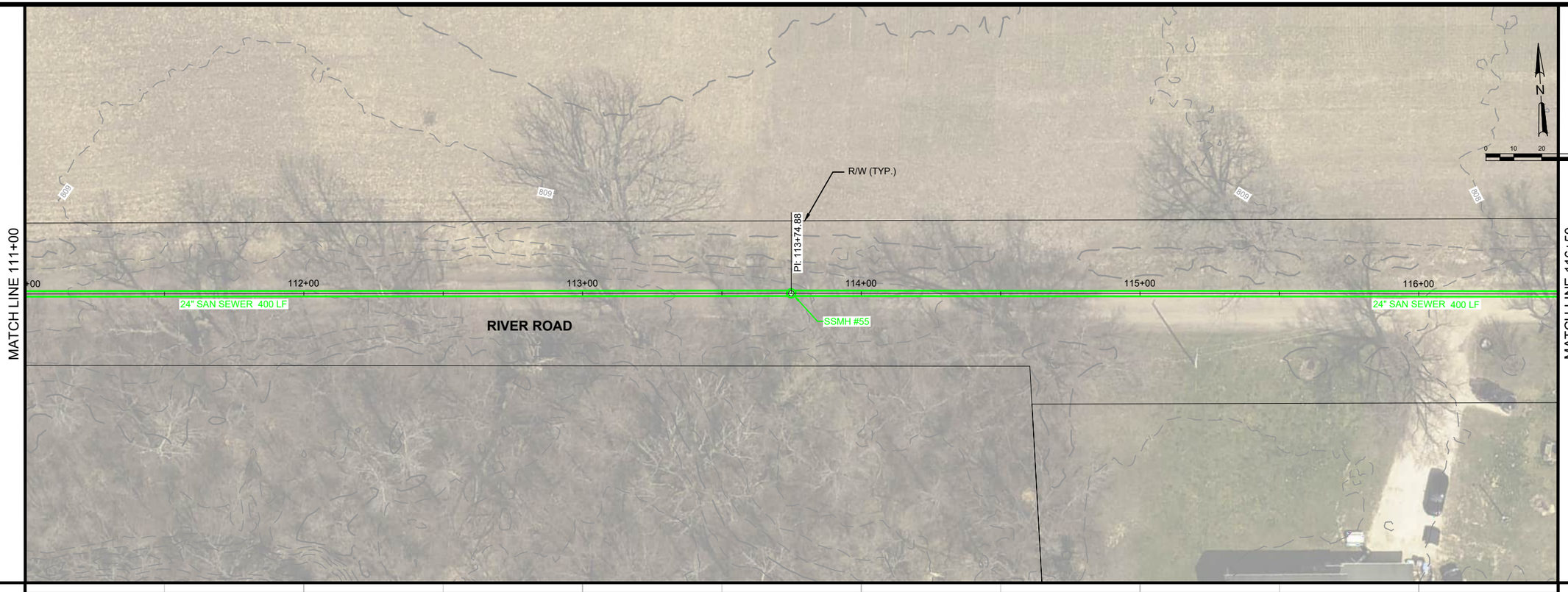

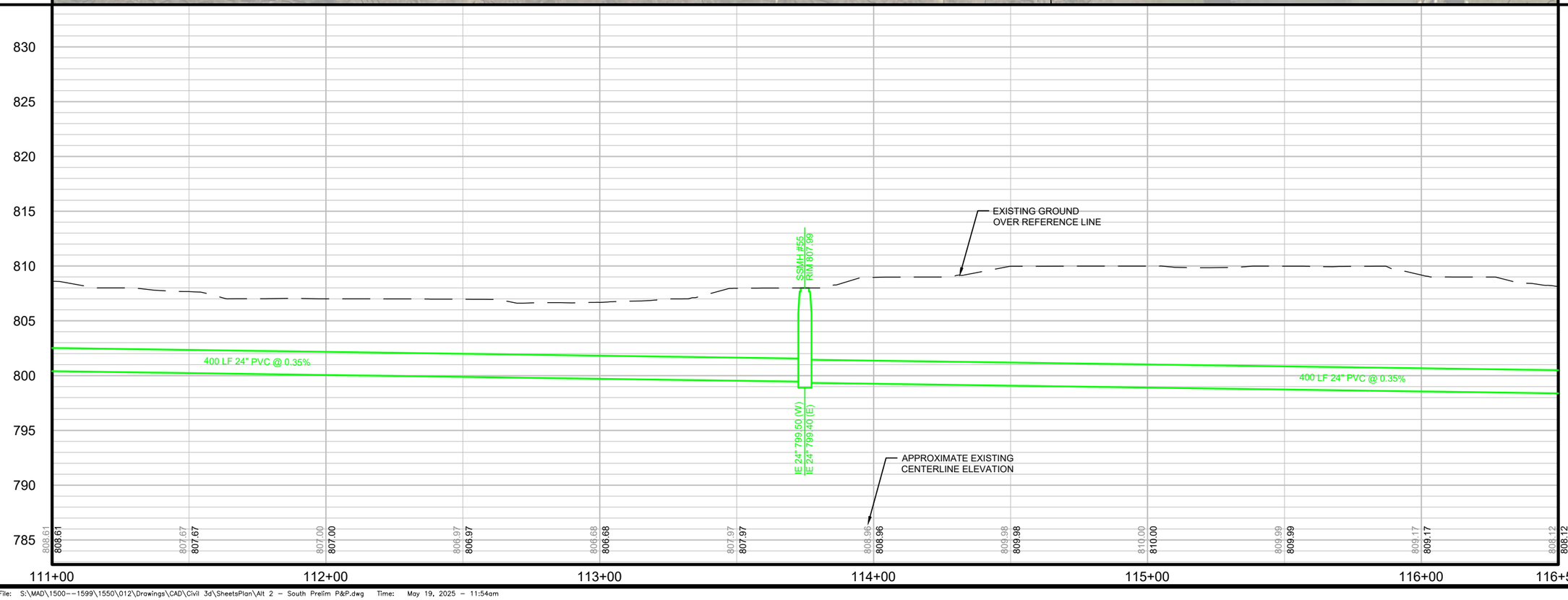

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ALT 2 - SOUTH ALI_PP_3

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
1550.012

PROJECT MGR.
EDV

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3

File: S:\MAD\1500--1599\1550\012\Drawings\CAD\Civil 3d\SheetsPlan\Alt 2 - South Prelim P&P.dwg Time: May 19, 2025 - 11:54am

MATCH LINE 116+50

MATCH LINE 122+00

R/W (TYP.)

PI: 117+74.88

PI: 121+74.89

RIVER ROAD

SSMH #54

SSMH #53

24" SAN SEWER 400 LF

117+00 118+00 119+00 120+00 121+00

807 806 805 804 803 802 801 800 799 798 797 796 795 794 793 792 791 790 789 788 787 786 785 784 783 782 781 780 779 778 777 776 775 774 773 772 771 770 769 768 767 766 765 764 763 762 761 760 759 758 757 756 755 754 753 752 751 750 749 748 747 746 745 744 743 742 741 740 739 738 737 736 735 734 733 732 731 730 729 728 727 726 725 724 723 722 721 720 719 718 717 716 715 714 713 712 711 710 709 708 707 706 705 704 703 702 701 700 699 698 697 696 695 694 693 692 691 690 689 688 687 686 685 684 683 682 681 680 679 678 677 676 675 674 673 672 671 670 669 668 667 666 665 664 663 662 661 660 659 658 657 656 655 654 653 652 651 650 649 648 647 646 645 644 643 642 641 640 639 638 637 636 635 634 633 632 631 630 629 628 627 626 625 624 623 622 621 620 619 618 617 616 615 614 613 612 611 610 609 608 607 606 605 604 603 602 601 600 599 598 597 596 595 594 593 592 591 590 589 588 587 586 585 584 583 582 581 580 579 578 577 576 575 574 573 572 571 570 569 568 567 566 565 564 563 562 561 560 559 558 557 556 555 554 553 552 551 550 549 548 547 546 545 544 543 542 541 540 539 538 537 536 535 534 533 532 531 530 529 528 527 526 525 524 523 522 521 520 519 518 517 516 515 514 513 512 511 510 509 508 507 506 505 504 503 502 501 500 499 498 497 496 495 494 493 492 491 490 489 488 487 486 485 484 483 482 481 480 479 478 477 476 475 474 473 472 471 470 469 468 467 466 465 464 463 462 461 460 459 458 457 456 455 454 453 452 451 450 449 448 447 446 445 444 443 442 441 440 439 438 437 436 435 434 433 432 431 430 429 428 427 426 425 424 423 422 421 420 419 418 417 416 415 414 413 412 411 410 409 408 407 406 405 404 403 402 401 400 399 398 397 396 395 394 393 392 391 390 389 388 387 386 385 384 383 382 381 380 379 378 377 376 375 374 373 372 371 370 369 368 367 366 365 364 363 362 361 360 359 358 357 356 355 354 353 352 351 350 349 348 347 346 345 344 343 342 341 340 339 338 337 336 335 334 333 332 331 330 329 328 327 326 325 324 323 322 321 320 319 318 317 316 315 314 313 312 311 310 309 308 307 306 305 304 303 302 301 300 299 298 297 296 295 294 293 292 291 290 289 288 287 286 285 284 283 282 281 280 279 278 277 276 275 274 273 272 271 270 269 268 267 266 265 264 263 262 261 260 259 258 257 256 255 254 253 252 251 250 249 248 247 246 245 244 243 242 241 240 239 238 237 236 235 234 233 232 231 230 229 228 227 226 225 224 223 222 221 220 219 218 217 216 215 214 213 212 211 210 209 208 207 206 205 204 203 202 201 200 199 198 197 196 195 194 193 192 191 190 189 188 187 186 185 184 183 182 181 180 179 178 177 176 175 174 173 172 171 170 169 168 167 166 165 164 163 162 161 160 159 158 157 156 155 154 153 152 151 150 149 148 147 146 145 144 143 142 141 140 139 138 137 136 135 134 133 132 131 130 129 128 127 126 125 124 123 122 121 120 119 118 117 116 115 114 113 112 111 110 109 108 107 106 105 104 103 102 101 100 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84 83 82 81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

N

0 10 20 40

820 815 810 805 800 795 790 785 780 775

SSMH #54
RIM 805.69

SSMH #53
RIM 800.62

CREEK CROSSING

EXISTING GROUND
OVER REFERENCE LINE

400 LF 24" PVC @ 0.08%

IE 24" 798.00 (W)
IE 24" 798.01 (E)

IE 24" 787.69 (W)
IE 24" 787.69 (E)

APPROXIMATE EXISTING
CENTERLINE ELEVATION

808.12 807.35 806.37 804.27 801.72 799.62 795.81 797.00 797.50 798.54 799.96 801.58

116+50 117+00 118+00 119+00 120+00 121+00 122+00

File: S:\MAD\1500--1599\1550\012\Drawings\CAD\Civil 3d\SheetsPlan\Alt 2 - South Prelim P&P.dwg Time: May 19, 2025 - 11:54am

NO.	REVISIONS	DATE:

ALT 2 - SOUTH ALI_PP_4

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
1550.012

PROJECT MGR.
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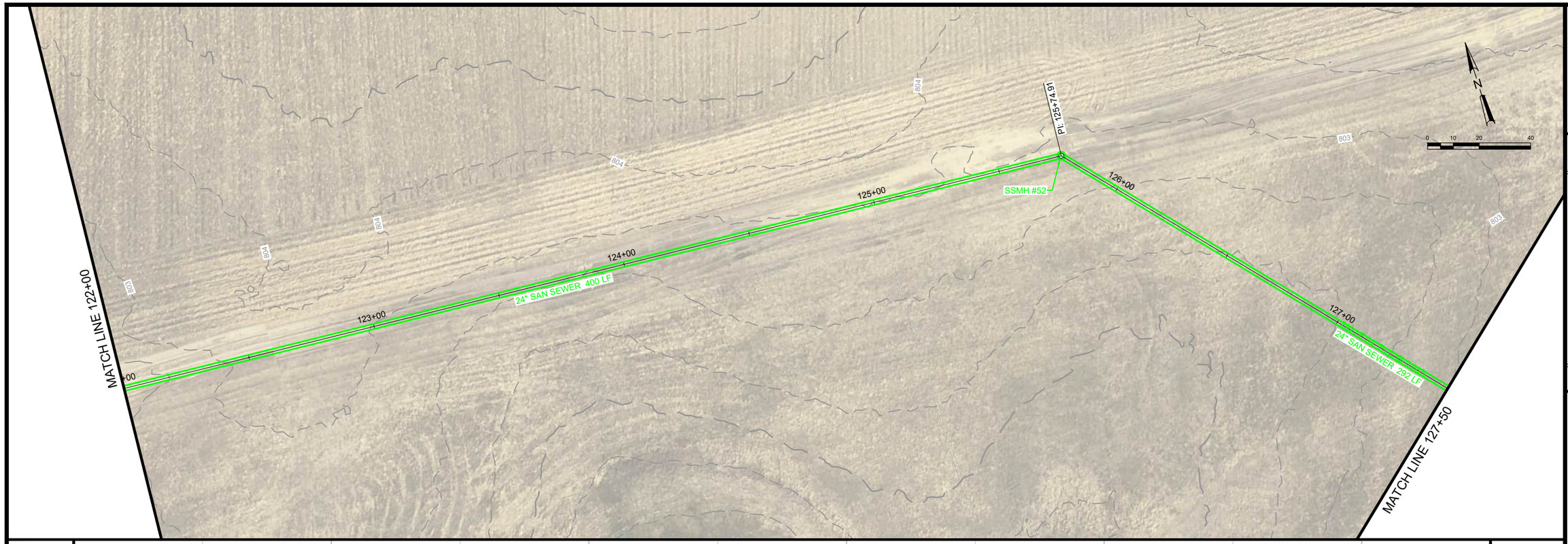

