

*****ATTACHMENTS*****

CITY OF SHEBOYGAN

REQUEST FOR PUBLIC WORKS COMMITTEE CONSIDERATION

ITEM DESCRIPTION: Submitting a communication from 35 constituents from District Eight opposed to the Sheboygan County proposed non-motorized south side Utility Corridor Multi-Use Path in the Wisconsin Power and Light corridor between South 12th Street and South 18th Street.

REPORT PREPARED BY: Ryan Sazama, City Engineer

REPORT DATE: October 18, 2017

MEETING DATE: October 24, 2017

FISCAL SUMMARY:

Budget Line Item: N/A
Budget Summary: N/A
Budgeted Expenditure: N/A
Budgeted Revenue: N/A

STATUTORY REFERENCE:

Wisconsin Statutes: N/A
Municipal Code: N/A

BACKGROUND / ANALYSIS: This communication is correlated to the temporary limited easement request by Sheboygan County to the City of Sheboygan for the construction purposes of the Utility Corridor Multi-Use Path from South 12th Street to South 18th Street.

STAFF COMMENTS: Staff supports the construction of this Utility Corridor Multi-Use Path.

ACTION REQUESTED: Motion to file Com. No. 2-17-18 Submitting a communication from 35 constituents from District Eight opposed to the Sheboygan County proposed non-motorized trail in the Wisconsin Power & Light corridor between South 12th Street and South 18th Street.

ATTACHMENTS:

- I. Com. No. 2-17-18

I

4.1

Com. No. 2 - 17 - 18. October 16, 2017.

Submitting a communication from 35 constituents from District 8 opposed to the Sheboygan County proposed non-motorized trail in the WI Power & Light corridor between South 12th Street and South 18th Street.

Presented to the Common Council by Alderperson James A. Bohren.
Bohren

and

Bill Sorenson.
Sorenson

Public Works

Richards, Susan

From: Alderperson Jim Bohren
Sent: Wednesday, October 4, 2017 8:54 AM
To: Richards, Susan
Cc: Alderperson Ryan Sorenson
Subject: Petition from our Constituents opposed to the non-motorized trail

Sheboygan City Clerk Sue Richards - Sue

Alderman Bohren & Sorenson submitting a petition on behalf of 35 of our constituents opposed to the Sheboygan County proposed non-motorized trail in the WI Power & Light corridor between South 12th street and South 18th street. Please submit the petition as a document for the 10/16/17 Council meeting and please refer the petition to the Public Works Committee. Thank You.

Alderman Jim Bohren

Serving on the Sheboygan Common Council Since April, 2006.

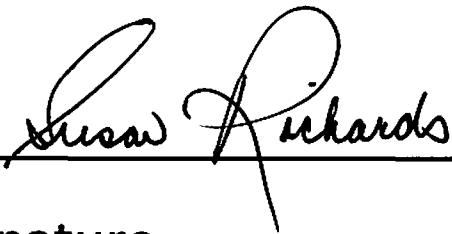
8th District - Wards 24, 25 & 26
City of Sheboygan, Wisconsin
920.452.1777
jim.bohren@ci.sheboygan.wi.us

2017 - 2018 Committee Assignments

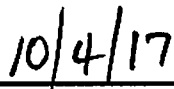
Finance & Personnel Committee - Vice Chairman

October 4, 2017

I am in receipt of the petition submitted by Ald. Bohren and Sorenson opposing the Sheboygan County proposed non-motorized trail in the WI Power & Light corridor between S. 12th St. and S. 18th St.

A handwritten signature in cursive script that reads "Susan Richards". The signature is written in black ink and is positioned above a horizontal line.

Signature

A handwritten date "10/4/17" in black ink, positioned above a horizontal line.

Date

We, the undersigned, as tax-paying citizens of Sheboygan County, are opposed to the non-motorized trail being proposed in the Wisconsin Power and Light corridor, between S. 12th and S. 18th streets.

OCT 4 '17 AM 11:39

NAME (Printed)	ADDRESS	SIGNATURE
THOMAS E JONET	1715 Fox Hill Rd	Thomas E Jonet
Linda Fickett	1719 Fox Hill Rd Sheb. WI	Linda Fickett
DAVE Vander Weide	1723 Fox Hill Rd Sheb WI	Dave Vander Weide
Steve Cykana	1743 Fox Hill Rd Sheb	Steve Cykana
Margie Schoemer	1709 Fox Hill Rd Sheb 53081	Margie Schoemer
Jerry Johnson	1709 Fox Hill Rd SHE. WI	Jerry Johnson
Craig Shaver	1729 Fox Hill Rd Sheb	Craig Shaver
DEREK SINDELAR	1735 FOX HILL RD 53081	Derek Sindelar
TERESA Eggert	1735 FOX HILL RD 53081	Teresa Eggert
Walter Shellingosky	1611 Knoll Crest Dr.	Walter Shellingosky
Sandra Shellingosky	1611 Knoll Crest Dr.	Sandra Shellingosky
Edward Morgan	1534 Knoll Crest Dr	EDWARD MORGAN
Christine MORGAN	1534 Knoll Crest Dr. Sheb.	Christine M. Morgan
JAMEI A. BOHREN	1526 KNOLL CREST DR - SHEB	Jamei A Bohren
MARLEN A. BOHREN	1526 KNOLL CREST DR - SHEB.	Marlen A. Bohren
ADAM WALTER	1512 KNOLL CREST DR. SHEB.	Adam Walter
Denise Walter	1512 Knoll Crest Dr., Sheboygan	Denise Walter
JOHN PLESETZ	1502 KNOLL CREST DR SHEBOYGAN	John Plesetz
Shirley Plesetz	1502 Knoll Crest Dr. Sheboygan	Shirley Plesetz
Susan Lemahieu	1610 Knoll Crest Dr Sheboygan	Susan Lemahieu
BRIAN LEMAHIEU	1610 KNOLL CREST DR SHEBOYGAN	Brian Lemahieu
Edward Corly	1415 Camelot Blvd	Edward Corly
Sara Grote	1628 Knoll Crest Dr. Sheboygan	Sara Grote
Andrew Ryan Grote	1628 Knoll Crest Dr Sheboygan	Andrew Ryan Grote
Dan Burgert	1617 Knoll Crest Dr. Sheboygan	Dan Burgert
Theresa Burgert	1617 Knoll Crest Dr. Sheboygan	Theresa Burgert
Josh Shaha	1620 Knoll Crest Drive Sheboygan	Josh Shaha
Eryn Shaha	1620 Knoll Crest Drive Sheboygan	Eryn Shaha
Sharee Sense	1423 Camelot Blvd.	Sharee Sense
HOWARD WOODHEY	1411 Camelot Blvd	Howard Woodhey

5.10

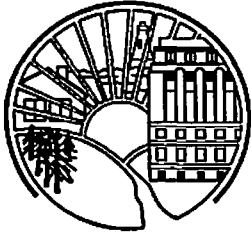
II

R. O. No. 199-17-18. By CITY CLERK. October 16, 2017.

Submitting a communication from Tom Wegner, Sheboygan County Board Chairman, requesting the Public Works Committee and the entire Common Council support our City and County staff's request for a Temporary Limited Easement so that the trail can traverse through the City Park known as Camelot Dog Run Park.

Public Works

City Clerk



SHEBOYGAN COUNTY

Thomas G. Wegner
County Board Chairman

October 12, 2017

Sheboygan City Hall
828 Center Ave
Sheboygan WI 53081

Dear Honorable Mayor Vandersteen and Common Council,

In 1991, the Sheboygan Urbanized Area Bike/Ped Plan stated, *"We should utilize environmental corridors and linear greenways whenever possible for bicycle facilities....," "plan off-street facilities along rivers and creeks in environmental corridors....," "take advantage of existing municipal parklands to develop bicycle facilities along river corridors and linear greenway...."* Fast forward fifteen years, and our community, with the key assistance of the Non-motorized Transportation Pilot Program, is making projects like envisioned in the plan become a reality.

City and County staff have been working in collaboration for the past four years on the Southside Utility Corridor multi-use pathway project. After hundreds of meetings gathering information and public input, this project was approved in 2011 by the Citizens Advisory and Technical Committee and County Board committees tasked with overseeing the Non-motorized grant.

The City of Sheboygan utility corridor project was also approved in the following plans: Sheboygan County Pedestrian and Bicycle Plan 2007 and 2014 update, the 2011 City of Sheboygan Comprehensive Plan, the 2013 Sheboygan Area Metropolitan Planning Organization (MPO) Transportation Improvement Plan (TIP), the 2015 County Park & Open Space Plan, the 2015 MPO TIP, and the 2016 City of Sheboygan Park & Open Space Plan. The City of Sheboygan also passed a Sustainability Plan in 2015 that calls for increasing transportation options and bicycle and pedestrian connectivity. More recently, the 2017 Sheboygan Business Center Expansion Master Plan shows and discusses further bicycle and pedestrian connections close to the very area in question. However, it should be noted that our staff did not start moving forward on this project without first obtaining a City of Sheboygan Common Council Resolution (Resolution 37-13-14) that was passed to "move this project forward." This resolution passed unanimously.

With all of these approvals, staff began to work in earnest on the project in 2015. Representatives from the County, City, Town of Wilson and two willing corporate partners, Alliant Energy and American Transmission Company, worked to layout a trail system in the corridor that met all the various environmental constraints and setback requirements. Staff also held two public input meetings (one in 2016 and one early this year) as well as numerous in-person meetings in the

neighborhood to listen to the concerns of the neighbors. Many changes were made based on that neighbor input and an additional \$210,000 was allocated for this purpose. The project is now ready to bid out for construction. Total design and planning costs of nearly \$375,000 have been spent to date.

It has come to my attention that in this late hour there is an effort by an alderman who lives in this area, along with some of the neighbors, to now prevent the construction of a portion of the trail that runs from 18th Street to nearly 12th Street. As I understand it, this group is not trying to block the entire trail, but only the aforementioned segment, even though the concerns they brought up have been addressed. This tells me they are not anti-trail, but that they are anti-trail "in my back yard."

This is a good project for the entire community. It will make our community more livable, it will help us attract and retain employees for our workforce, and projects like this generally increase property values in the vicinity of where they are located. Study after study shows increasingly more people want walking and bike paths in their communities.

I respectfully ask the Public Works Committee and the entire Common Council to support our City and County staff's request for a Temporary Limited Easement so that the trail can traverse through the City Park known as Camelot Dog Run Park.

However, if the easement is denied and the aforementioned segment cannot go forward, on behalf of all taxpayers, I formally request the City of Sheboygan refund Sheboygan County \$212,000 so that those dollars can be put to good use as intended. This figure represents the estimated cost provided by the project engineer to design the segment in question.

Finally, attached for your interest and review is a summary of all the steps that have been completed. I hope we can continue to work together to see this project through to completion.

Sincerely,



Tom Wegner, Sheboygan County Board Chairman

Cc: Sheboygan County Board

Adam Payne, County Administrator

Aaron Brault, County Planning & Conservation Director

Darrell Hofland, City Administrator

David Biebel, Public Works Director

Chad Pelishek, City Planning and Development Director

Joe Kerlin, Superintendent of Parks & Forestry

Ryan Sazama, City Engineer

Kevin Jump, City Civil Engineer

Steve Sokolowski, Manager of Planning & Zoning

Project Timeline

1991 – Sheboygan Urbanized Area Bike/Ped Plan – “...utilize environmental corridors and linear greenways whenever possible for bicycle facilities...,” “plan off-street facilities along rivers and creeks in environmental corridors...,” “take advantage of existing municipal parklands to develop bicycle facilities along river corridors and linear greenways...”

2005-2006 – Sheboygan County receives federal funding to promote cycling.

2007 – County Ped & Bike Comprehensive Plan Adopted – *East/West Bike/Ped Connection on southside brought up as a priority. Utility Corridor specifically mentioned as an option. Eleven public input meetings held to gather input on the plan. Over 1,200 hours of volunteer time from members of the Citizen’s Advisory Committee (CATC), the committee chosen to oversee the grant, logged at time of plan adoption. CATC made up of 30 individuals from throughout the community from all walks of life. Approximately one hundred or more public meetings held to discuss projects between plan adoption and 2011-2012.*

2009 – Sheboygan River Basin Partnership holds a neighborhood meeting at Jackson School to discuss plans to restore the corridor. A trail in the corridor is included in the plan.

2011 – CATC, a CATC Subcommittee, and the joint Planning, Resources, Agriculture & Extension & Transportation Committee of the County Board approve a list of projects to move forward on provided funding is available. Southside Utility Corridor trail listed as a project.

2011 – City approves its Comprehensive Plan and states, “Continue to implement regional bike and pedestrian plans and address gaps in the existing networks. Provide routes and facilities for functional, day-to-day travel as well as for recreation,” Coordinate with the County on implementing Nonmotorized Pilot Program projects, AND STATES, “Add a bike/pedestrian path in the Alliant Energy utility corridor on the south side of the City.” Plan Approved Unanimously at Common Council.

2012 – Discussions begin between County and City staff on moving forward with project. Discussions with Alliant Energy & ATC also begin to see what’s feasible.

2012-2014 – Alliant completes feasibility study of natural gas pipeline.

2013 – City Public Works Committee introduces a resolution supporting the project and to move it forward. Common Council approves the resolution unanimously.

2013 – RFP for design services sent out. City and County staff choose Strand Associates.

2013 – Sheboygan Metropolitan Planning Area Transportation Improvement Program Plan (TIP) Approved. Utility Corridor trail project listed for funding. MPO Committee is made up of reps from City, County, T.Wilson, T.Sheboygan, Falls, H Grove, Kohler.

2014 – County begins update of its Bike/Ped Plan. Solicits information from all municipalities and holds a number of open houses in addition to an online survey.

2015 – Alliant notifies County natural gas pipeline will not be installed.

2015 – County commences design contract.

2015 – County and City begin design process with chosen engineer.

2015 – City adopts a Sustainability Plan that calls for increased transportation options and further bike/ped connectivity.

2015 – County adopts its updated Park & Open Space Plan. Utility Corridor trail identified as a planned facility.

2015 - Sheboygan Metropolitan Planning Area Transportation Improvement Program Plan (TIP) Approved. Utility Corridor trail project listed for funding.

Spring 2016 – City adopts its updated Park & Open Space Plan. *Utility Corridor specifically identified in the plan and mentions likely construction in 2018. Plan Approved Unanimously by Public Works Committee and Common Council.*

Summer 2016 – County, City, and Strand Engineering staff hold a public input meeting to gather feedback from adjacent neighbors on 30% Design Plans.

2016-2017 – County, City, and Engineering staff work on design updates based on feedback from 30% meeting as well as other controlling factors (i.e. floodplain, wetland, budget, etc.).

2017 – 60% Design meeting held. Adjacent neighbors invited.

2017 – 90% plans submitted to WisDOT for final approvals.

2017 – Town of Wilson provides an easement for trail to run on their old dump road.

2017 – Alliant Energy offers parcels to County for \$1 so trail can be built.

CITY OF SHEBOYGAN

REQUEST FOR PUBLIC WORKS COMMITTEE CONSIDERATION

ITEM DESCRIPTION: Submitting a communication from Tom Wegner, Sheboygan County Board Chairman, requesting the Public Works Committee and the entire Common Council support our City and County staff's request for a Temporary Limited Easement so that the south side Utility Corridor Multi-Use Path can traverse through the City Park known as Camelot Dog Run Park.

REPORT PREPARED BY: Ryan Sazama, City Engineer

REPORT DATE: October 18, 2017

MEETING DATE: October 24, 2017

FISCAL SUMMARY:

STATUTORY REFERENCE:

Budget Line Item: N/A
Budget Summary: N/A
Budgeted Expenditure: N/A
Budgeted Revenue: N/A

Wisconsin Statutes: N/A
Municipal Code: N/A

BACKGROUND / ANALYSIS: This communication is correlated to the Temporary Limited Easement request by Sheboygan County to the City of Sheboygan for the construction purposes of the Utility Corridor Multi-Use Path from South 12th Street to South Business Drive.

STAFF COMMENTS: Staff supports the construction of this Utility Corridor Multi-Use Path and the granting of the Temporary Limited Easement from the City of Sheboygan to the Sheboygan County for this project.

ACTION REQUESTED: Motion to file R.O. No. 199-17-18 Submitting a communication from Tom Wegner, Sheboygan County Board Chairman, requesting the Public Works Committee and the entire Common Council support our City and County staff's request for a Temporary Limited Easement so that the trail can traverse through the City Park known as Camelot Dog Run Park.

ATTACHMENTS:

- I. R.O. No. 199-17-18

III

6.2

Res. No. 75-17-18. By Alderperson Wolf. September 18, 2017.

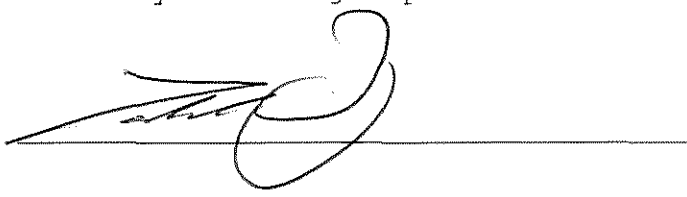
A RESOLUTION authorizing the appropriate City Officials approve the dedicating of a temporary limited easement from the City of Sheboygan for purposes of constructing a Utility Corridor Multi-Use Path.

RESOLVED: The Mayor and City Clerk are authorized and directed to enter into an agreement with Sheboygan County Planning Department relative to the dedication of a temporary limited easement for the Utility Corridor Multi-Use Path.

WHEREAS, the project will need 1.047 acres of land for this temporary limited easement of land from the City of Sheboygan.

BE IT FURTHER RESOLVED: That the proper City Officials approve the temporary limited easement with Sheboygan County Planning Department.

Public Works

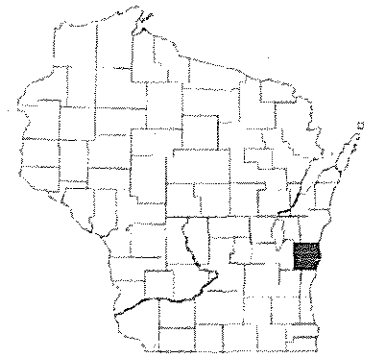


I HEREBY CERTIFY that the foregoing Resolution was duly passed by the Common Council of the City of Sheboygan, Wisconsin, on the _____ day of _____, 20____.