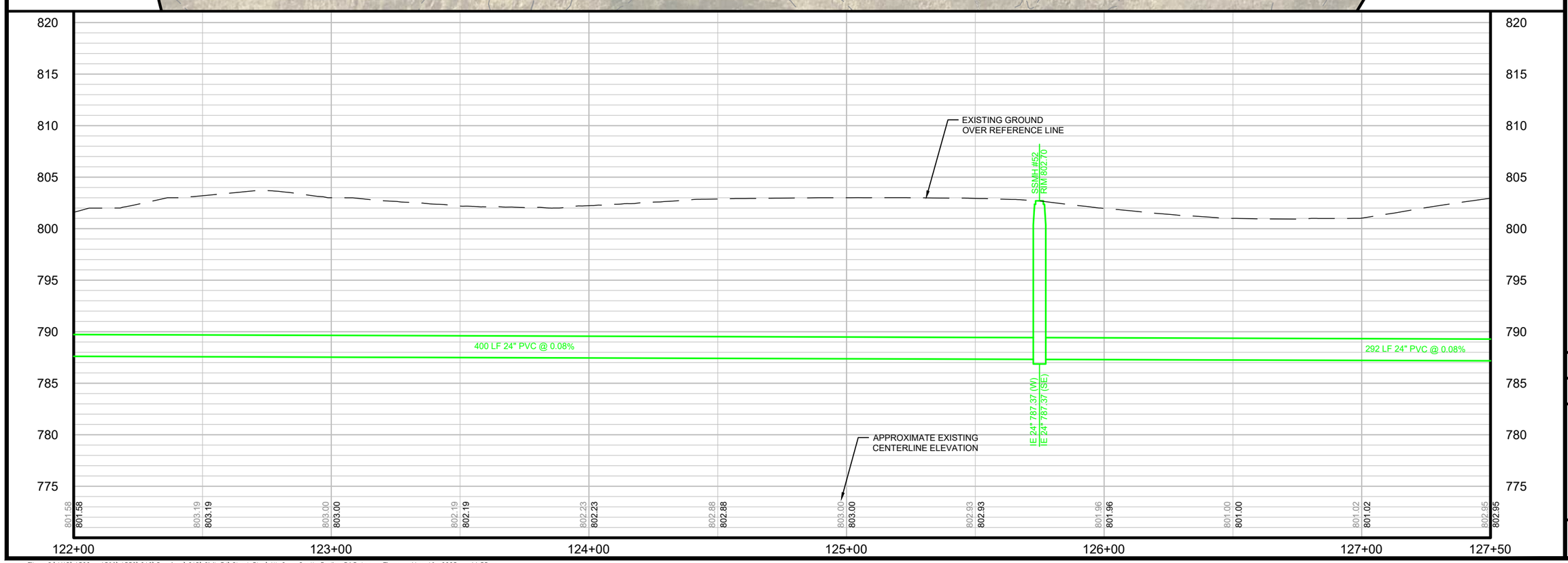

NO.	REVISIONS	DATE:

ALT 2 - SOUTH ALI_PP_5

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
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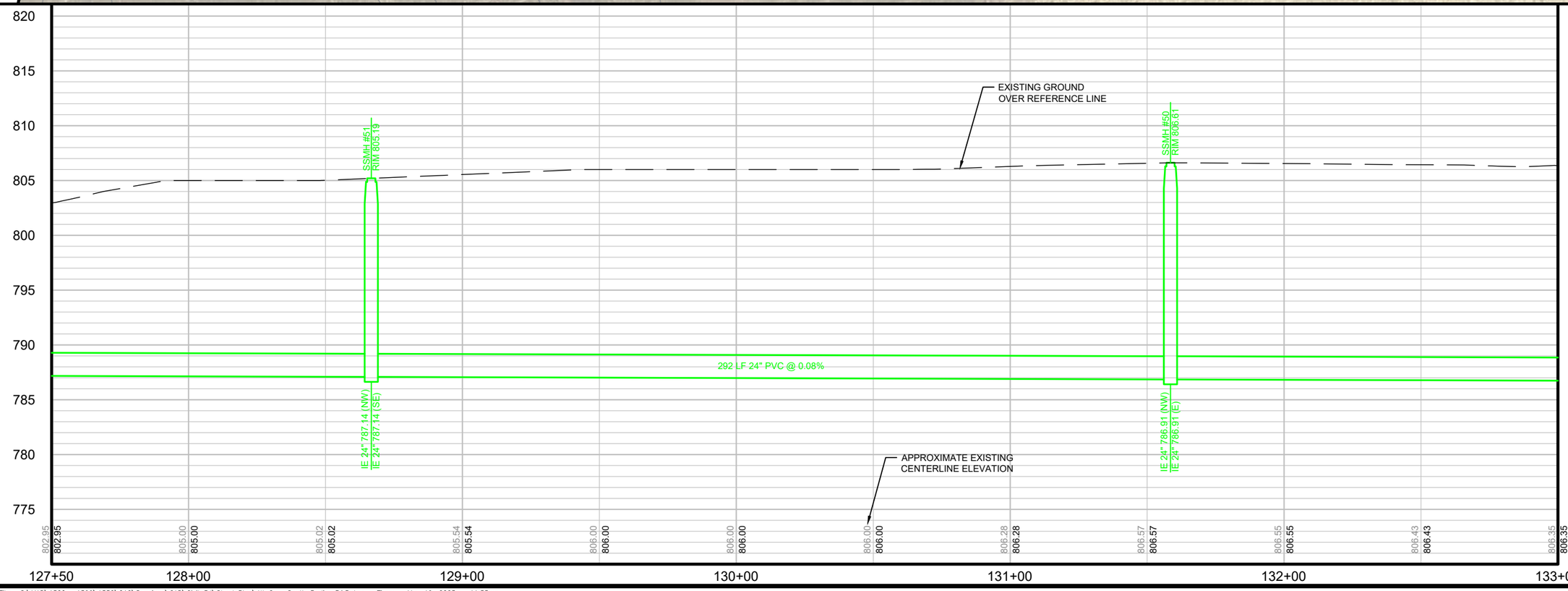
5

File: S:\MAD\1500--1599\1550\012\Drawings\CAD\Civil 3d\SheetsPlan\Alt 2 - South Prelim P&P.dwg Time: May 19, 2025 - 11:55am



DATE:

REVISIONS

NO.

ALT 2 - SOUTH ALI_PP_6

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
1550.012

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6

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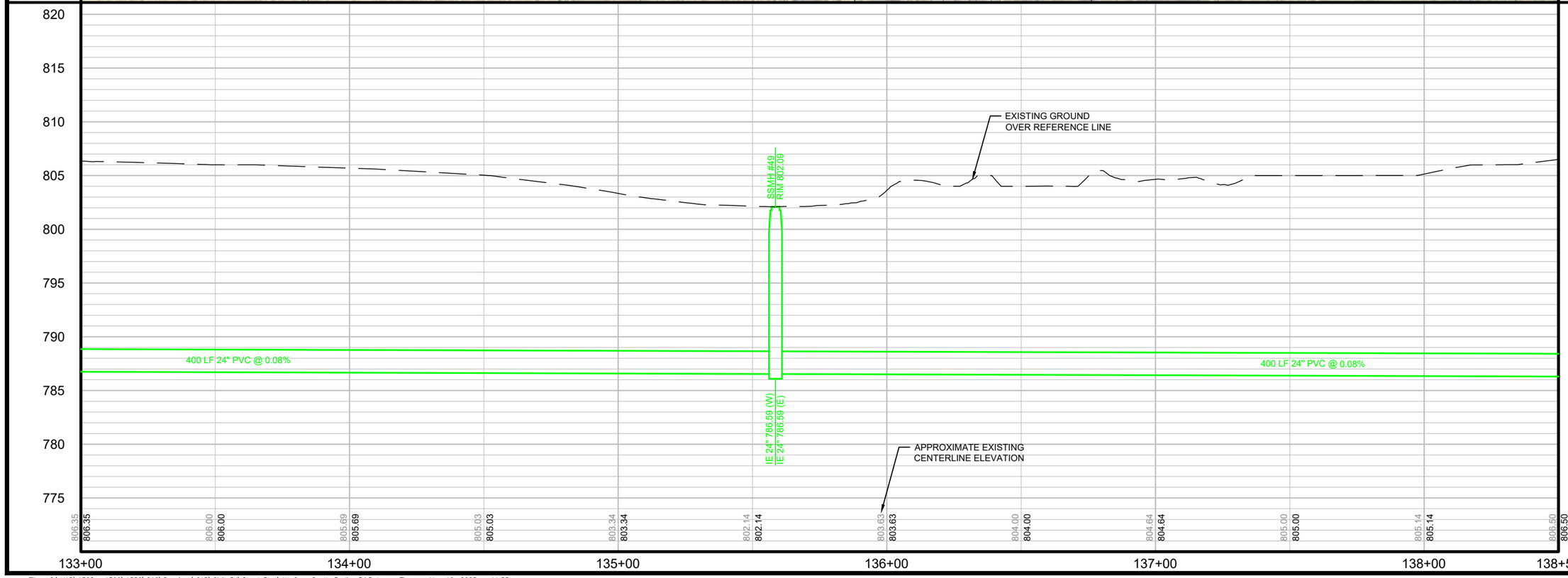

NO.	REVISIONS	DATE:

ALT 2 - SOUTH ALI_PP_7

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

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File: S:\MAD\1500--1599\1550\012\Drawings\CAD\Civil 3d\SheetsPlan\Alt 2 - South Prelim P&P.dwg Time: May 19, 2025 - 11:55am

MATCH LINE 144+00

MATCH LINE 149+50

+00 145+00 146+00 147+00 148+00 149+00

24" SAN SEWER 400 LF

PI: 147+58.54

SSMH #46

PROPERTY LINE (TYP.)

807 807 807 806 806 806 805 805 804 803 802 801 800 799 799 800 800

N

0 10 20 40

820 815 810 805 800 795 790 785 780 775

EXISTING GROUND
OVER REFERENCE LINE

SSMH #46
RIM 803.45

400 LF 24" PVC @ 0.08%

IE 24" 785.63 (W)
IE 24" 785.63 (E)

APPROXIMATE EXISTING
CENTERLINE ELEVATION

807.21 807.21 | 807.52 807.52 | 807.22 807.22 | 806.58 806.58 | 805.75 805.75 | 805.89 805.89 | 805.00 805.00 | 803.68 803.68 | 802.34 802.34 | 801.05 801.05 | 797.98 797.98 | 796.43

144+00 145+00 146+00 147+00 148+00 149+00 149+50

NO.	REVISIONS	DATE:

ALT 2 - SOUTH ALI_PP_9

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
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9

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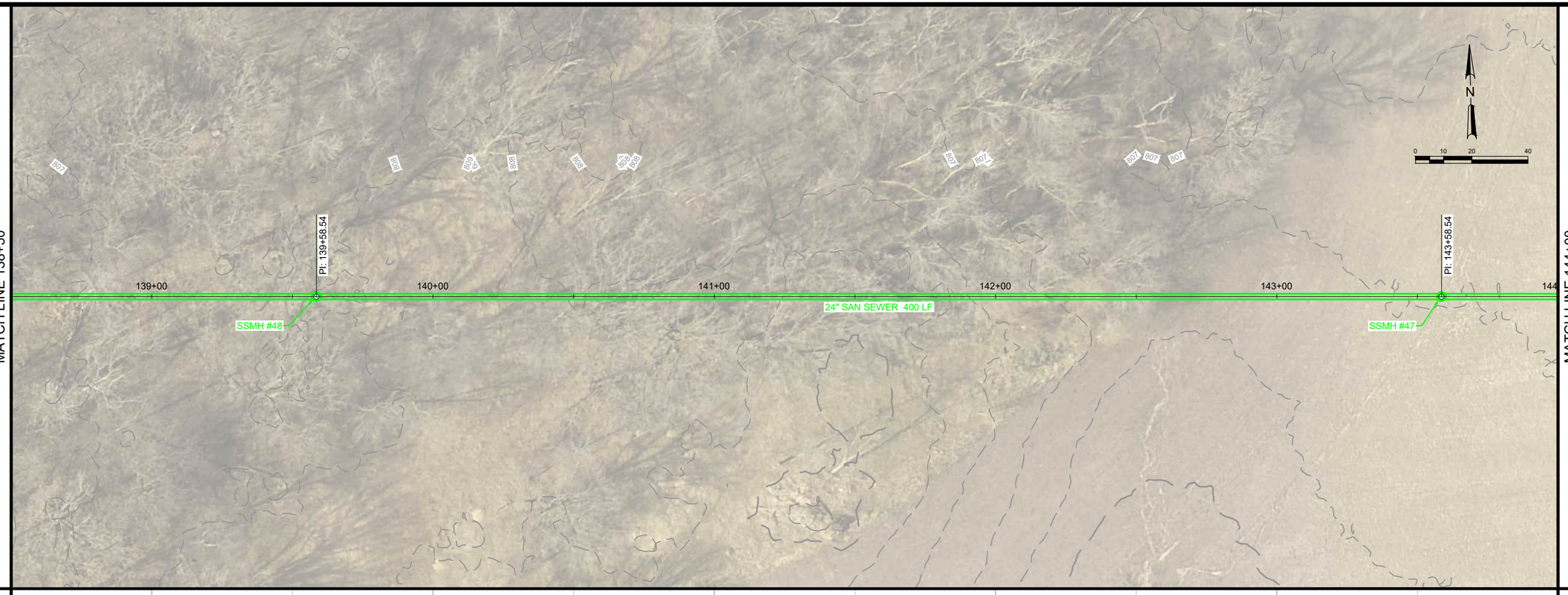

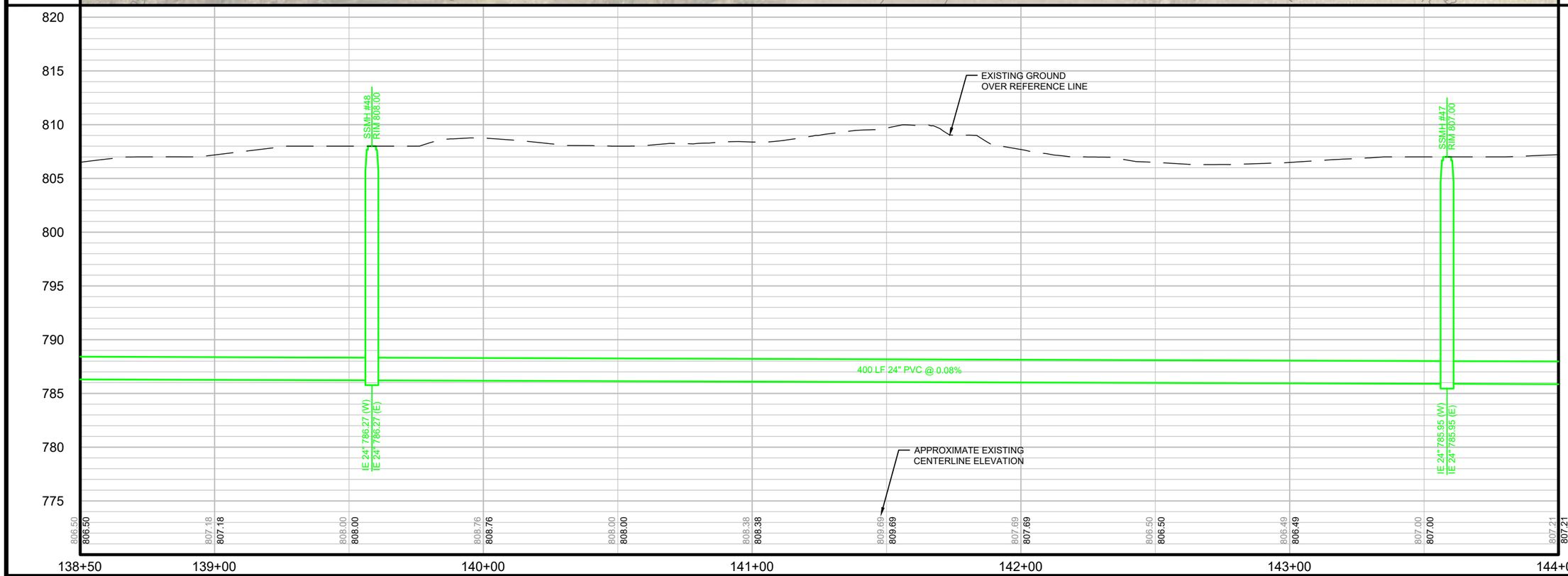

DATE:

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NO.

ALT 2 - SOUTH ALI_PP_8

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

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8

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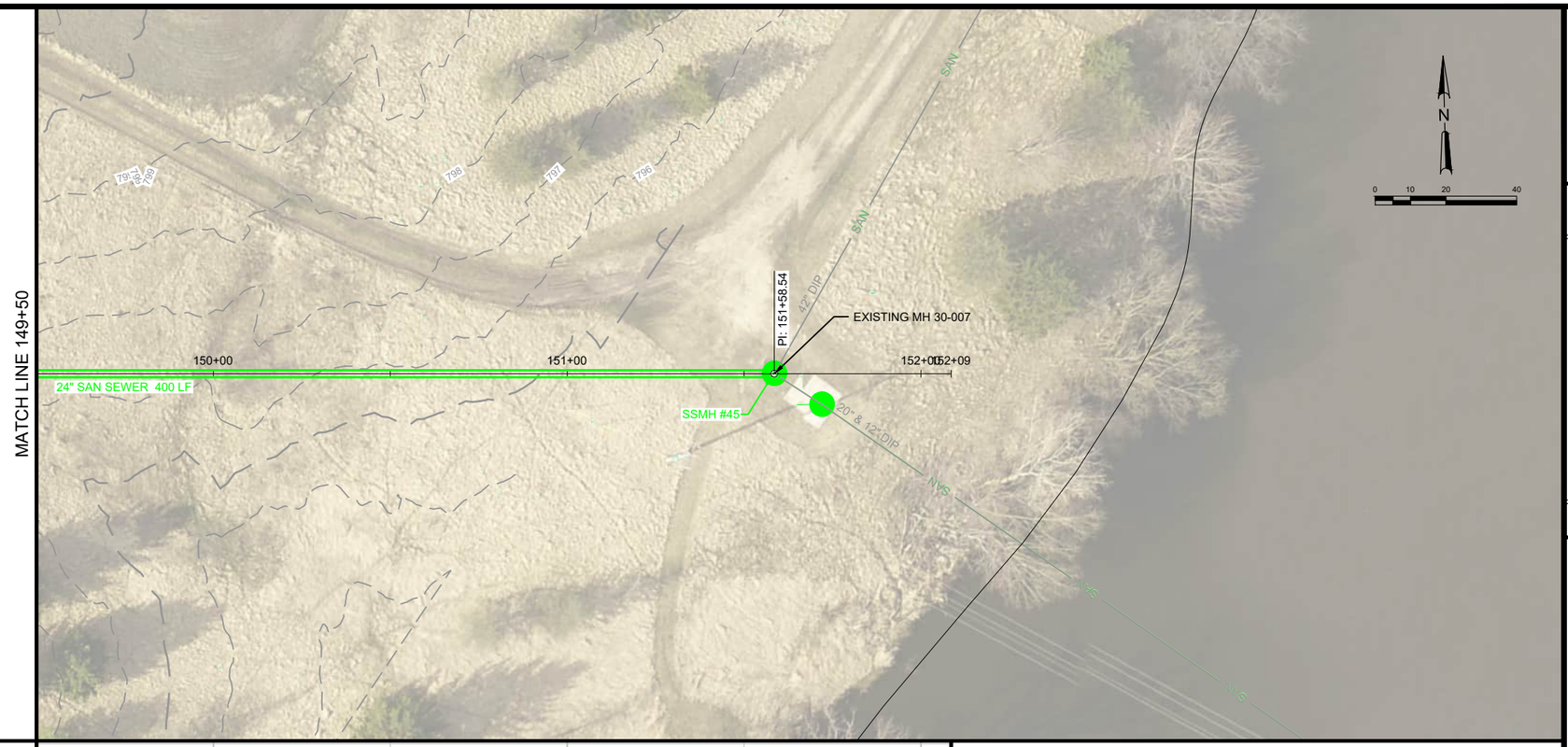

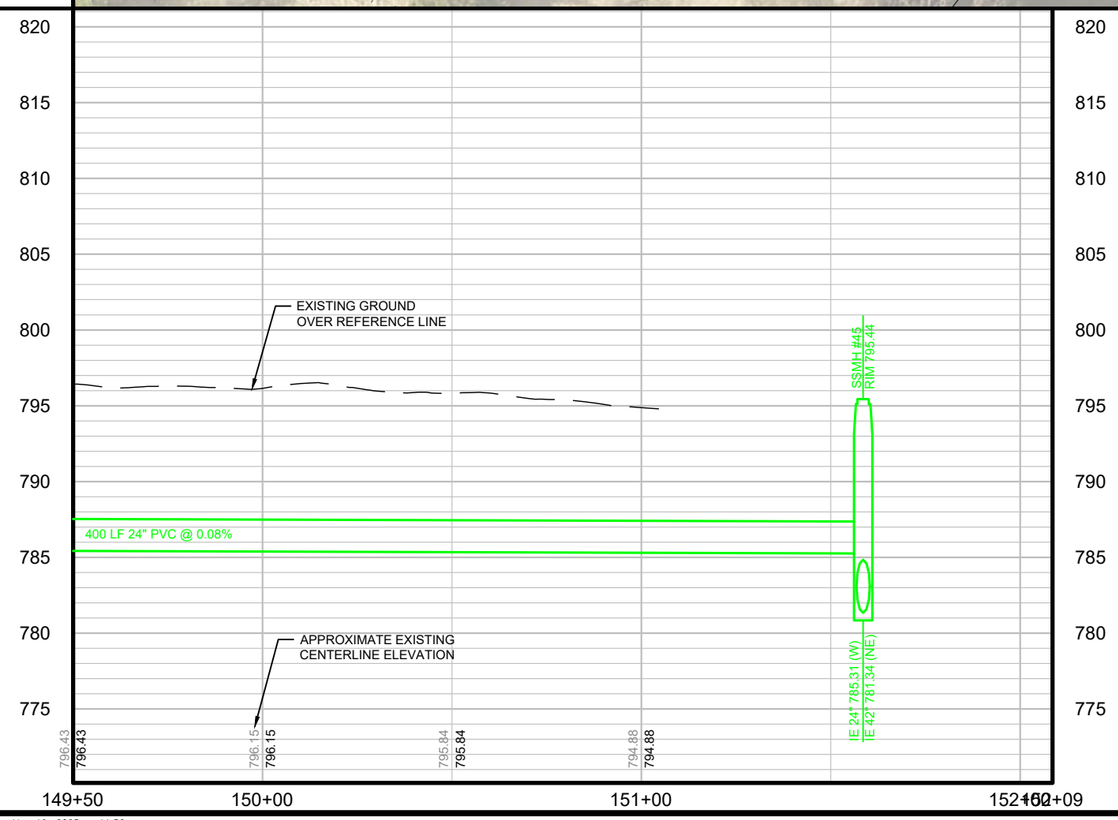

NO.	REVISIONS	DATE:

ALT 2 - SOUTH ALI_PP_10

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
1550.012

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10

ENCLOSURE C
ALTERNATIVE NO. 3 OVERVIEW MAP AND PLAN AND PROFILE SHEETS

Legend

- Proposed Interceptor
- Water Main
- Stormwater Manhole
- Inlet
- Stormwater Ditch
- Stormwater Line
- Sanitary Lift Stations
- Sanitary Manholes
- Sanitary Sewer
- Force Main
- Siphon
- Interceptor
- City Limits
- DNR Wetland

Permanent and Temporary Easement from Dettman Dairy LLC

Trenchless Construction under UPRR

Connect to Existing MH 23B-022

Open Cut Construction under Unnamed Creek

Open Cut Construction under Unnamed Creek

Open Cut Construction under Unnamed Creek

Unnamed Creek

Dead End Interceptor at City Limits

LAWRY, VICKI L

MERTINS, DANIEL

AGUIRRE, RAMON

BIRO, TIM

PNATB ENTERPRISES LLC

WATERTOWN, CITY OF

WATERTOWN GALVARY BAPTIST CHURCH INC

DETTMANN DAIRY LLC

WATERTOWN COLLECTIVE LLC

LAMPSUSA LLC

BIG BROWN DOG LLC

CP & GP ENTERPRISE LLC

JOHNSONVILLE SAUSAGE LLC

KIRSH TRUST, FRED L

GREMAR LLC

HOFFMAN MATZ LLC

HWY D LLC

KERR, WILLIAM P

DICKINSON, PAUL L

ALDI INC

1532 S CHURCH STREET LLC

MAXIMO PLAZA INC

JJT REALTY LLC

Chicago and Northwestern Railroad

Rock River

Milford St

Johnson St

Commerce Dr

American Way

Perry Way

River Rd

Fairview Dr

William St

Mary St

Crestview Dr

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

N W E S

0 125 250 500

US Feet

ALTERNATIVE NO. 3 - NORTH ALIGNMENT

WEST SIDE INTERCEPTOR
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

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FIGURE 4
1550.012

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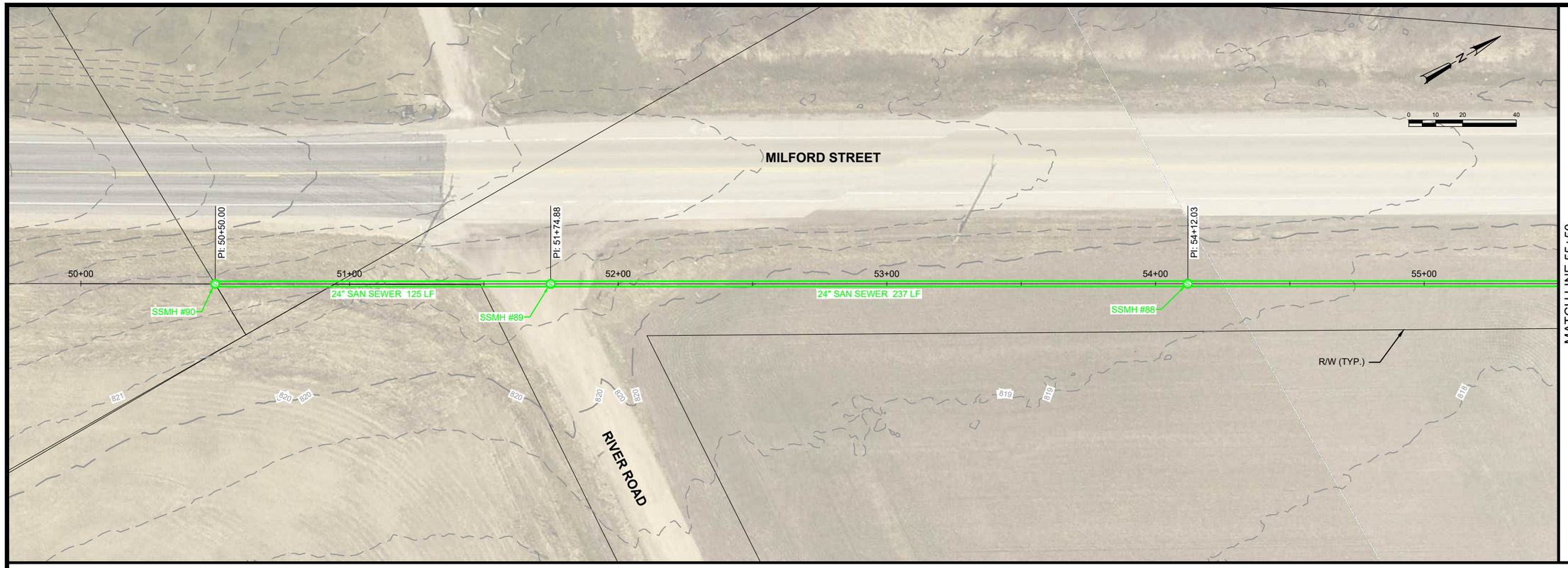

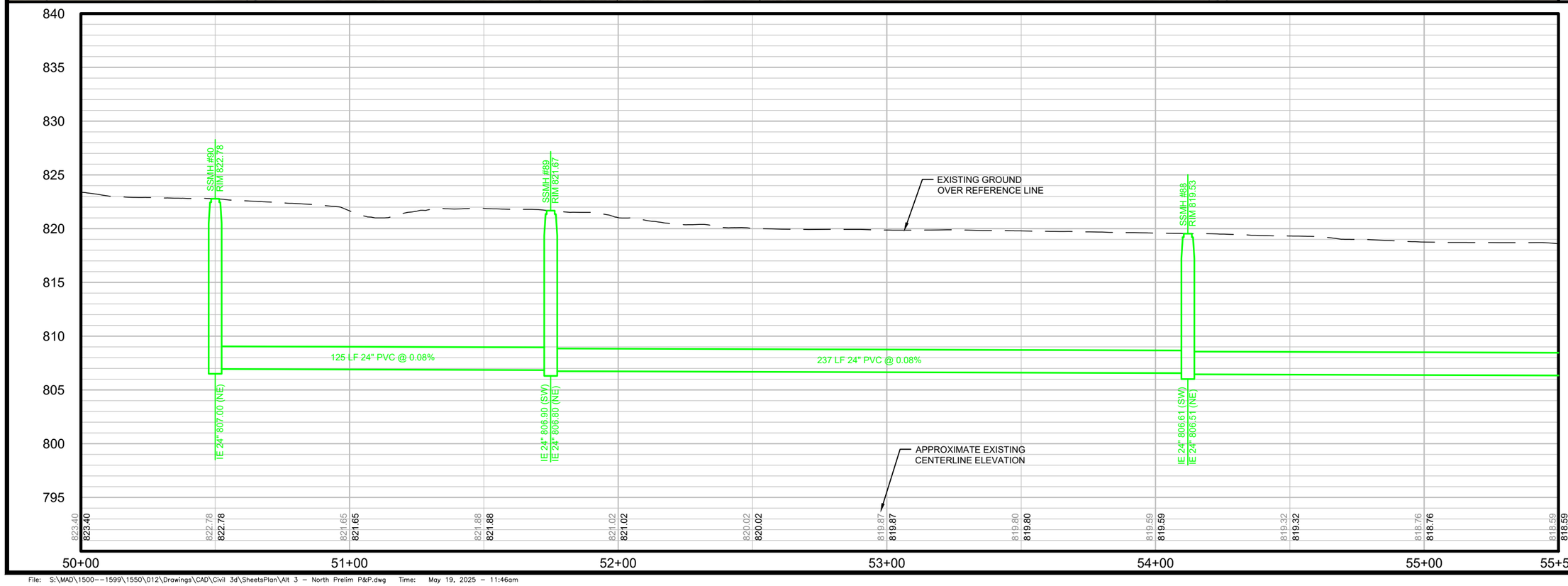

DATE:

REVISIONS

NO.