Dated _____ 20 . _____, City Clerk

Approved _____ 20 . _____, Mayor

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION TRANSPORTATION PROJECT PLAT TITLE SHEET 4996-22-71 UTILITY CORRIDOR MULTI-USE PATH LAKESHORE DR - TAYLOR LOCAL PLAT SHEBOYGAN COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE	SECTION CORNER SYMBOL	R/W MONUMENT (TO BE SET)
QUARTER LINE	SECTION CORNER MONUMENT	NON-MONUMENTED R/W POINT
SIXTEENTH LINE	GEODETIC SURVEY MONUMENT	FOUND IRON PIN (3/4" REBAR UNLESS NOTED)
NEW REFERENCE LINE	SIXTEENTH CORNER MONUMENT	OFF-PREMISE SIGN
EXISTING R/W OR HE LINE	SIGN	COMPENSABLE
PROPERTY LINE	ELECTRIC POLE	NON-COMPENSABLE
LOT, TIE & OTHER MINOR LINES	TELEPHONE POLE	
SLOPE INTERCEPT	PEDESTAL (LABEL TYPE) (TV, TEL, LLLC, ETC)	
CORPORATE LIMITS	ACCESS RESTRICTED BY ACQUISITION	
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	NO ACCESS (BY STATUTORY AUTHORITY)	
NEW R/W (FEE OR HE) (MATCHING VARIES BY OWNER)	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	
TEMPORARY LIMITED EASEMENT AREA	NO ACCESS (NEW HIGHWAY)	
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	PARCEL NUMBER (25)	UTILITY NUMBER (40)
TRANSMISSION STRUCTURES	PARALLEL OFFSETS	
BUILDING TO BE REMOVED	TLE POINT	
BRIDGE	R/W BOUNDARY POINT	

CONVENTIONAL ABBREVIATIONS

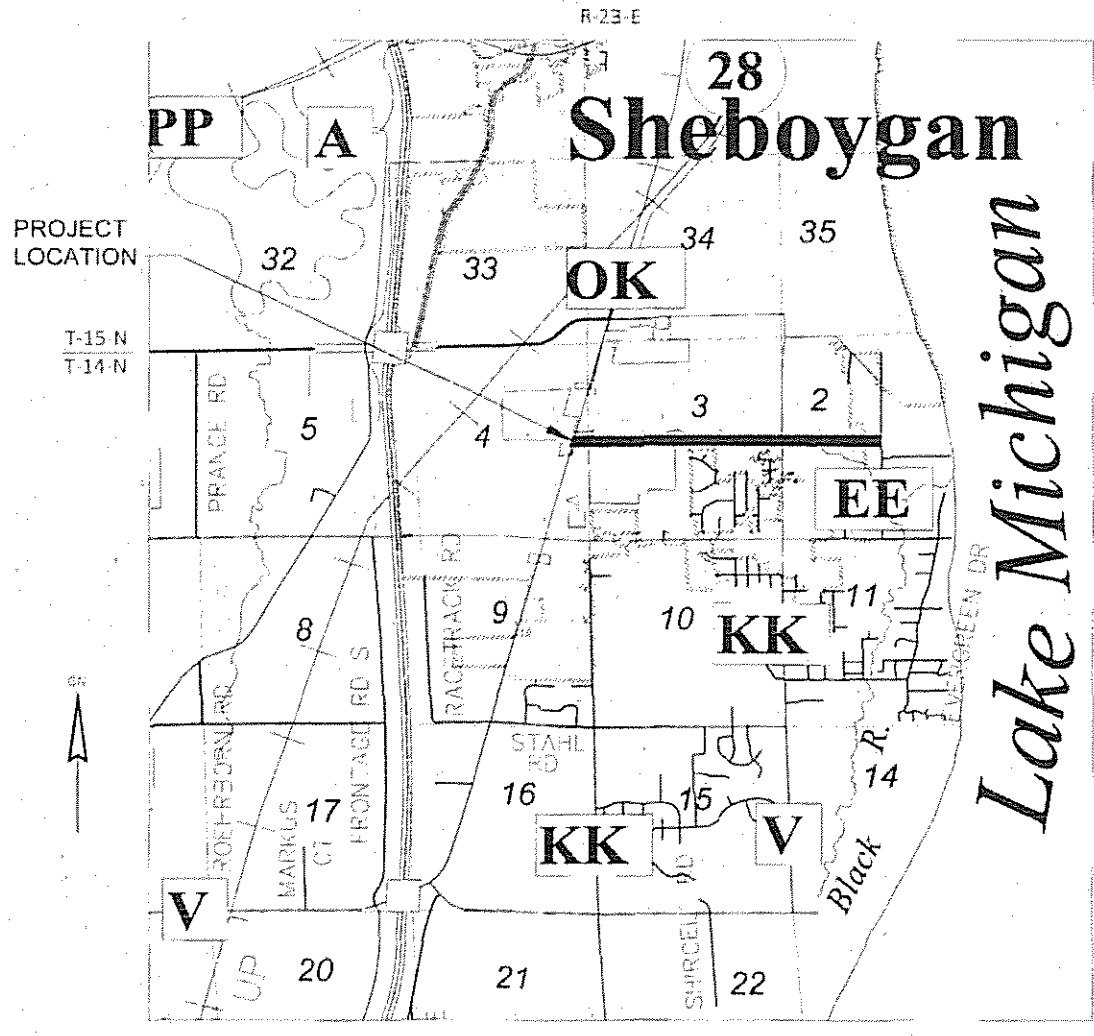
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS (100')	
ALUMINUM AND OTHERS	ALUM	REEL / IMAGE	R/I
BACK	BA	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	HIGHWAY	HI
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	IP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV		
GRID NORTH	GN	TRANSPORTATION PROJECT PLAT	TPP
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	POC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCHB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

W	WATER
G	GAS
T	TELEPHONE OVERHEAD
TL	TRANSMISSION LINES
E	ELECTRIC
CT	CABLE TELEVISION
HO	FIBER OPTIC
SS	SANITARY SEWER
SS	STORM SEWER



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 4996-22-71.

NOTES:

- POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, SHEBOYGAN COUNTY, MADIS (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
- ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1/2" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
- ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDING DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.
- RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.
- DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.
- A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLE) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.
- A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.
- PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.
- FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF SHEBOYGAN AND THE SHEBOYGAN COUNTY HIGHWAY DEPARTMENT.
- PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.
- EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
 EXISTING R/W FOR COUNTY RD OK BASED ON PREVIOUS PROJECT, 4996-01-21.
 EXISTING R/W FOR OPENING ROAD BASED ON PREVIOUS PROJECT, 4996-01-21, TOWN OF WILSON ROAD RECORDS V.3, P.11.
 EXISTING R/W FOR 18TH STREET BASED ON: CAMELOT ESTATES, PLAINWOOD, CREEKSIDE AND EASEMENT DOCUMENT NO 1498957.
 EXISTING R/W FOR FOX HILL ROAD BASED ON: CAMELOT ESTATES.
 EXISTING R/W FOR KNOLL CREST DRIVE BASED ON: CAMELOT ESTATES.
 EXISTING R/W FOR 12TH STREET BASED ON: CAMELOT ESTATES, CSM RECORDED IN VOL. 1, P. 57, CSM RECORDED IN VOL. 1, P. 59, CSM RECORDED IN VOL. 6, P. 364 AND THE EAST HALF OF SECTION 3.
 EXISTING R/W FOR CAMELOT BOULEVARD BASED ON: CAMELOT ESTATES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4996-22-71 - 4 01
SHEET 2 OF 2
AMENDMENT NO.

TRANSPORTATION PROJECT PLAT NO: 4996-22-71 - 4.02

THAT PART OF TRACT 1 OF CSM RECORDED IN VOLUME 1, PAGE 55 AS DOCUMENT NUMBER 901012 AND OTHER LANDS IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, AND PART OF TRACT 1 OF CSM RECORDED IN VOLUME 1, PAGE 58 AS DOCUMENT 901015 AND OTHER LANDS IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, AND PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 14 NORTH, RANGE 23 EAST, CITY OF SHEBOYGAN, AND PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 14 NORTH, RANGE 23 EAST, TOWN OF WILSON, ALL IN SHEBOYGAN COUNTY, WISCONSIN.

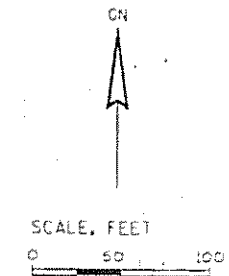
RELOCATION ORDER UTILITY CORRIDOR MULTI-USE PATH (LAKESHORE DR - TAYLOR) LOCAL PLAT SHEBOYGAN COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, SHEBOYGAN COUNTY DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 & 83.08 WISCONSIN STATUTES, SHEBOYGAN COUNTY HEREBY ORDERS THAT:

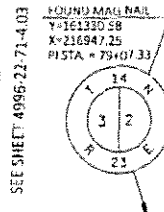
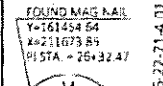
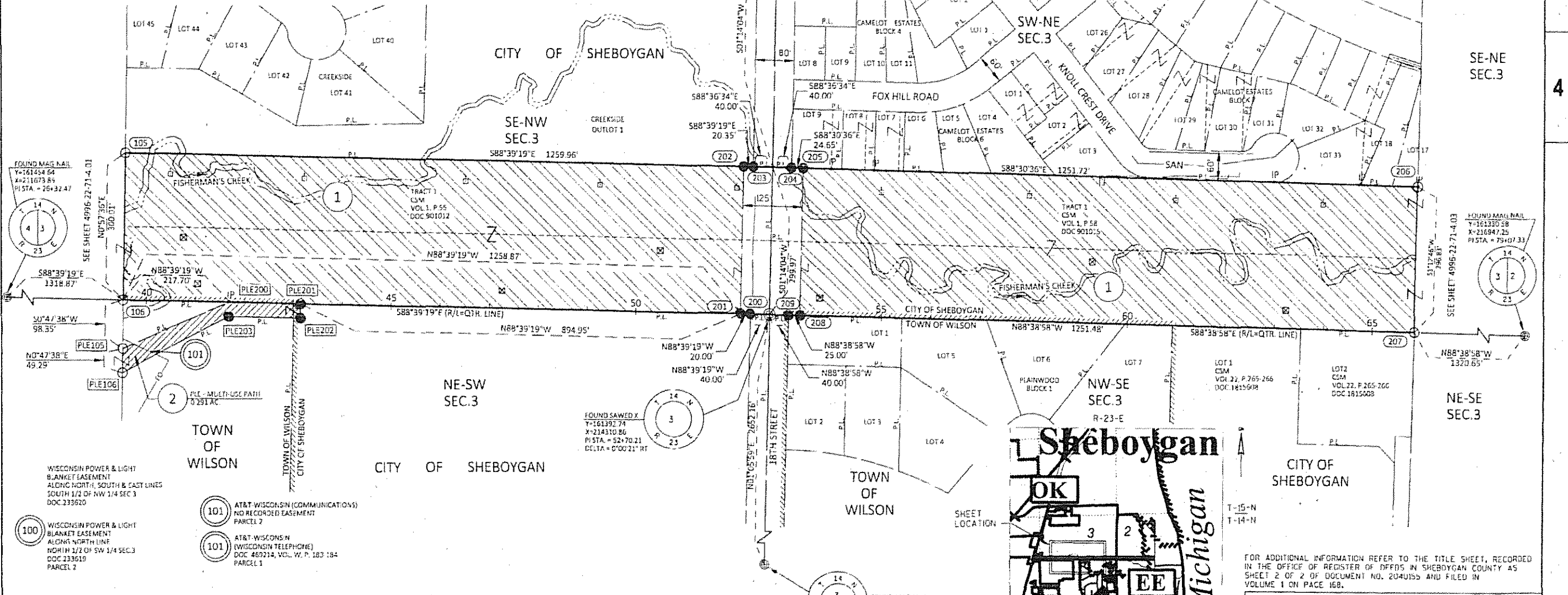
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF SHEBOYGAN COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07 & 83.08, WISCONSIN STATUTES.

COURSE	BEARING	DISTANCE	POINT #	STATION	OFFSET
PLE201-PLE207	S 1° 05' 59" W	24.17'	105	39+49.33	-300.00'
PLE202-PLE203	N 88° 38' 37" W	148.37'	106	52+30.21	0.00'
PLE203-PLE105	S 67° 24' 02" W	744.84'	201	52+10.71	0.00'
PLE106-PLE105	N 0° 47' 38" E	49.29'	202	52+09.28	-300.00'
PLE105-PLE200	N 66° 56' 24" E	236.02'	203	52+29.63	-300.00'
PLE200-PLE201	S 88° 30' 21" E	146.22'	204	53+09.60	-299.94'
			205	53+34.25	-299.88'
			206	65+85.92	-296.84'
			207	65+86.69	0.00'
			208	53+35.21	0.00'
			209	53+10.21	0.00'
PLE205	39+42.39	34.76'	PLE100	10+22.26	147.01'
PLE200	41+69.04	0.00'	PLE201	43+15.26	0.00'
PLE202	43+15.39	29.17'	PLE203	41+67.02	29.14'



20-0609
SHEBOYGAN COUNTY WI
RECORDED ON
06/20/2017 2:40 PM
ELLEN R. SCHEIDT
REGISTER OF DEEDS
PLAT NO. 4996-22-71-4.02
Vol. 1 Page 169

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4996-22-71-4.02
AMENDMENT NO. _____



WISCONSIN POWER & LIGHT
BLANKET EASEMENT
ALONG NORTH, SOUTH & EAST LINES
SOUTH 1/2 OF NW 1/4 SEC 3
DOC. 233620

100 WISCONSIN POWER & LIGHT
BLANKET EASEMENT
ALONG NORTH LINE
NORTH 1/2 OF SW 1/4 SEC 3
DOC. 233619
PARCEL 2

101 AT&T-WISCONSIN (COMMUNICATIONS)
NO RECORDED EASEMENT
PARCEL 2

101 AT&T-WISCONSIN (WISCONSIN TELEPHONE)
DOC. 469214, VOL. W. P. 183-184
PARCEL 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W ACRES REQUIRED	NEW EXISTING TOTAL	PLE AC
1	WISCONSIN POWER & LIGHT COMPANY	FEF	17.747	0.661	18.108
2	TOWN OF WILSON	PLE	-	-	0.291

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	WISCONSIN POWER & LIGHT	RELEASE OF RIGHTS
101	AT&T WISCONSIN (COMMUNICATIONS)	RELEASE OF RIGHTS

FOUND IRON PINS ARE 3/4" REBAR UNLESS OTHERWISE NOTED.

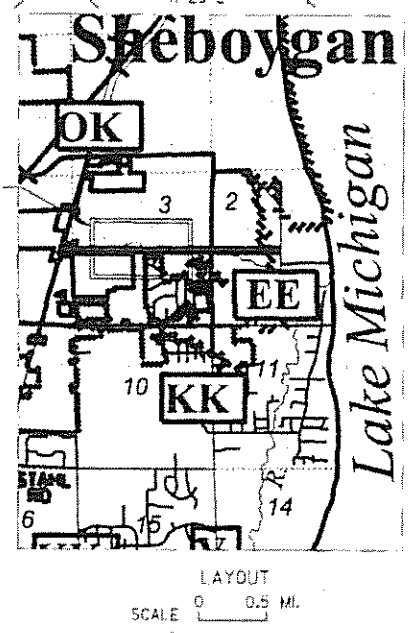
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCONS), SHEBOYGAN COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF SHEBOYGAN OR THE SHEBOYGAN COUNTY HIGHWAY DEPARTMENT.

EXISTING R/W FOR 18TH STREET BASED ON: CAMELOT ESTATES, PLAINWOOD, CREEKSIDE AND EASEMENT DOCUMENT NO. 149857.

EXISTING R/W FOR FOX HILL ROAD BASED ON: CAMELOT ESTATES

EXISTING R/W FOR KNOLL CREST DRIVE BASED ON: CAMELOT ESTATES



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SHEBOYGAN COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 2040155 AND FILED IN VOLUME 1 ON PAGE 168.

STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53705
(608) 251-4543

HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF SHEBOYGAN COUNTY, I HAVE SURVEYED & MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Heather Bartelt* DATE: 6/15/17
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR SHEBOYGAN COUNTY

SIGNATURE: *Aaron C. Brault* DATE: 6-20-17
PRINT NAME: AARON C. BRAULT

TRANSPORTATION PROJECT PLAT NO: 4996-22-71 - 4.03

THAT PART OF LOTS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, & 14, BLOCK 7 OF CAMELOT ESTATES AND PART OF TRACT 1 OF CSM RECORDED IN VOLUME 1, PAGE 58 AS DOCUMENT NUMBER 901015 AND PART OF TRACT 1 OF CSM RECORDED IN VOLUME 1, PAGE 57 AS DOCUMENT NUMBER 901014 AND OTHER LANDS IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 14 NORTH, RANGE 23 EAST, CITY OF SHEBOYGAN, SHEBOYGAN COUNTY, WISCONSIN.

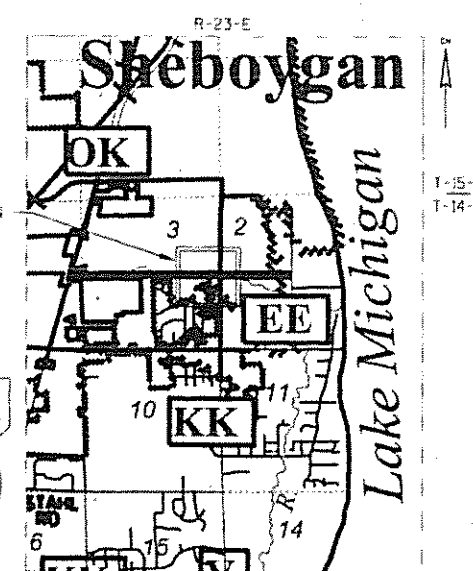
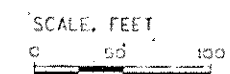
RELOCATION ORDER UTILITY CORRIDOR MULTI-USE PATH (LAKESHORE DR - TAYLOR) LOCAL PLAT SHEBOYGAN COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, SHEBOYGAN COUNTY DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