ALT 3 - NORTH ALI_PP_1

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
1550.012

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1

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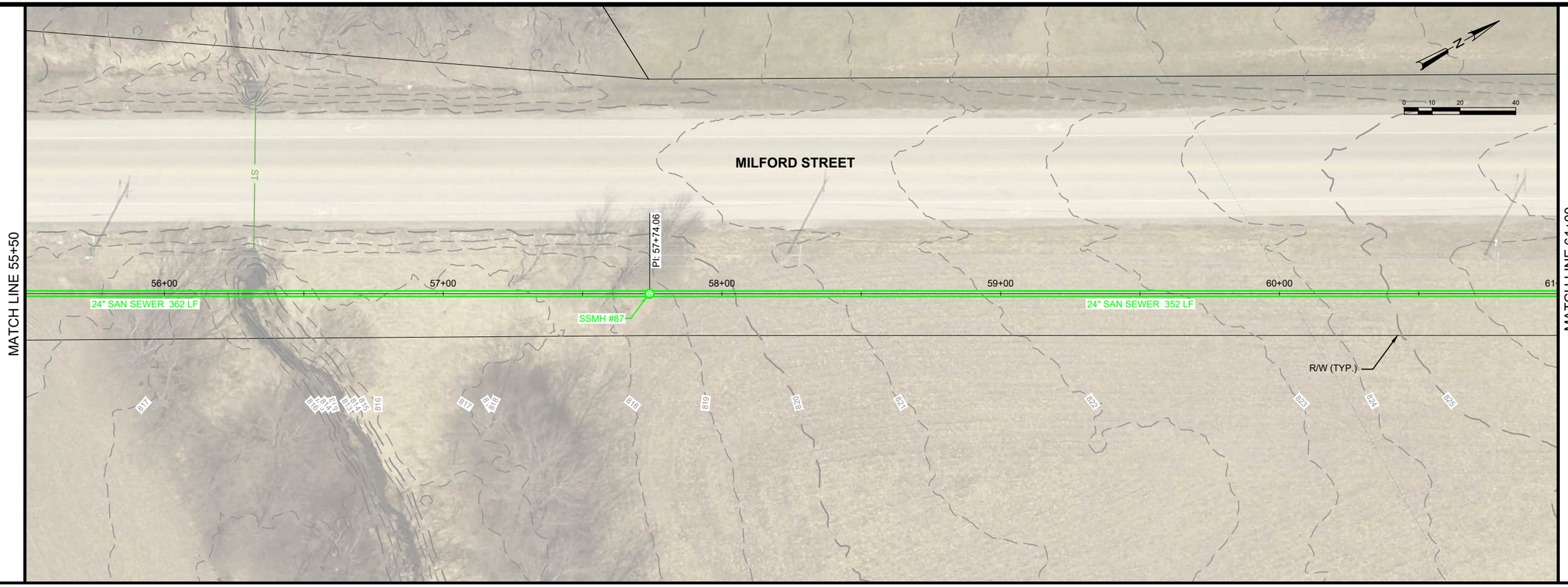

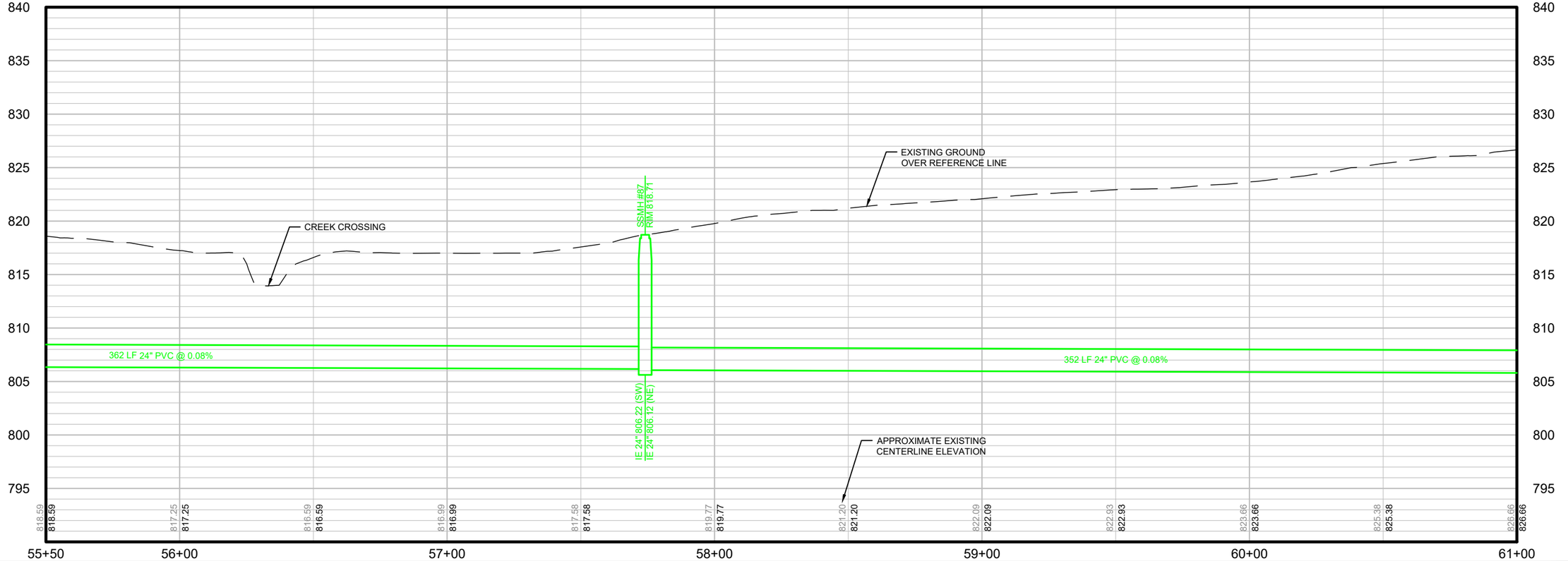

DATE:

REVISIONS

NO.

ALT 3 - NORTH ALI_PP_2

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
1550.012

PROJECT MGR.
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2

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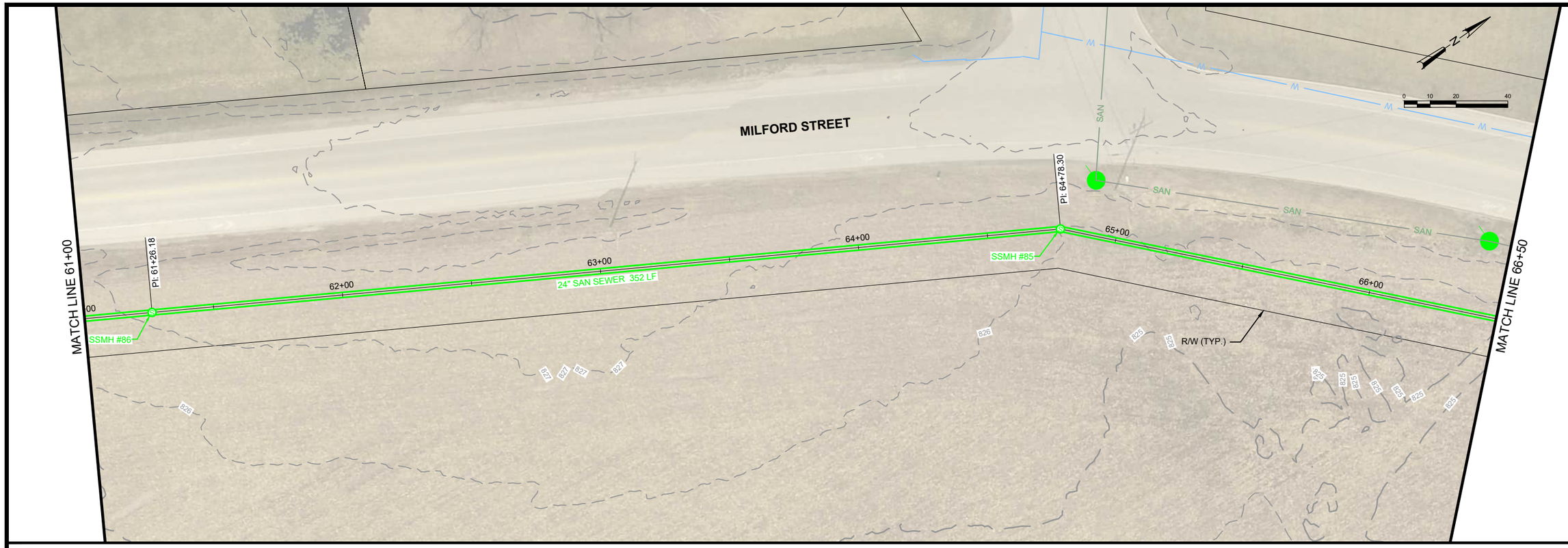

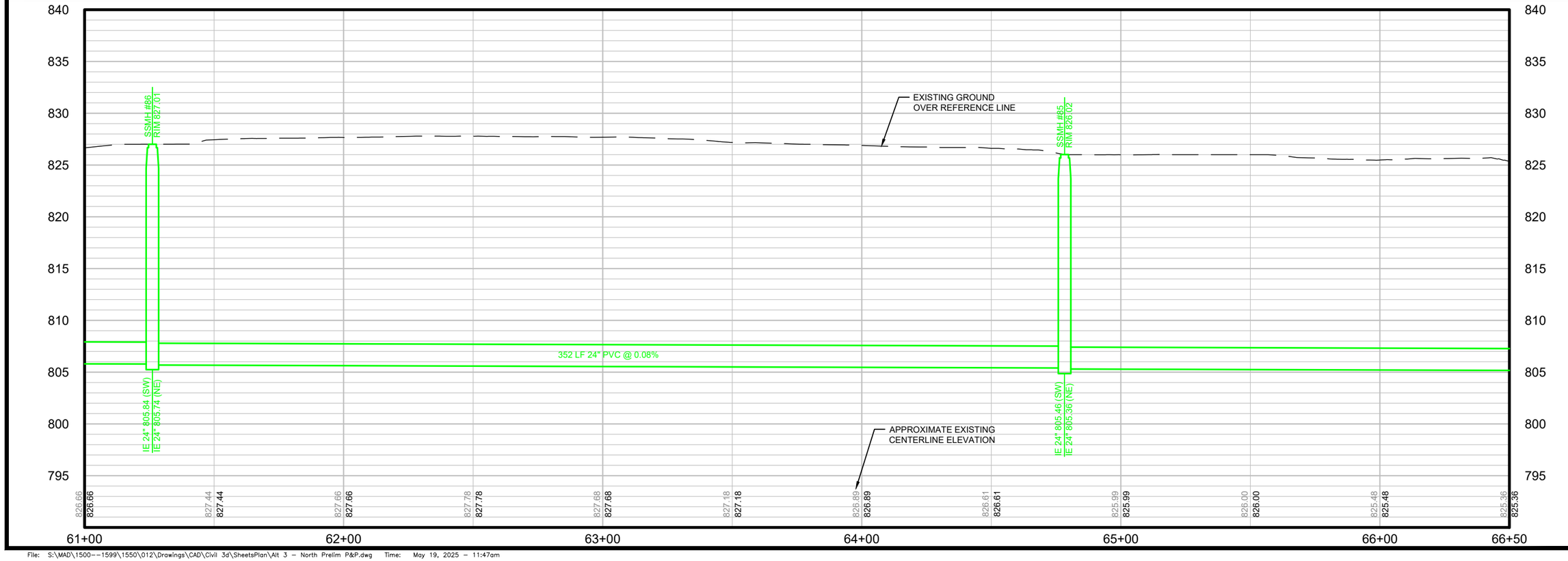

NO.	REVISIONS	DATE:

ALT 3 - NORTH ALI_PP_3

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
1550.012

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3

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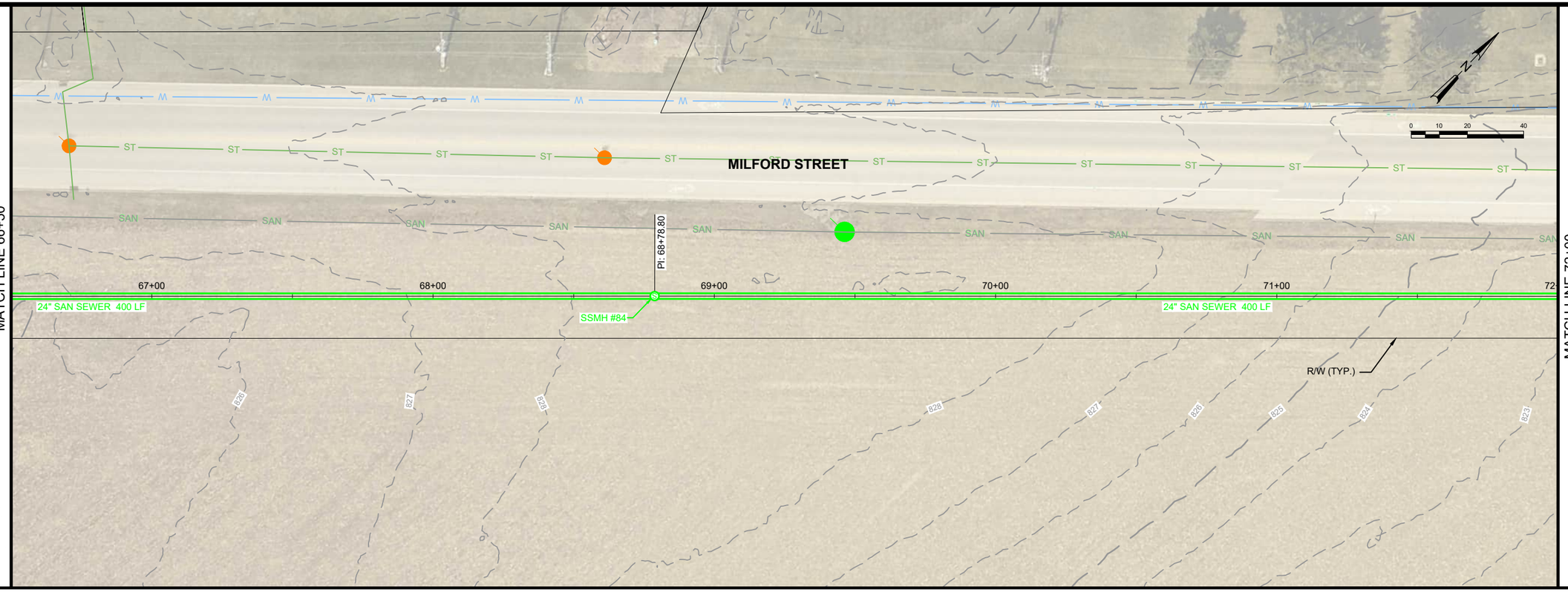

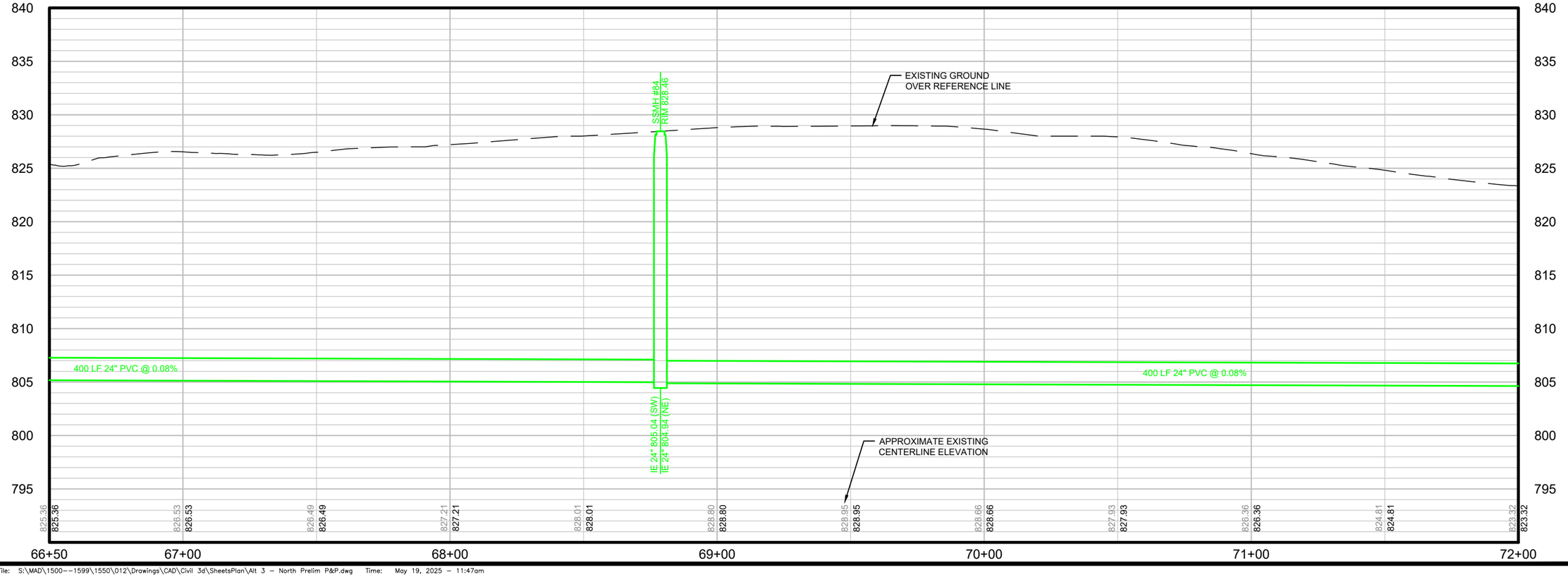

DATE:

REVISIONS

NO.

ALT 3 - NORTH ALI_PP_4

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
1550.012

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4

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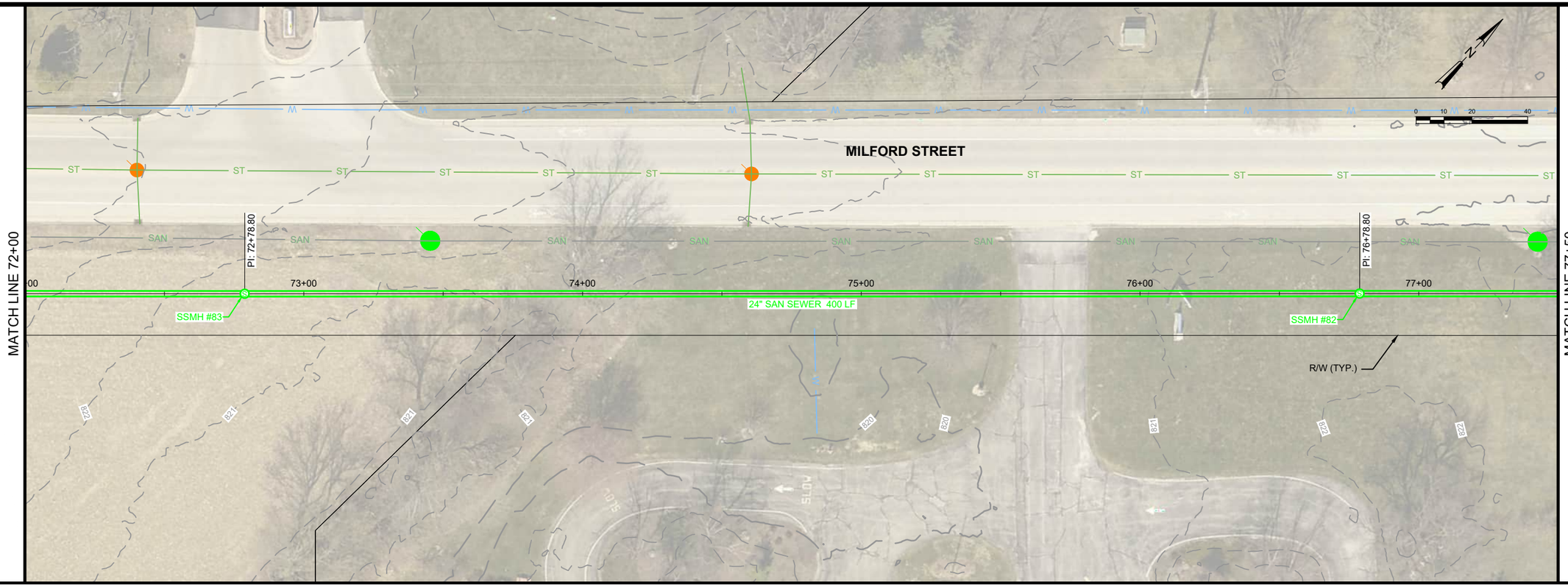

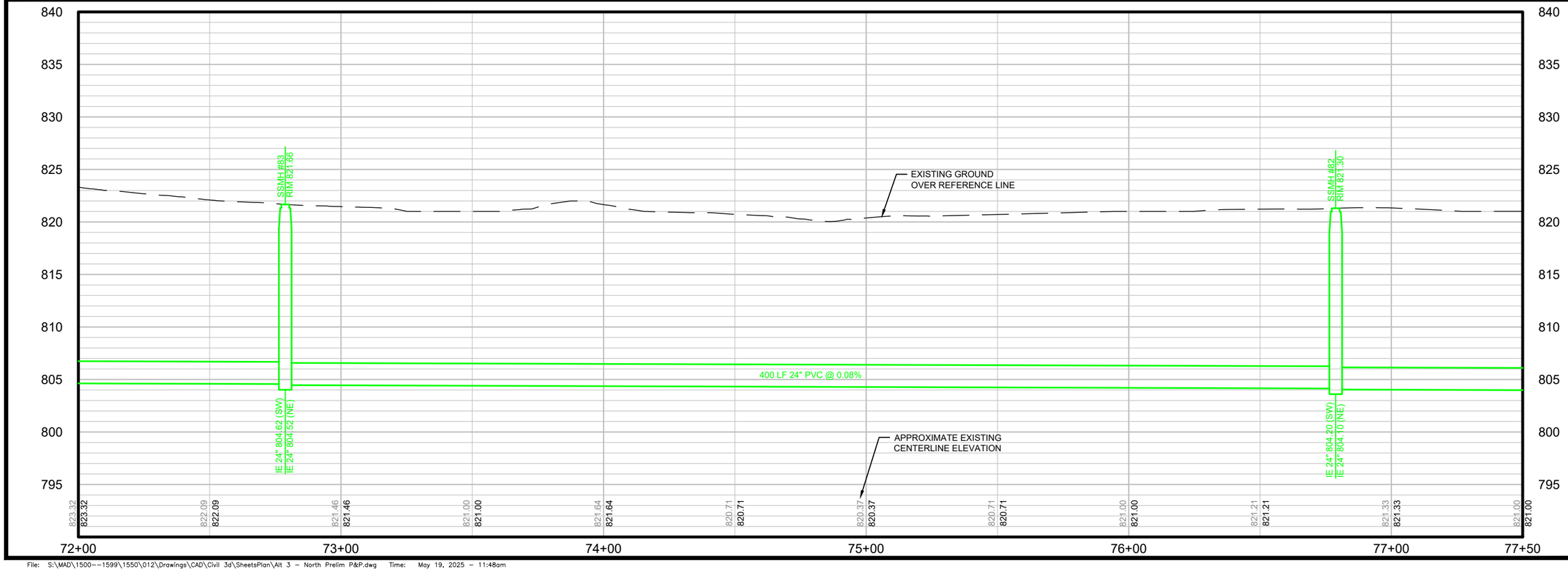

NO. | REVISIONS | DATE:

ALT 3 - NORTH ALI_PP_5

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO. 1550.012

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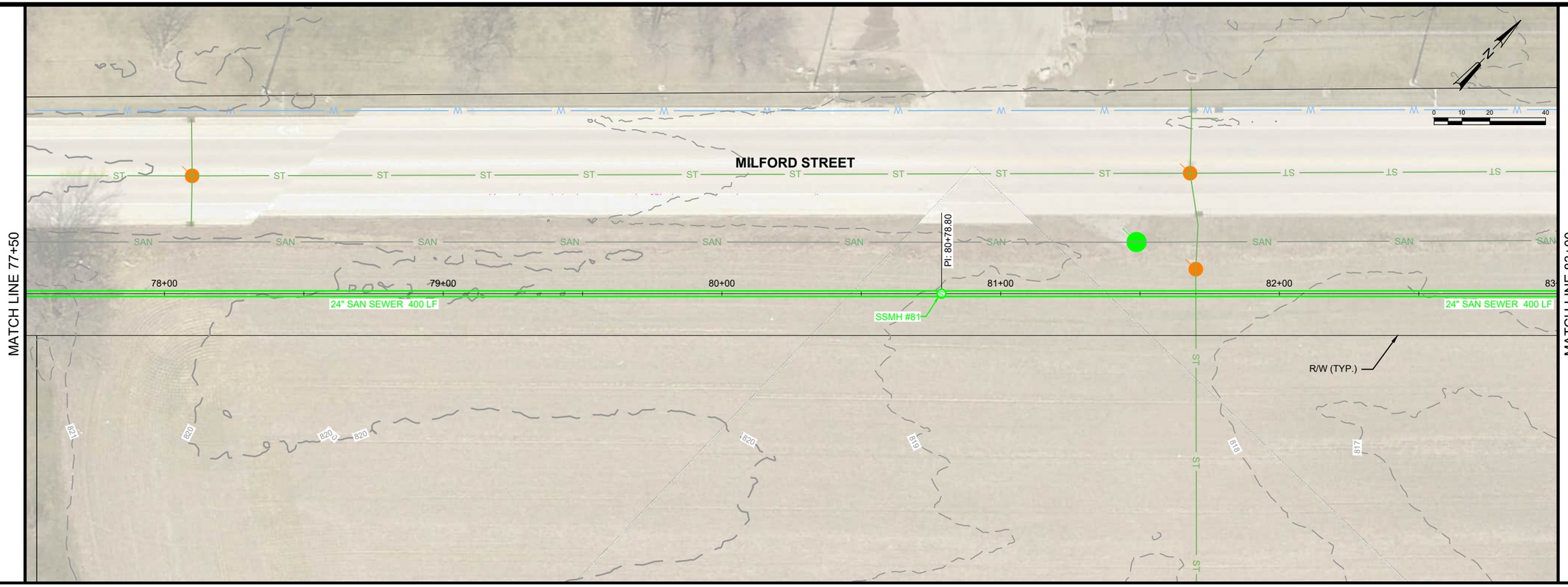

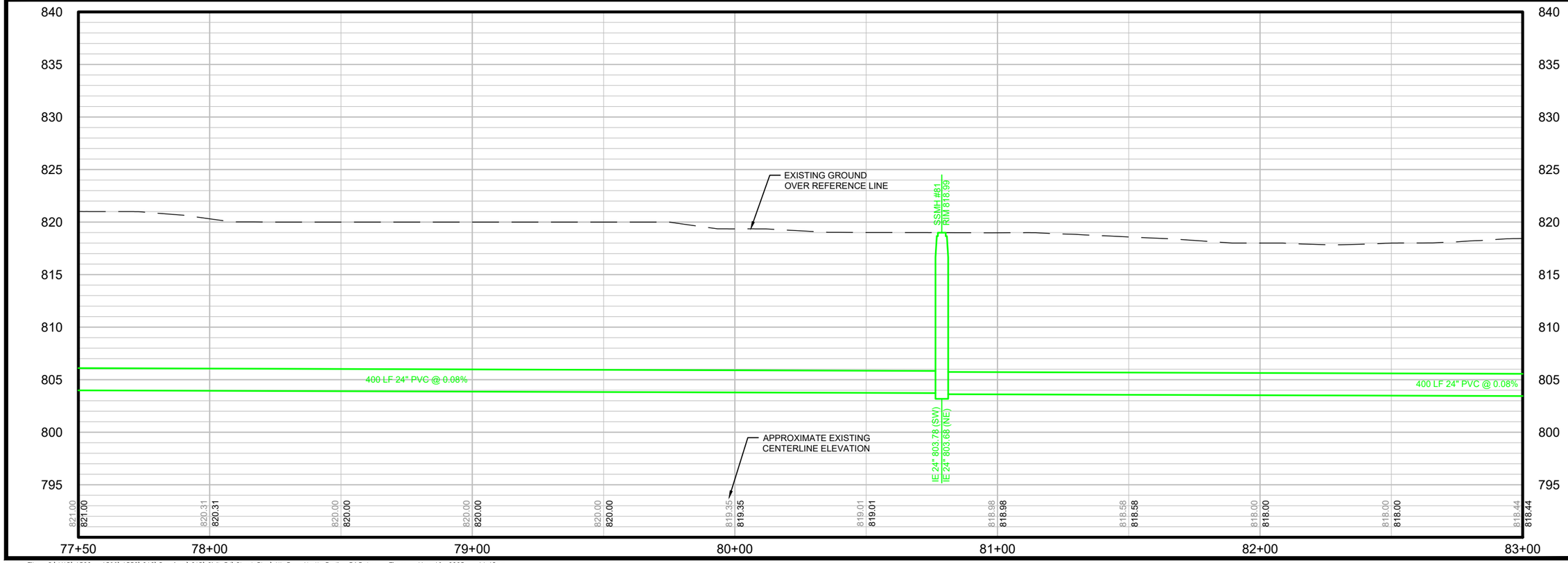

DATE:

REVISIONS

NO.