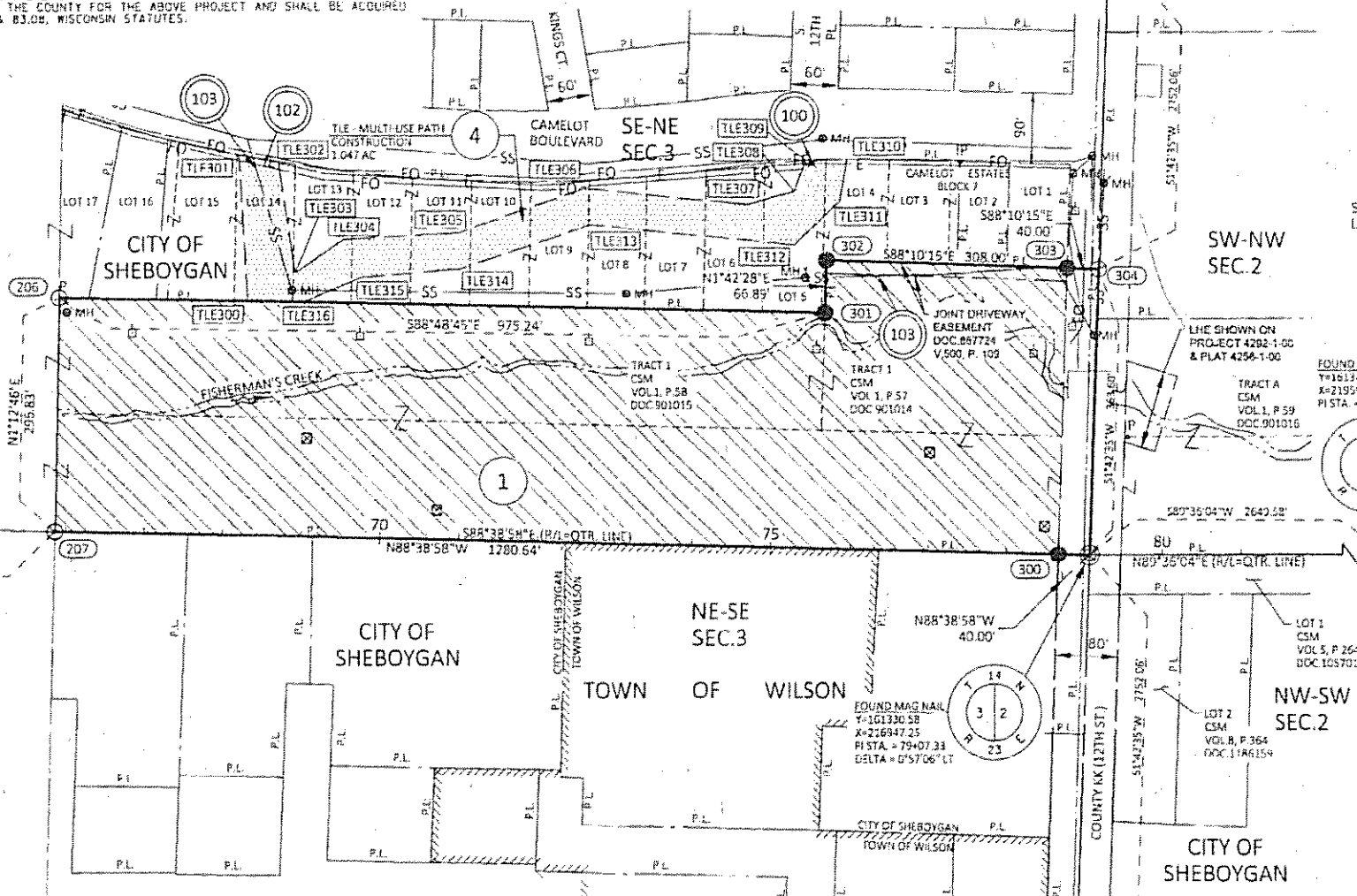
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 & 83.08 WISCONSIN STATUTES, SHEBOYGAN COUNTY HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SHOWN FOR THE ABOVE PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF SHEBOYGAN COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07 & 83.08, WISCONSIN STATUTES.

2040700
 SHEBOYGAN COUNTY V1
 RECORDED ON
 05/20/17 2:43 PM
 RILEY H. SCHLESCHER
 REGISTER OF DEEDS
 PLAT # 4996-22-71
 ELLIOTT R. SCHLESCHER
 Vol. 1 Page 170

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 4996-22-71-4.03
 AMENDMENT NO.



POINT #	STATION	OFFSET
206	65+85.97	-295.84
207	65+86.69	0.00
300	76+67.33	0.00
302	75+61.21	-299.61
302	75+61.62	-366.57
303	78+69.61	-363.93
304	79+20.71	-363.16
TLE300	68+25.98	297.52
TLE301	68+11.12	-483.27
TLE302	68+01.29	-475.44
TLE303	68+85.33	-334.25
TLE304	69+46.58	-378.47
TLE305	70+91.43	-390.02
TLE306	72+49.4	-450.42
TLE307	74+59.76	-434.65
TLE308	75+18.58	-453.15
TLE309	75+32.45	-492.85
TLE310	75+84.05	-495.35
TLE311	75+76.07	-441.64
TLE312	75+20.57	384.95
TLE313	72+58.59	-404.03
TLE314	70+94.03	-344.26
TLE315	69+69.74	-330.55
TLE316	68+97.74	-297.72



- 100 WISCONSIN POWER & LIGHT
DOC. 976475, VOL. 734, P. 36-38
PARCEL 4
- 100 WISCONSIN POWER & LIGHT
NO RECORDED EASEMENT
PARCEL 4
- 101 AT&T-WISCONSIN
(WISCONSIN TELEPHONE)
DOC. 887724, VOL. 500, P. 109
DOC. 882209, VOL. 484, P. 113
DOC. 483550, VOL. X, P. 17
DOC. 419214, VOL. W, P. 183-184
PARCEL 1
- 102 CHARTER COMMUNICATIONS
NO RECORDED EASEMENT
PARCEL 4
- 103 CITY OF SHEBOYGAN (STORM)
NO RECORDED EASEMENT
PARCELS 3 & 4

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W NEW	ACRES REQUIRED EXISTING TOTAL	TLE AC.
1	WISCONSIN POWER & LIGHT	FEE	9.250	0.334 9.584	---
4	CITY OF SHEBOYGAN	TLE	---	---	1.047

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	WISCONSIN POWER & LIGHT	RELEASE OF RIGHTS
101	AT&T-WISCONSIN	RELEASE OF RIGHTS
102	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
103	CITY OF SHEBOYGAN (STORM)	RELEASE OF RIGHTS

FOUND IRON PINS ARE 3/4" REBAR UNLESS OTHERWISE NOTED.
 POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SHEBOYGAN COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
 FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF SHEBOYGAN OR THE SHEBOYGAN COUNTY HIGHWAY DEPARTMENT
 EXISTING R/W FOR 12TH STREET BASED ON, CAMELOT ESTATES, CSM RECORDED IN VOL. 1, P. 57, CSM RECORDED IN VOL. 1, P. 59, CSM RECORDED IN VOL. 8, P. 364 AND THE EAST LINE OF SECTION 3.
 EXISTING R/W FOR CAMELOT BOULEVARD BASED ON CAMELOT ESTATES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SHEBOYGAN COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 2040155 AND FILED IN VOLUME 1 ON PAGE 168.

STRAND ASSOCIATES, INC. ©
 910 WEST WINTHROP DRIVE, MADISON, WI 53715
 (608) 251-4841

HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF SHEBOYGAN COUNTY, I HAVE SURVEYED & MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Heather S. Bartelt* DATE: 6/16/17
 PRINT NAME: HEATHER S. BARTELT
 REGISTRATION NUMBER: 5-2797
 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR SHEBOYGAN COUNTY
 SIGNATURE: *Aaron C. Brault* DATE: 6-20-17
 PRINT NAME: AARON C. BRAULT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION TRANSPORTATION PROJECT PLAT TITLE SHEET 4996-22-71 UTILITY CORRIDOR MULTI-USE PATH LAKESHORE DR - TAYLOR LOCAL PLAT SHEBOYGAN COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE		SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	
QUARTER LINE		SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	
SIXTEENTH LINE		GEODETIC SURVEY MONUMENT		FOUND IRON PIN (3/4" REBAR UNLESS NOTED)	
NEW REFERENCE LINE		SIXTEENTH CORNER MONUMENT		SIGN	
NEW R/W LINE		OFF-PREMISE SIGN		COMPENSABLE	
EXISTING R/W OR HE LINE		NO ACCESS (BY STATUTORY AUTHORITY)		NON-COMPENSABLE	
PROPERTY LINE		ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)		PARCEL NUMBER	
LOT, TIE & OTHER MINOR LINES		NO ACCESS (NEW HIGHWAY)		UTILITY NUMBER	
SLOPE INTERCEPT		PARALLEL OFFSETS		TLE POINT	
CORPORATE LIMITS		TLE POINT		R/W BOUNDARY POINT	
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)		R/W BOUNDARY POINT			
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)					
TEMPORARY LIMITED EASEMENT AREA					
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)					
TRANSMISSION STRUCTURES					
BUILDING TO BE REMOVED					
BRIDGE					