ALT 3 - NORTH ALI_PP_6

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
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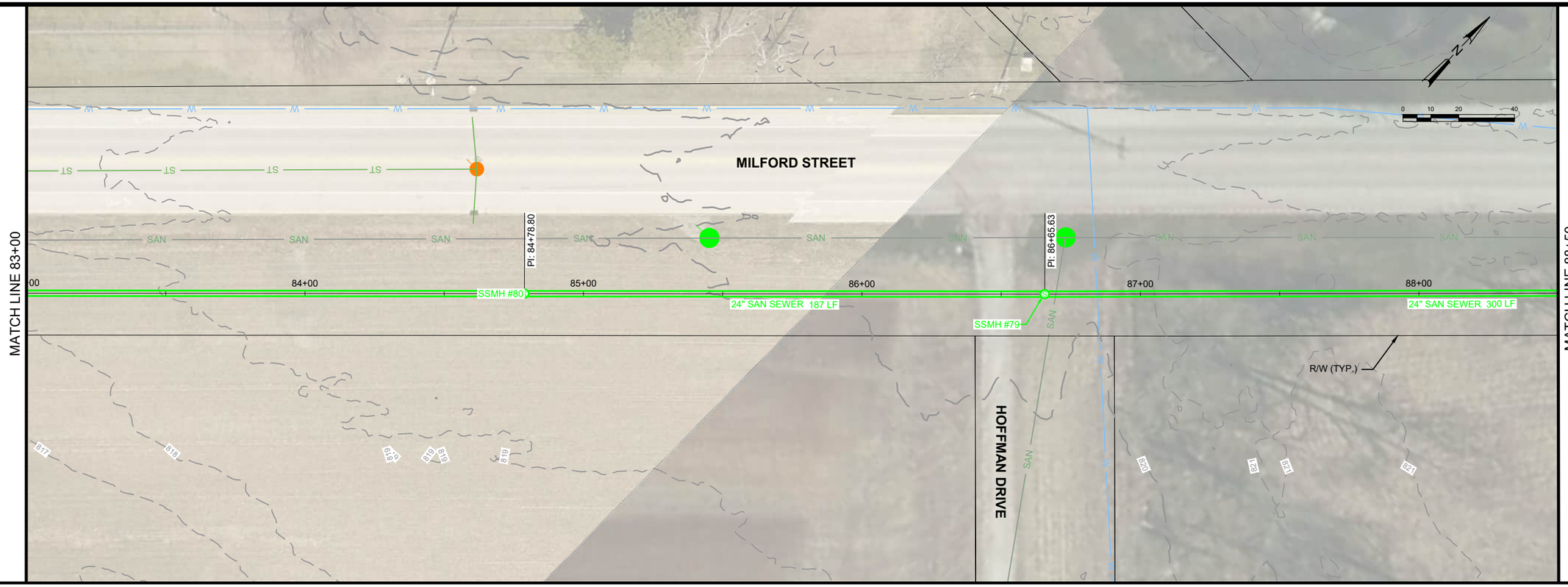

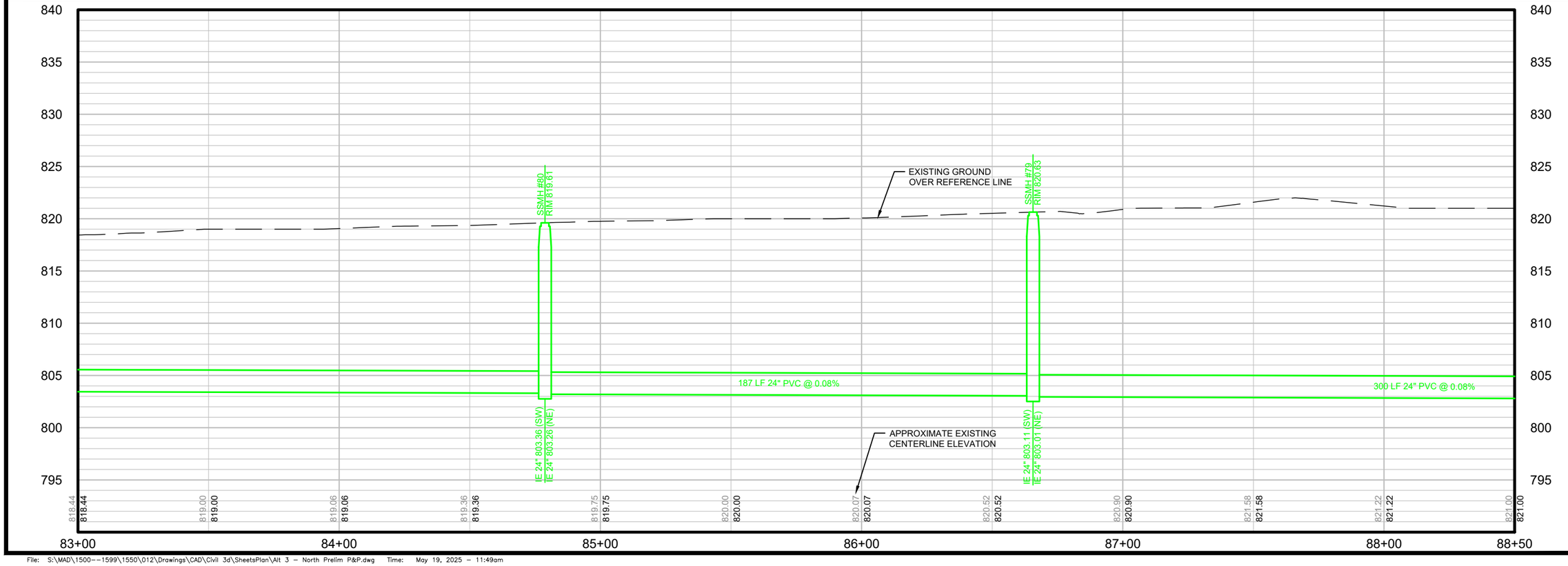

DATE:
REVISIONS
NO.

ALT 3 - NORTH ALI_PP_7

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
1550.012

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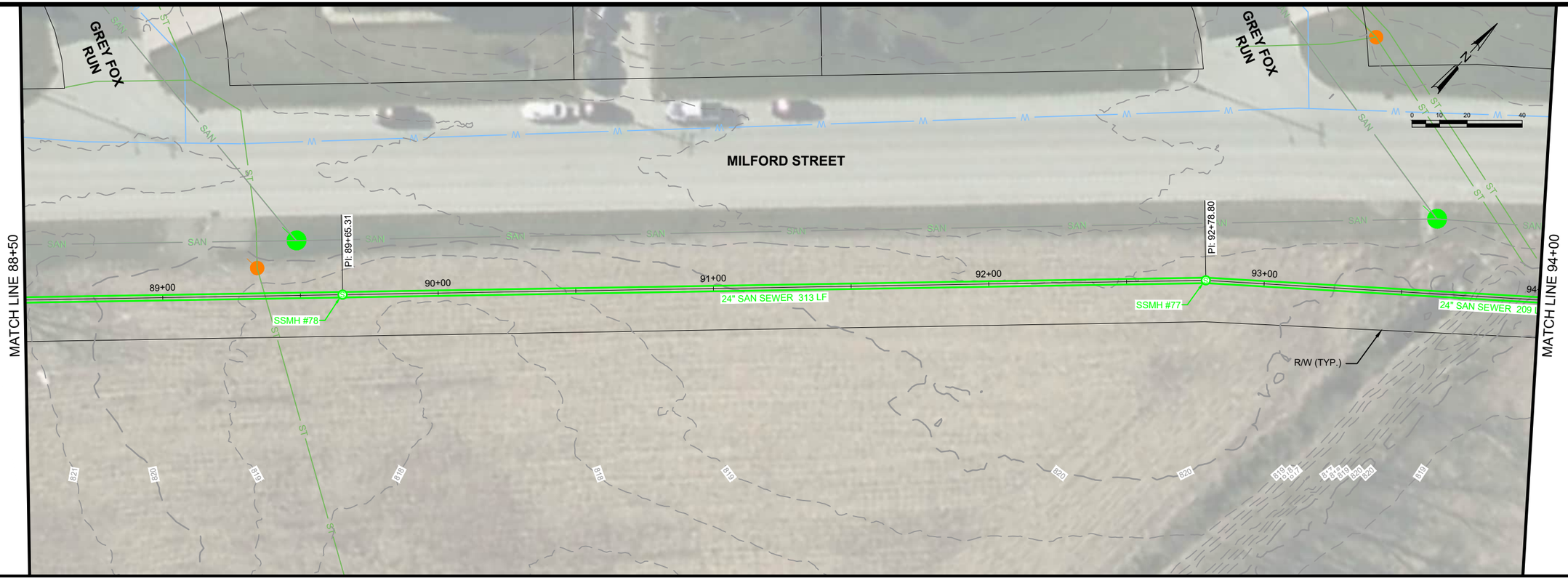

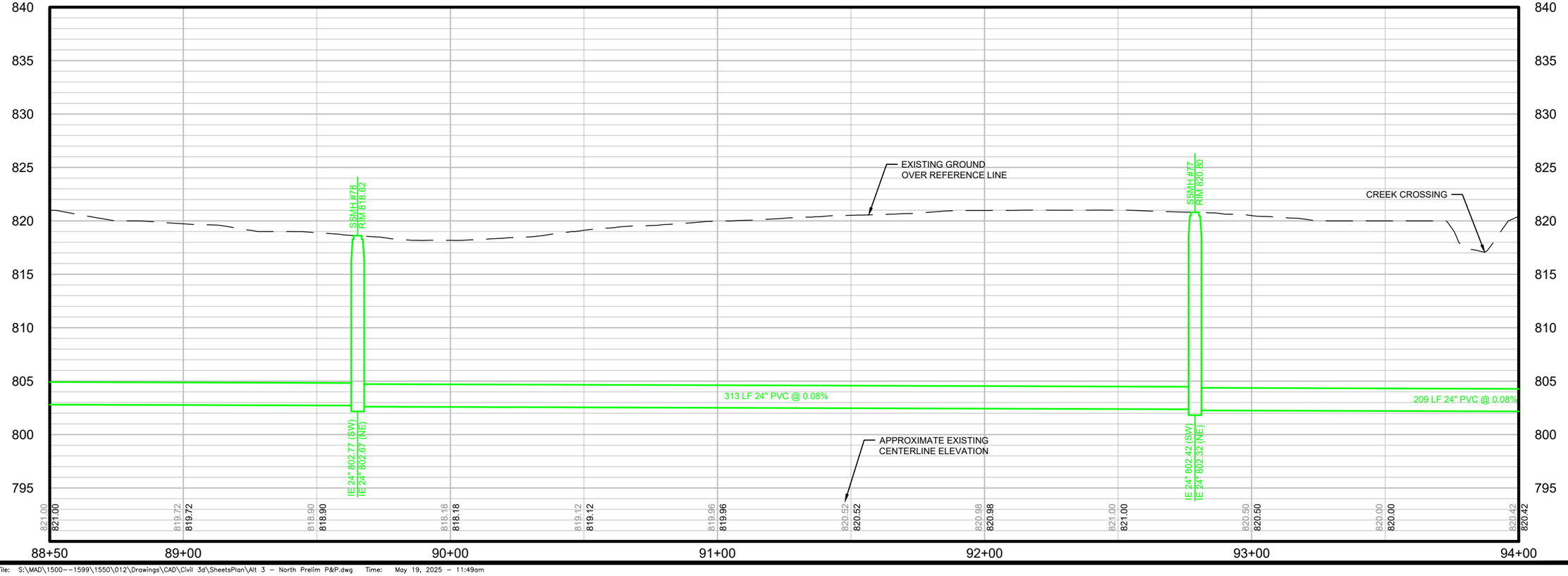

DATE:

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NO.

ALT 3 - NORTH ALI_PP_8

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
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JOB NO.
1550.012

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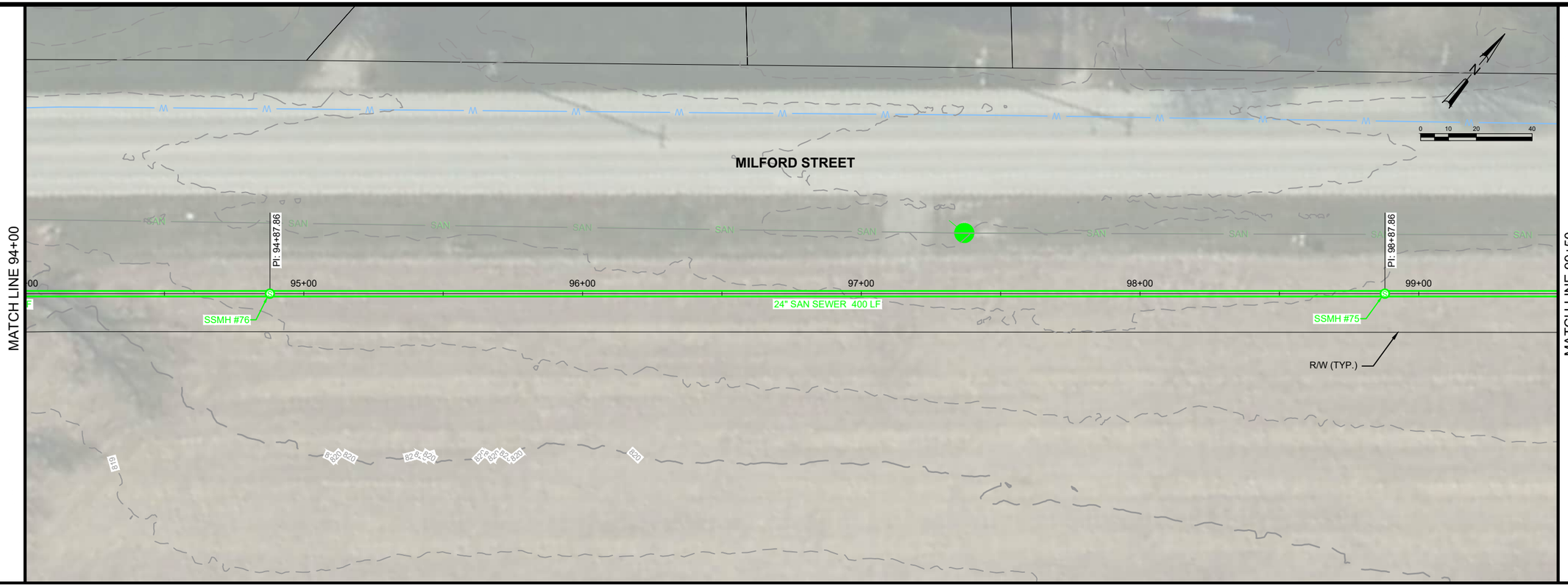

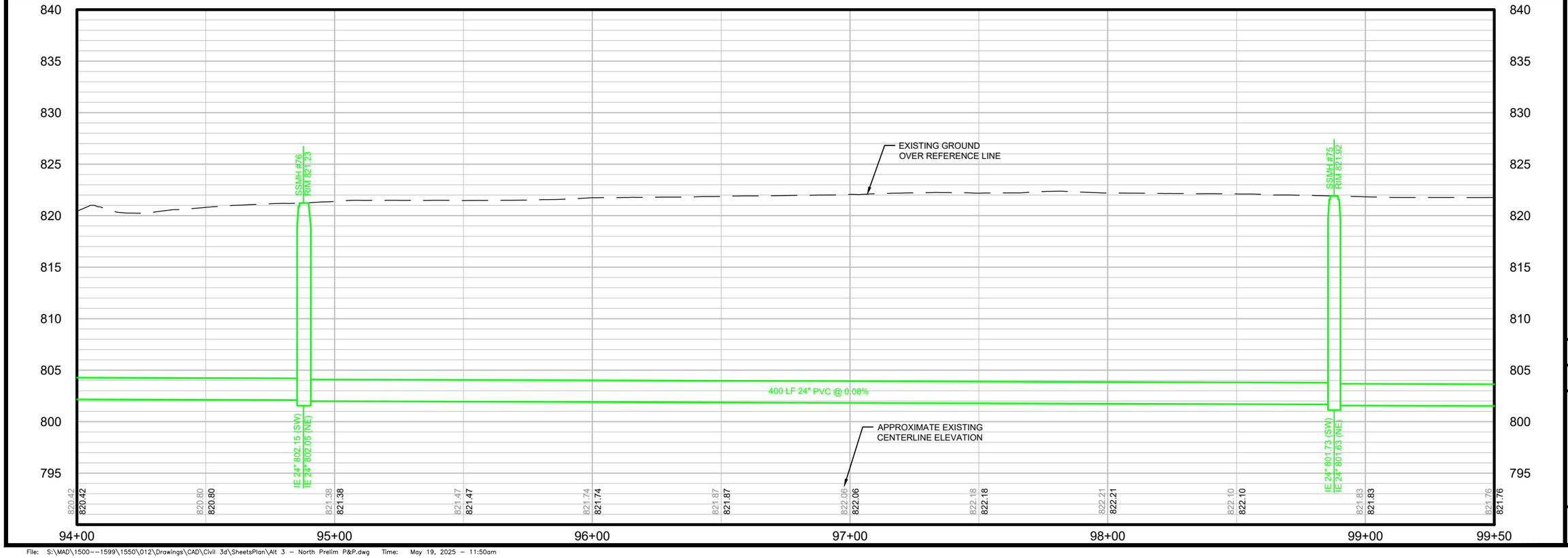

DATE:

REVISIONS

NO.

ALT 3 - NORTH ALI_PP_9

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
CITY OF WATERTOWN
JEFFERSON COUNTY, WISCONSIN

JOB NO.
1550.012

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File: S:\MAD\1500--1599\1550\012\Drawings\CAD\Civil 3d\SheetsPlan\Alt 3 - North Prelim P&P.dwg Time: May 19, 2025 - 11:50am

MATCH LINE 99+50

MILFORD STREET

MATCH LINE 105+00

100+00 101+00 102+00 103+00 104+00 105

PI: 102+87.86

24" SAN SEWER 400 LF

SSMH #74

24" SAN SEWER 400 LF

R/W (TYP.)

0 10 20 40

N

820 819 819 819

835 830 825 820 815 810 805 800 795 790

EXISTING GROUND
OVER REFERENCE LINE

SSMH #74
RIM 819.66

400 LF 24" PVC @ 0.08%

400 LF 24" PVC @ 0.08%

IE 24" 801.31 (SW)
IE 24" 801.21 (NE)

APPROXIMATE EXISTING
CENTERLINE ELEVATION

821.76 821.76 | 821.59 821.59 | 820.99 820.99 | 820.93 820.93 | 820.76 820.76 | 820.31 820.31 | 819.83 819.83 | 819.64 819.64 | 819.64 819.64 | 819.31 819.31 | 819.27 819.27 | 819.59 819.59

99+50 100+00 101+00 102+00 103+00 104+00 105+00

DATE:

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NO.

ALT 3 - NORTH ALI_PP_10

WEST SIDE INTERCEPTOR:
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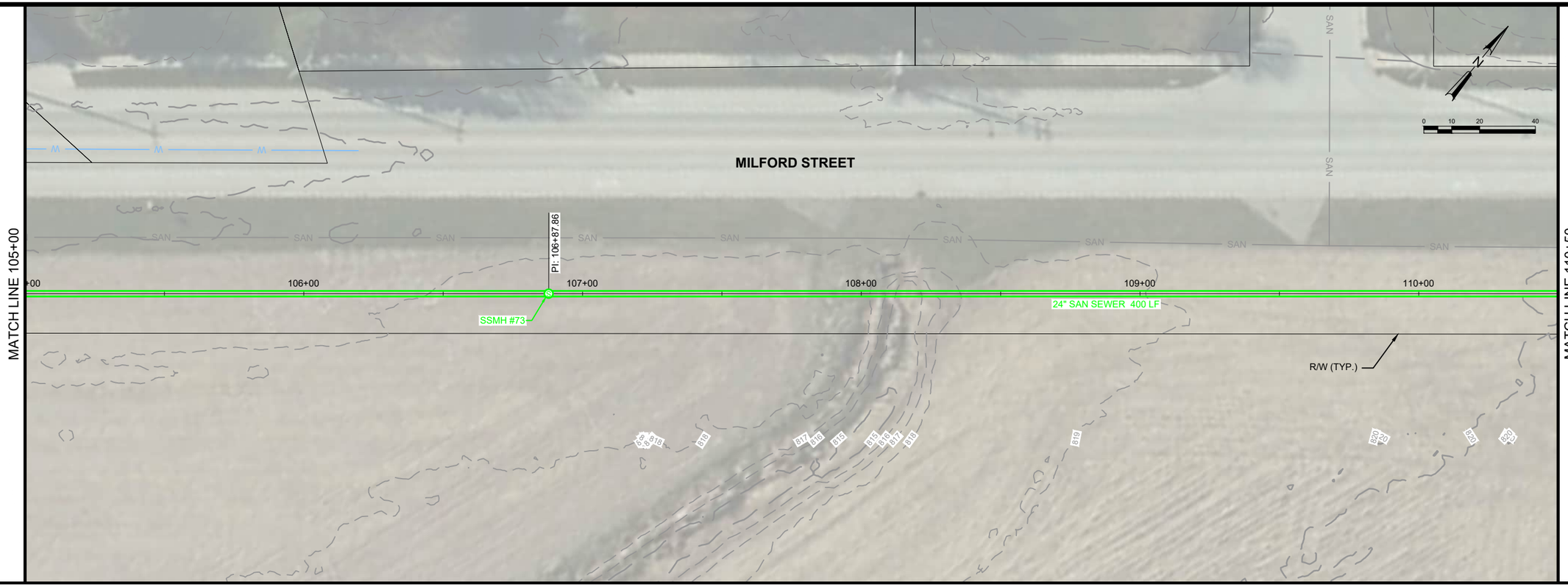

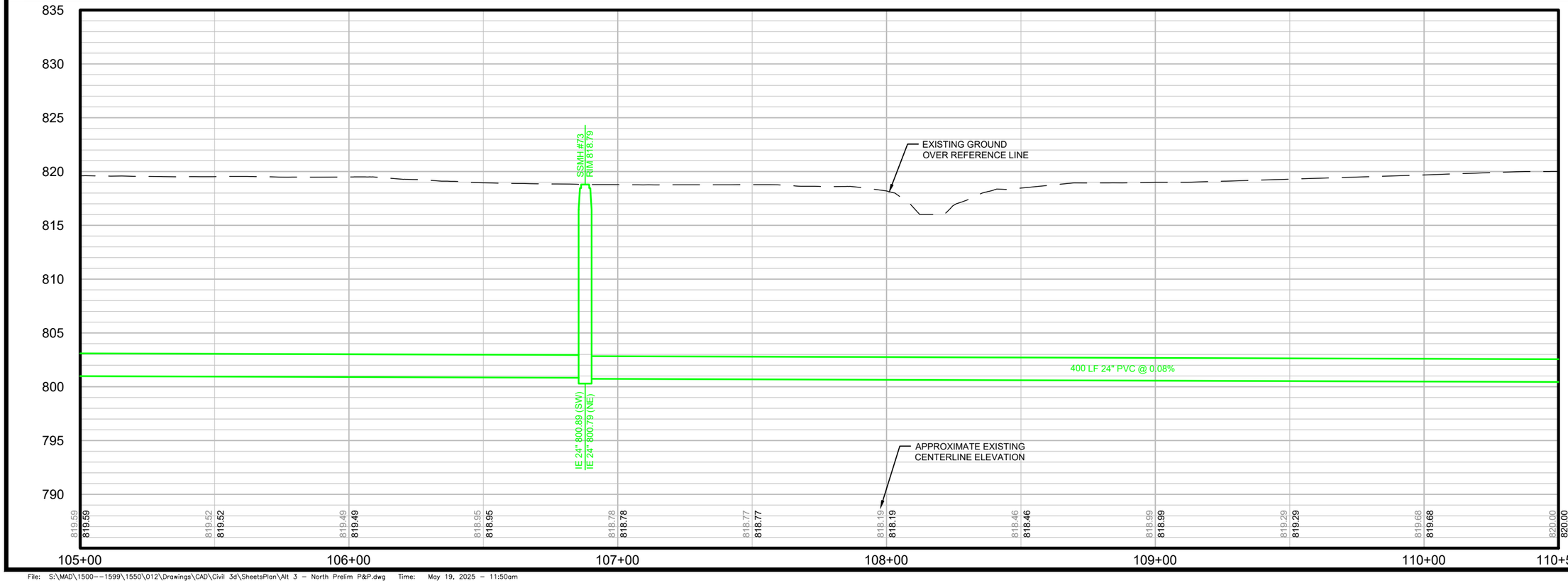

DATE:

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NO.

ALT 3 - NORTH ALI_PP_11

WEST SIDE INTERCEPTOR:
PHASE 1 ROUTE REFINEMENT AND PRELIMINARY DESIGN
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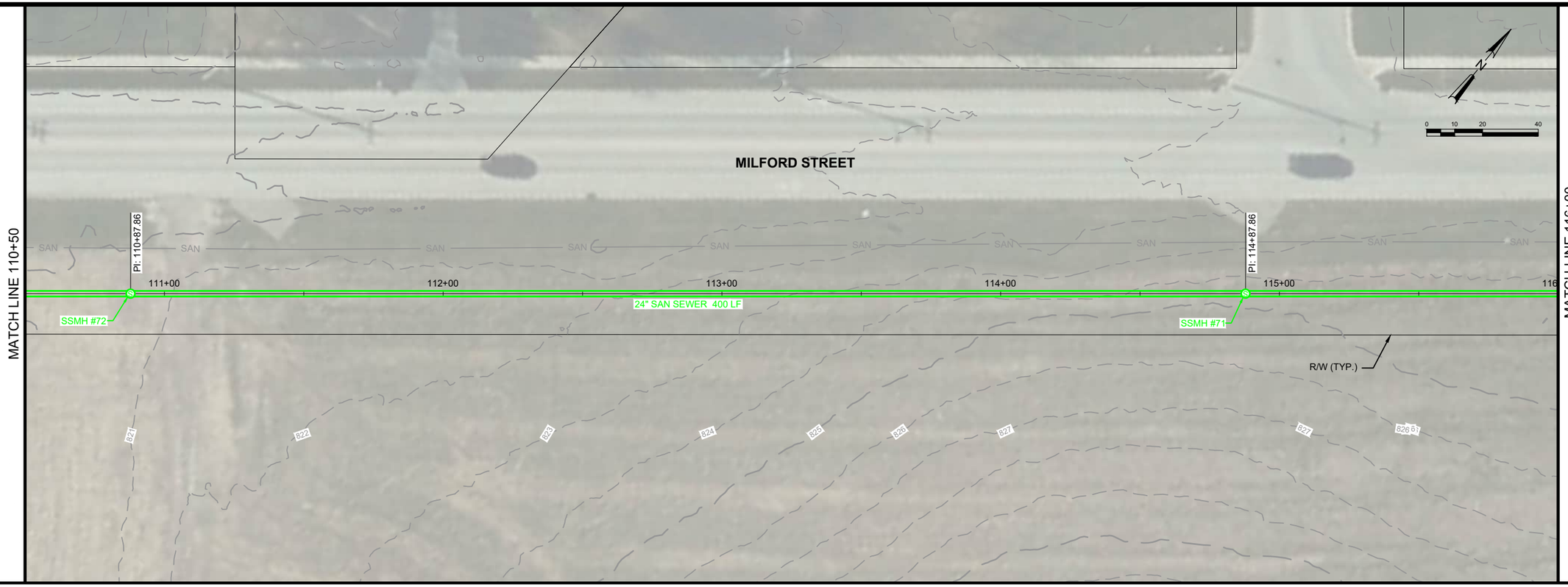