CONVENTIONAL ABBREVIATIONS

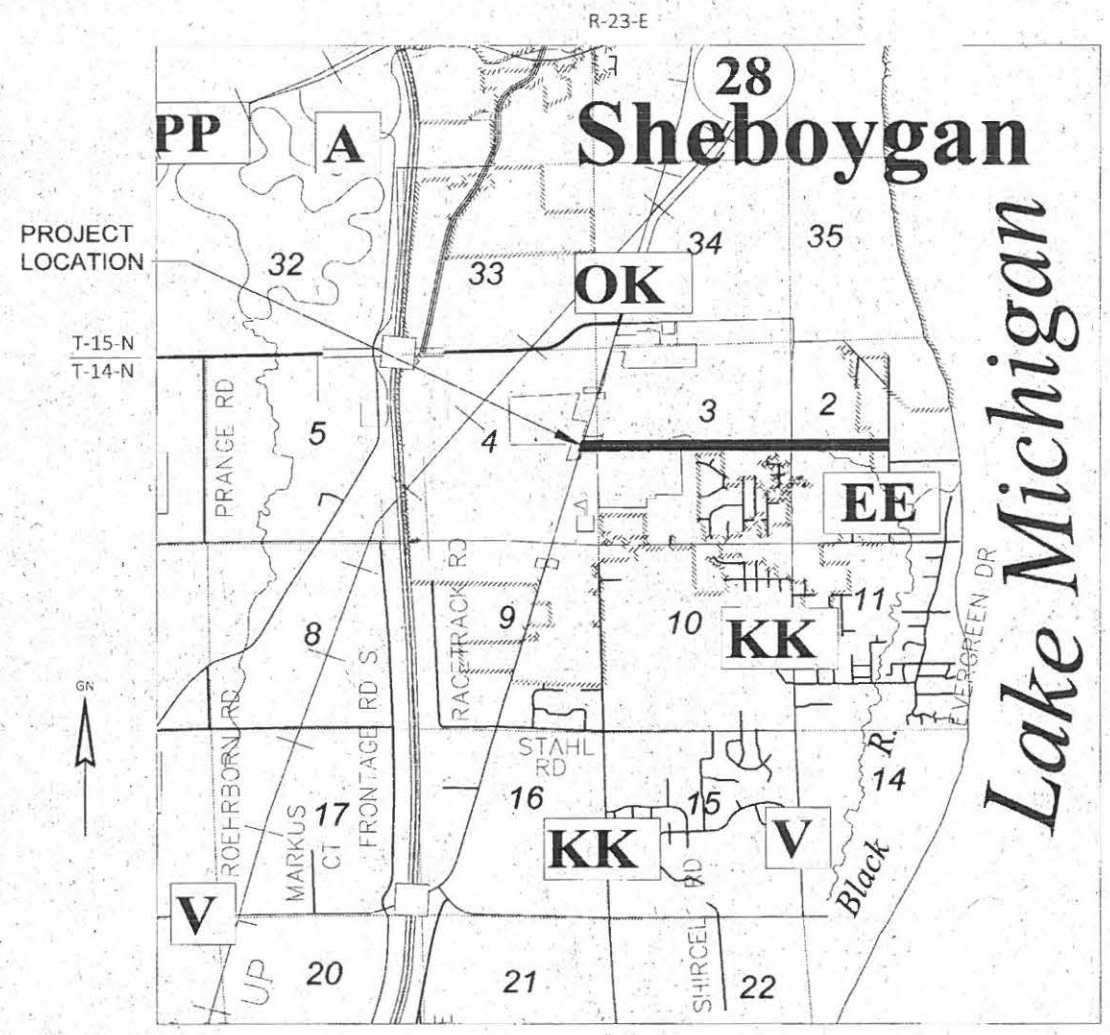
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS (100')	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT	RDE
CENTERLINE	C/L	EASEMENT	
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	IP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV		
GRID NORTH	GN	TRANSPORTATION PROJECT	TPP
HIGHWAY EASEMENT	HE	PLAT	
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	PGB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

	WATER
	GAS
	TELEPHONE
	OVERHEAD
	TRANSMISSION LINES
	ELECTRIC
	CABLE TELEVISION
	FIBER OPTIC
	SANITARY SEWER
	STORM SEWER



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 4996-22-71

NOTES:

- POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, SHEBOYGAN COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
- ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
- ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.
- RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.
- DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.
- A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.
- A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.
- PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.
- FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF SHEBOYGAN AND THE SHEBOYGAN COUNTY HIGHWAY DEPARTMENT.
- PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.
- EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
 - EXISTING R/W FOR COUNTY RD OK BASED ON PREVIOUS PROJECT: 4996-01-21
 - EXISTING R/W FOR MOENING ROAD BASED ON PREVIOUS PROJECT: 4996 01 21, TOWN OF WILSON ROAD RECORDS V.1, P.11.
 - EXISTING R/W FOR 18TH STREET BASED ON: CAMELOT ESTATES, PLAINWOOD, CREEKSIDE AND EASEMENT DOCUMENT NO. 1498957.
 - EXISTING R/W FOR FOX HILL ROAD BASED ON: CAMELOT ESTATES
 - EXISTING R/W FOR KNOLL CREST DRIVE BASED ON: CAMELOT ESTATES
 - EXISTING R/W FOR 12TH STREET BASED ON: CAMELOT ESTATES, CSM RECORDED IN VOL. 1, P. 57, CSM RECORDED IN VOL. 1 P. 59, CSM RECORDED IN VOL. 8, P. 364 AND THE FAST LANE OF SECTION 3.
 - EXISTING R/W FOR CAMELOT BOULEVARD BASED ON: CAMELOT ESTATES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4996-22-71 -4.01
SHEET 2 OF 2
AMENDMENT NO.

TRANSPORTATION PROJECT PLAT NO: 4996-22-71 - 4.01

THAT PART OF PARCEL A OF CSM RECORDED IN VOLUME 1, PAGE 47 AS DOCUMENT NO 893676 LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3 AND OTHER LANDS IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 4, AND THAT PART OF TRACT 1 OF CSM RECORDED IN VOLUME 1, PAGE 55 AS DOCUMENT 901012 LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3 AND OTHER LANDS IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 14 NORTH, RANGE 23 EAST, CITY OF SHEBOYGAN, AND THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 14 NORTH, RANGE 23 EAST, TOWN OF WILSON, ALL IN SHEBOYGAN COUNTY, WISCONSIN.

RELOCATION ORDER UTILITY CORRIDOR MULTI-USE PATH (LAKESHORE DR - TAYLOR) LOCAL PLAT SHEBOYGAN COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESCRIBED ABOVE, SHEBOYGAN COUNTY DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 & 83.08 WISCONSIN STATUTES, SHEBOYGAN COUNTY HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF SHEBOYGAN COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07 & 83.08, WISCONSIN STATUTES.

COURSE	BEARING	DISTANCE	POINT #	STATION	OFFSET
PLE101-PLE102	S 67° 54' 41" E	369.30'	100	22+49.94	0.00'
PI F102-PI F103	S 78° 53' 22" E	146.84'	101	22+40.49	-33.00'
PLE103-PLE104	N 79° 30' 25" E	133.79'	102	22+34.38	-54.33'
PLE104-PLE105	N 66° 56' 24" E	72.41'	103	22+08.49	-303.50'
PLE105-PLE106	S 00° 47' 38" W	49.29'	104	24+94.47	-295.71'
PLE106-PLE107	S 02° 24' 02" W	128.81'	105	39+49.33	-300.00'
PLE107-PLE108	N 78° 47' 45" W	210.67'	106	39+51.34	0.00'
PLE108-PLE109	N 68° 26' 27" W	420.74'	PI F100	26+65.48	0.00'
PLE109-PLE110	N 88° 19' 17" W	571.81'	PLE101	32+65.33	0.00'
PLE110-PLE110	N 00° 29' 18" E	25.19'	PLE102	36+10.69	130.80'
			PLE103	37+55.40	155.71'
			PLE104	38+80.35	128.20'
			PLE105	39+52.29	98.35'
			PLE106	39+52.76	147.63'
			PLE107	38+40.04	209.97'
			PLE108	36+32.48	173.90'
			PLE109	32+37.66	28.52'
			PLE110	26+65.85	25.19'

STRAND ASSOCIATES, INC. ®

910 WI ST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF SHEBOYGAN COUNTY, I HAVE SURVEYED & MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



SIGNATURE: *Heather Bartelt* DATE: 6/5/17

PRINT NAME: HEATHER S. BARTELT

REGISTRATION NUMBER: S-2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR SHEBOYGAN COUNTY

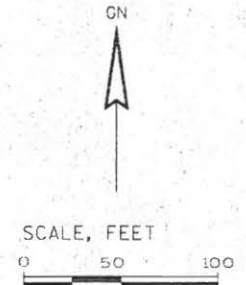
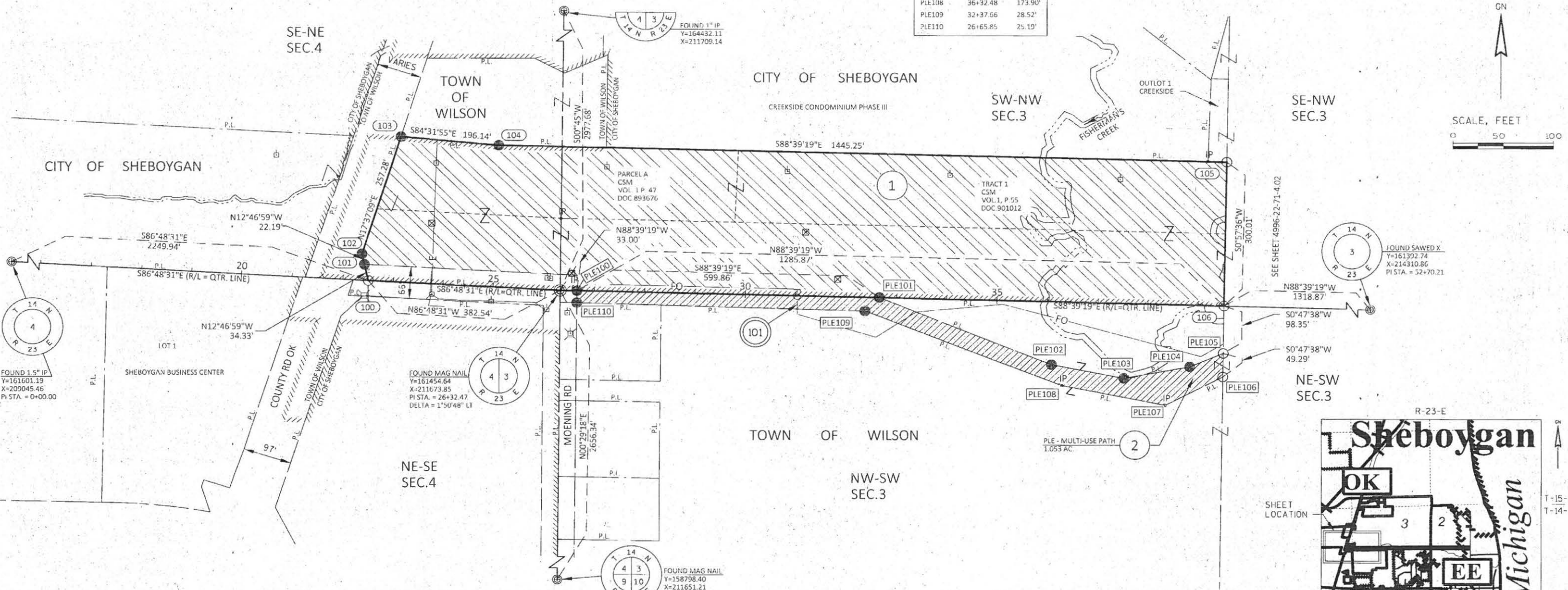
SIGNATURE: *Aaron C. Brault* DATE: 6-7-17

PRINT NAME: AARON C. BRAULT

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF THIS DOCUMENT.

2040135
SHEBOYGAN COUNTY WI
RECORDED 011
06/09/2017 9:42 AM
ELLEN R. SCHLEICHER
REGISTER OF DEEDS
PLAT FEE: 25.00
Cashier 1013
Ellen R. Schleicher
Vol: 1 Page(s): 167/168

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 4996-22-71-4.01
AMENDMENT NO: _____
SHEET 1 OF 2



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY

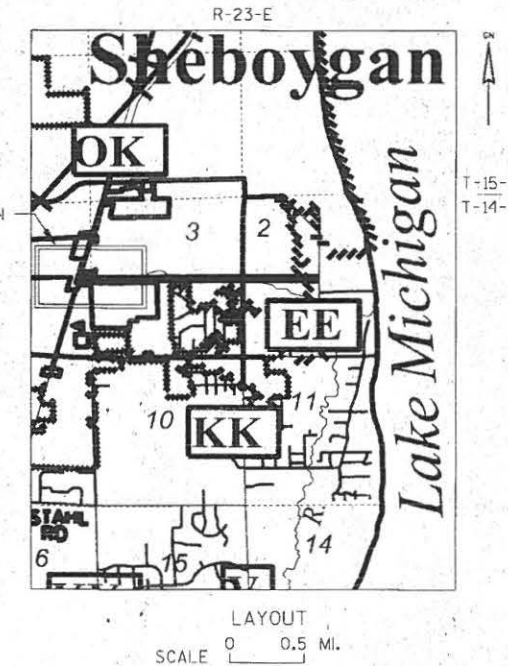
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W ACRES REQUIRED	NEW EXISTING TOTAL	PLE AC.	
1	WISCONSIN POWER & LIGHT COMPANY	FCC	11.271	0.317	11.588	---
2	TOWN OF WILSON	PLE	---	---	---	1.053

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	WISCONSIN POWER & LIGHT	RELEASE OF RIGHTS
101	AT&T-WISCONSIN (COMMUNICATIONS)	RELEASE OF RIGHTS

FOUND IRON PINS ARE 3/4" REBAR UNLESS OTHERWISE NOTED.
 POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SHEBOYGAN COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
 FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF SHEBOYGAN OR THE SHEBOYGAN COUNTY HIGHWAY DEPARTMENT.
 EXISTING R/W FOR COUNTY RD OK BASED ON PREVIOUS PROJECT: 4996-01-21
 EXISTING R/W FOR MOENING ROAD BASED ON PREVIOUS PROJECT: 4996-01-21, TOWN OF WILSON ROAD RECORDS V.1, P.11.

- 100 WISCONSIN POWER & LIGHT BLANKET EASEMENT ALONG NORTH, SOUTH & EAST LINES SOUTH 1/2 OF NW 1/4 SEC.3 DOC.233620
- 101 WISCONSIN POWER & LIGHT BLANKET EASEMENT ALONG NORTH LINE NORTH 1/2 OF SW 1/4 SEC.3 DOC.233619 PARCEL 2
- 101 AT&T-WISCONSIN (COMMUNICATIONS) NO RECORDED EASEMENT PARCELS 1 & 2



TRANSPORTATION PROJECT PLAT NO: 4996-22-71 - 4.02

THAT PART OF TRACT 1 OF CSM RECORDED IN VOLUME 1, PAGE 55 AS DOCUMENT NUMBER 901012 AND OTHER LANDS IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, AND PART OF TRACT 1 OF CSM RECORDED IN VOLUME 1, PAGE 58 AS DOCUMENT 901015 AND OTHER LANDS IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, AND PART OF THE NORTHEAST 1/4 OF SECTION 3, AND PART OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 14 NORTH, RANGE 23 EAST, CITY OF SHEBOYGAN, AND PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 14 NORTH, RANGE 23 EAST, TOWN OF WILSON, ALL IN SHEBOYGAN COUNTY, WISCONSIN.

RELOCATION ORDER UTILITY CORRIDOR MULTI-USE PATH (LAKESHORE DR - TAYLOR) LOCAL PLAT SHEBOYGAN COUNTY

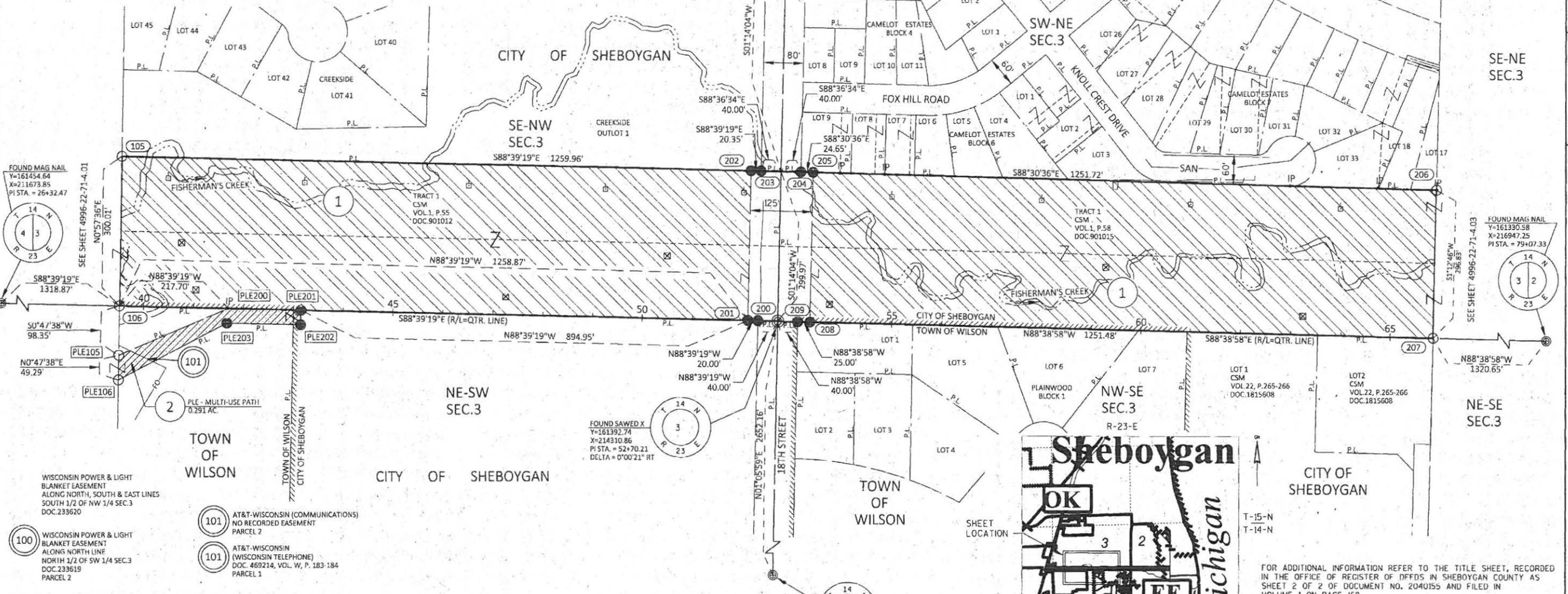
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, SHEBOYGAN COUNTY DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 & 83.08 WISCONSIN STATUTES, SHEBOYGAN COUNTY HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF SHEBOYGAN COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07 & 83.08, WISCONSIN STATUTES.

COURSE	BEARING	DISTANCE	POINT #	STATION	OFFSET
PLE201-PLE202	S 1° 05' 59" W	29.17'	105	39+49.33	-300.00'
PLE202-PLE203	N 88° 38' 37" W	148.37'	106	39+51.34	0.00'
PLE203-PLE106	S 62° 24' 02" W	244.84'	200	52+30.21	0.00'
PLE106-PLE105	N 0° 47' 38" E	49.29'	201	52+10.21	0.00'
PLE105-PLE200	N 66° 56' 24" E	238.02'	202	52+09.28	-300.00'
PLE200-PLE201	S 88° 39' 21" E	146.22'	203	52+29.63	-300.00'
			204	53+09.60	-299.94'
			205	53+34.25	-299.88'
			206	65+85.92	-296.84'
			207	65+86.69	0.00'
			208	53+35.21	0.00'
			209	53+10.21	0.00'
			PLE105	39+52.29	98.35'
			PLE106	39+52.76	147.63'
			PLE200	41+69.04	0.00'
			PLE201	43+15.26	0.00'
			PLE202	43+15.39	29.17'
			PLE203	41+67.02	29.14'

2040699
 SHEBOYGAN COUNTY WI
 RECORDED ON
 06/20/2017 2:00 PM
 ELLEN R. SCHLEICHER
 REGISTER OF DEEDS
 PLAT # 4996-22-71
 SHEET 169
 Vol. 1 Page(s): 169

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 4996-22-71-4.02
 AMENDMENT NO. _____



PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W	ACRES REQUIRED NEW	ACRES REQUIRED EXISTING	PLE AC.
1	WISCONSIN POWER & LIGHT COMPANY	FEE	17.247	0.861	18.108	---
2	TOWN OF WILSON	PLE	---	---	---	0.291

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	WISCONSIN POWER & LIGHT	RELEASE OF RIGHTS
101	AT&T WISCONSIN (COMMUNICATIONS)	RELEASE OF RIGHTS

FOUND IRON PINS ARE 3/4" REBAR UNLESS OTHERWISE NOTED.