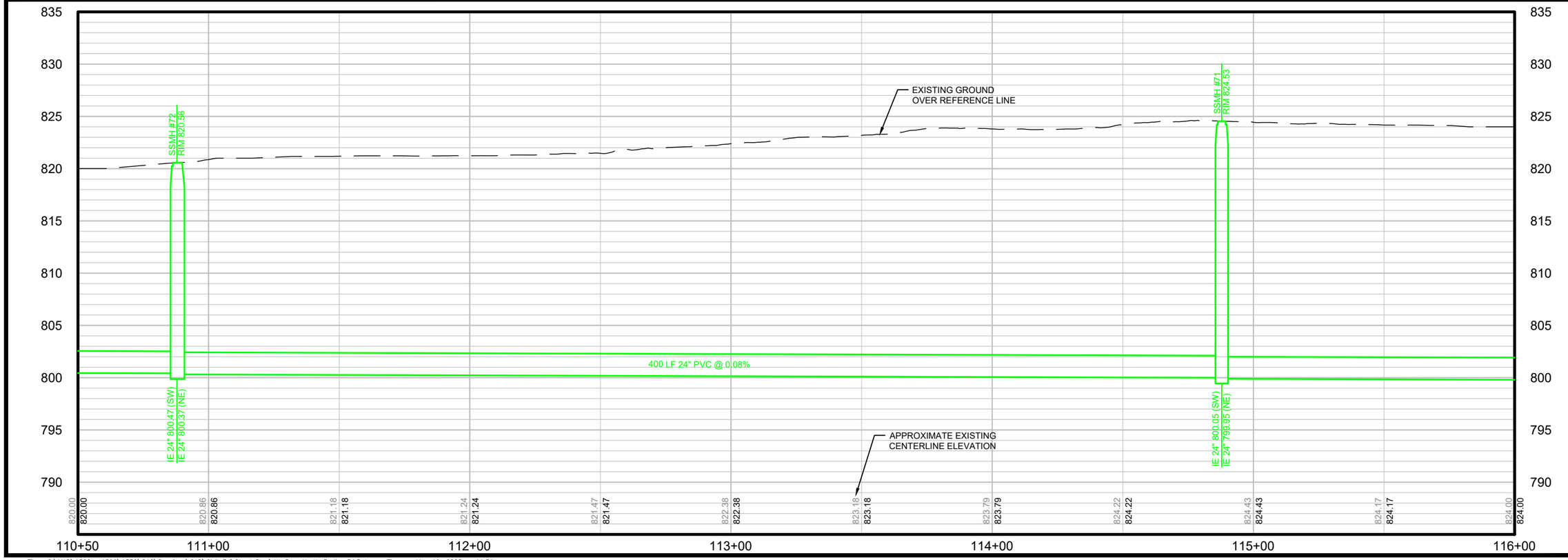

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NO.

ALT 3 - NORTH ALI_PP_12

WEST SIDE INTERCEPTOR:
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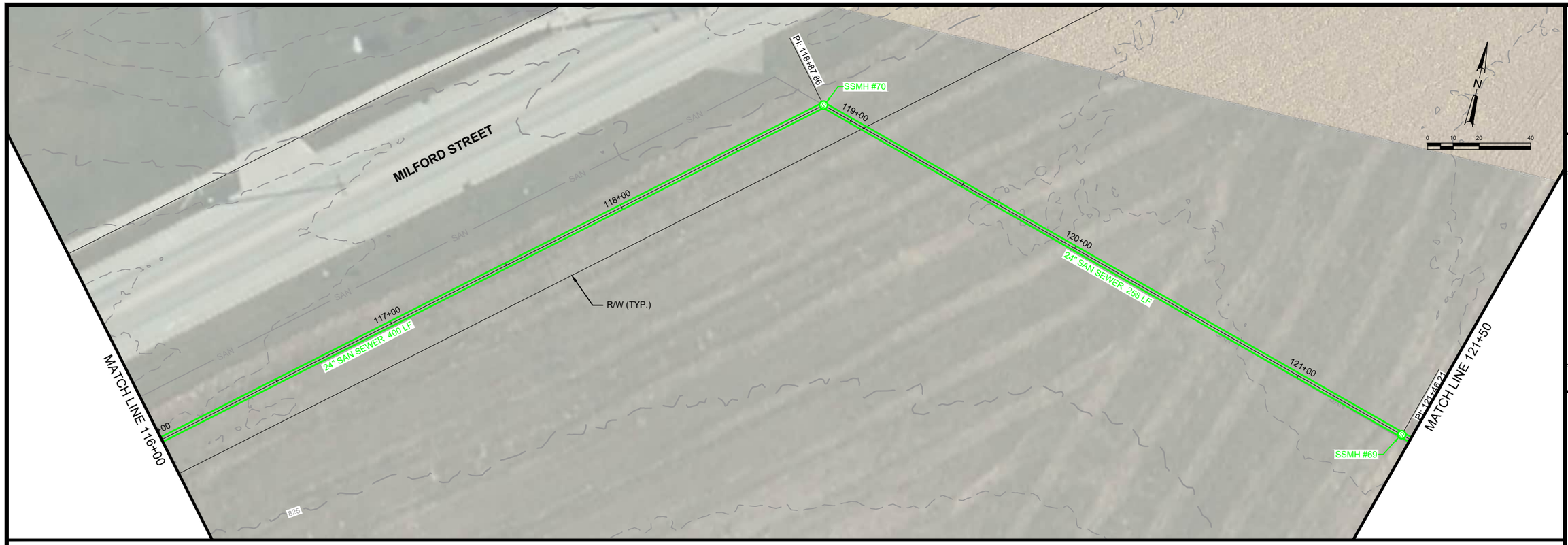

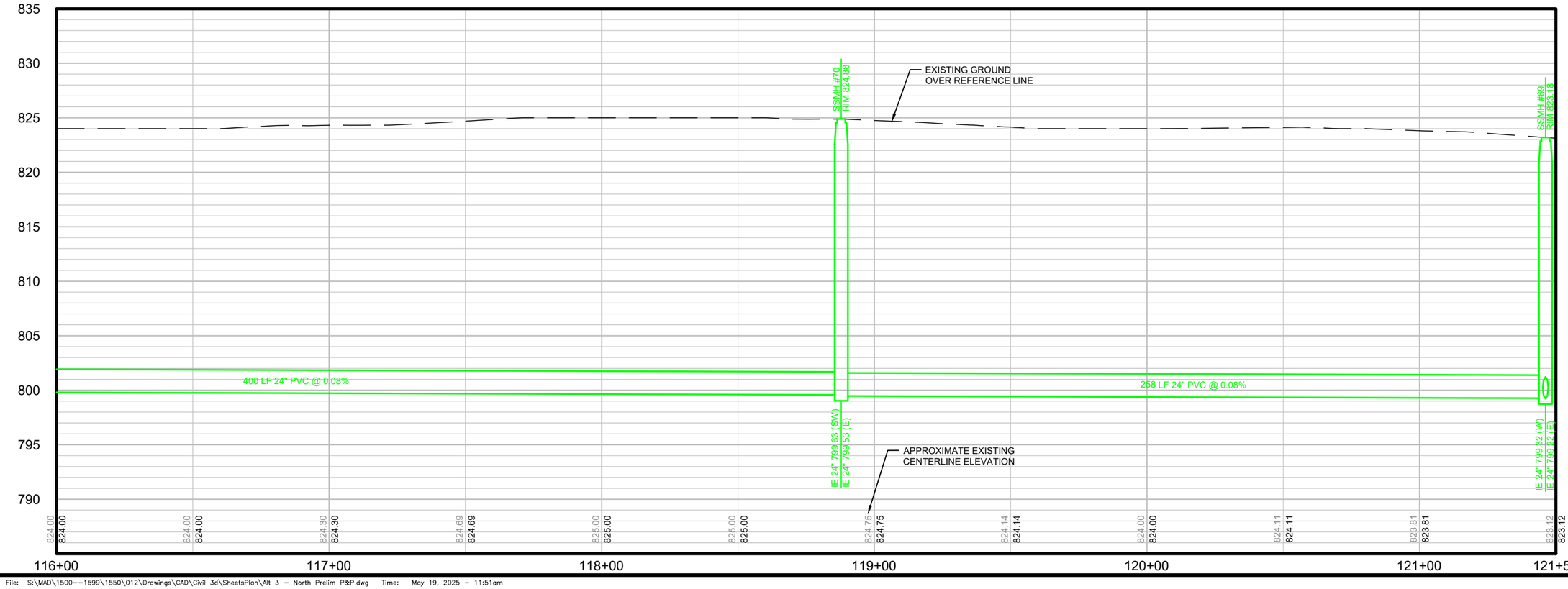

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ALT 3 - NORTH ALI_PP_13

WEST SIDE INTERCEPTOR:
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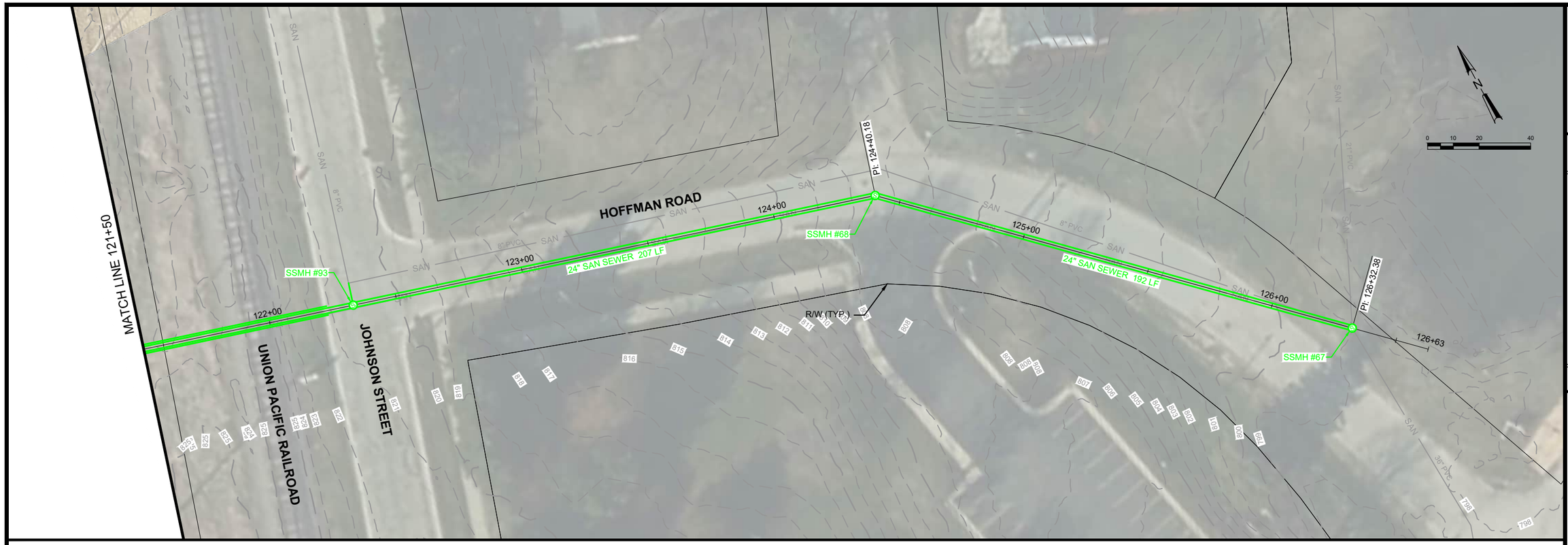
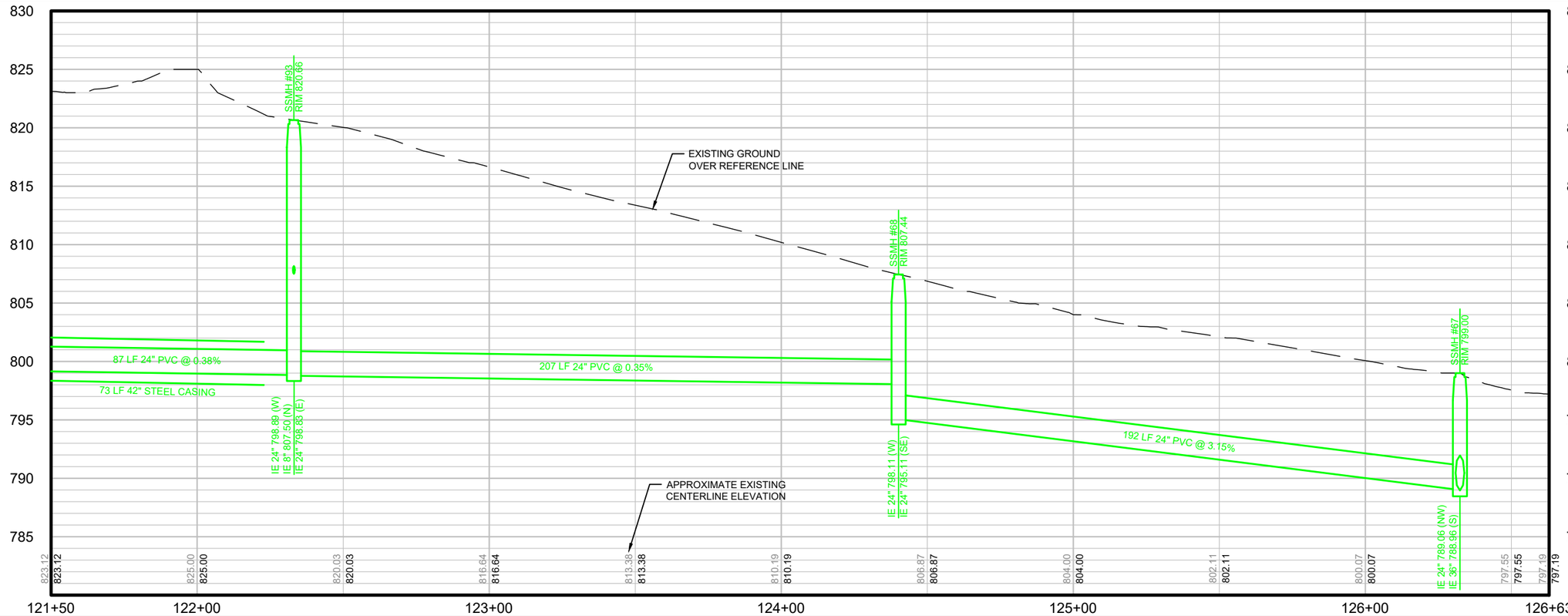
File: S:\MAD\1500--1599\1550\012\Drawings\CAD\Civil 3d\SheetsPlan\Alt 3 - North Prelim P&P.dwg Time: May 19, 2025 - 11:51am





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NO.

ALT 3 - NORTH ALI_PP_14

WEST SIDE INTERCEPTOR:
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File: S:\MAD\1500--1599\1550\012\Drawings\CAD\Civil 3d\SheetsPlan\Alt 3 - North Prelim P&P.dwg Time: May 19, 2025 - 11:52am