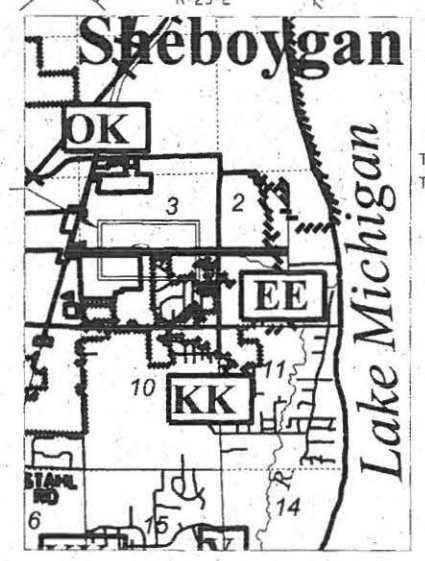
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCONSIN), SHEBOYGAN COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF SHEBOYGAN OR THE SHEBOYGAN COUNTY HIGHWAY DEPARTMENT.

EXISTING R/W FOR 18TH STREET BASED ON: CAMELOT ESTATES, PLAINWOOD, CREEKSIDE AND EASEMENT DOCUMENT NO. 1498957.

EXISTING R/W FOR FOX HILL ROAD BASED ON: CAMELOT ESTATES

EXISTING R/W FOR KNOLL CREST DRIVE BASED ON: CAMELOT ESTATES



TRANSPORTATION PROJECT PLAT NO: 4996-22-71 - 4.03

THAT PART OF LOTS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, & 14, BLOCK 7 OF CAMELOT ESTATES AND PART OF TRACT 1 OF CSM RECORDED IN VOLUME 1, PAGE 58 AS DOCUMENT NUMBER 901015 AND PART OF TRACT 1 OF CSM RECORDED IN VOLUME 1, PAGE 57 AS DOCUMENT NUMBER 901014 AND OTHER LANDS IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 14 NORTH, RANGE 23 EAST, CITY OF SHEBOYGAN, SHEBOYGAN COUNTY, WISCONSIN.

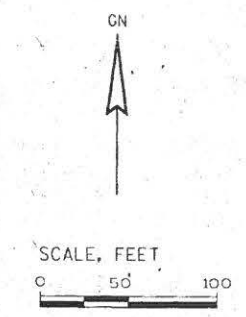
RELOCATION ORDER UTILITY CORRIDOR MULTI-USE PATH (LAKESHORE DR - TAYLOR) LOCAL PLAT SHEBOYGAN COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, SHEBOYGAN COUNTY DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

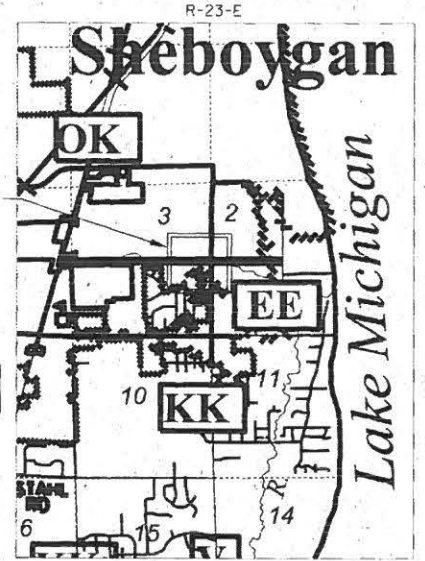
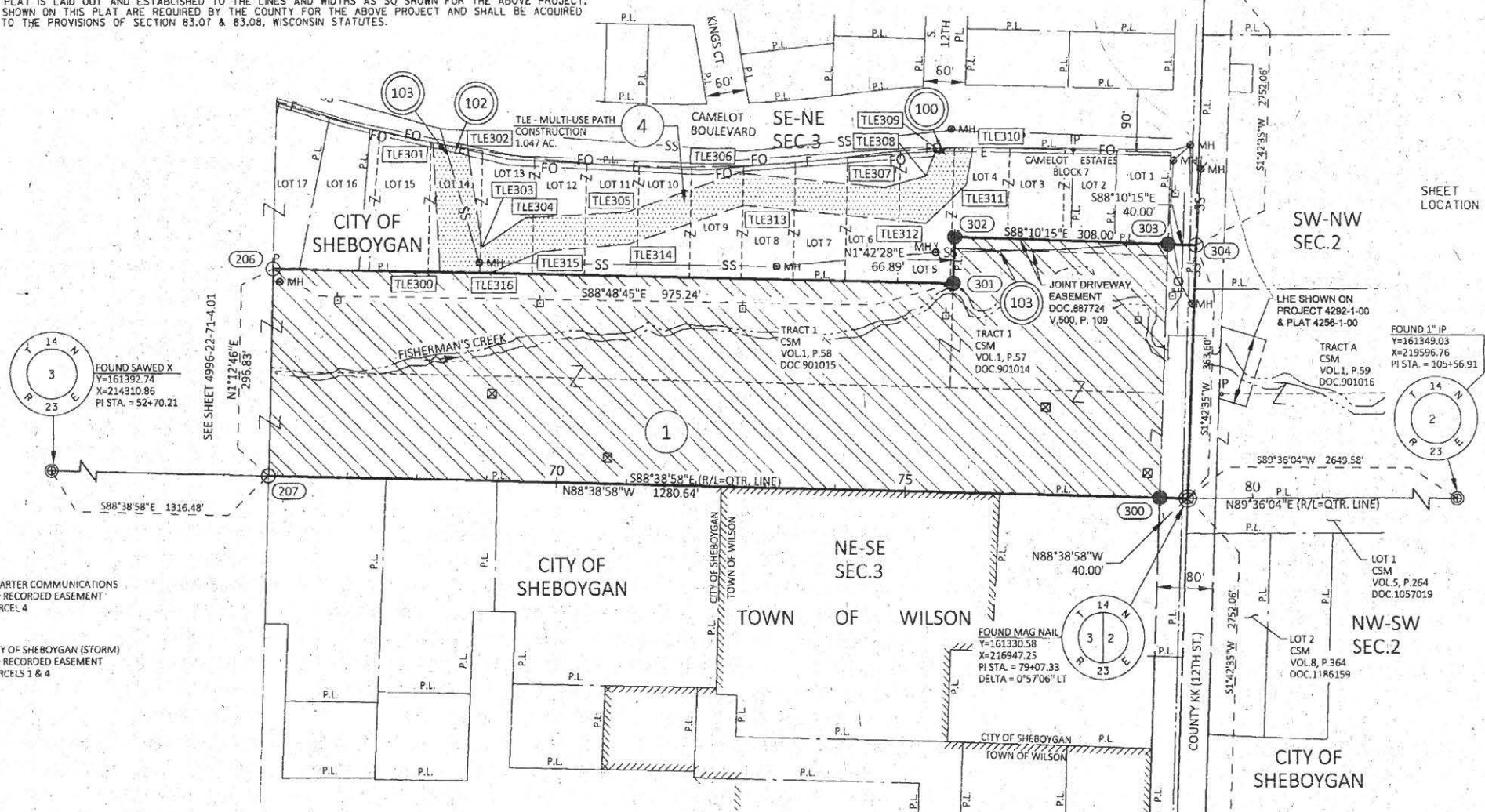
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 & 83.08 WISCONSIN STATUTES, SHEBOYGAN COUNTY HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF SHEBOYGAN COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07 & 83.08, WISCONSIN STATUTES.

2040700
 SHEBOYGAN COUNTY WI
 RECORDED ON
 05/20/2017 2:43 PM
 ELLEN R. SCHLEICHER
 REGISTER OF DEEDS
 PLAT #EE-25-09
 LAYOUT #D
 Ellen R. Schleicher
 Vol. 1 Page(s): 170

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 4996-22-71-4.03
 AMENDMENT NO. _____



POINT #	STATION	OFFSET
206	65+85.97	-296.84'
207	65+86.69	0.00'
300	78+67.33	0.00'
301	75+61.21	-299.61'
302	75+61.62	-366.5'
303	78+69.61	-363.93'
304	79+20.71	-363.36'
TLE300	68+25.98	-297.52'
TLE301	68+11.12	-483.27'
TLE302	68+61.29	-475.44'
TLE303	68+85.33	-334.25'
TLE304	69+46.58	-378.47'
TLE305	70+91.43	-390.02'
TLE306	72+49.4	-450.42'
TLE307	74+59.76	-434.65'
TLE308	75+18.58	-453.15'
TLE309	75+32.45	-492.85'
TLE310	75+84.05	-495.36'
TLE311	75+76.07	-441.64'
TLE312	75+20.57	-384.95'
TLE313	72+58.59	-404.03'
TLE314	70+94.63	-344.26'
TLE315	69+69.74	-330.55'
TLE316	68+97.74	-297.72'



- 100 WISCONSIN POWER & LIGHT DOC.976475, VOL. 734, P. 36-38 PARCEL 4
- 100 WISCONSIN POWER & LIGHT NO RECORDED EASEMENT PARCEL 4
- 101 AT&T-WISCONSIN (WISCONSIN TELEPHONE) DOC. 887724, VOL. 500, P. 109 DOC.882209, VOL. 484, P. 113 DOC.483550, VOL. X, P.17 DOC.419214, VOL.W, P.183-184 PARCEL 1
- 102 CHARTER COMMUNICATIONS NO RECORDED EASEMENT PARCEL 4
- 103 CITY OF SHEBOYGAN (STORM) NO RECORDED EASEMENT PARCELS 1 & 4

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W NEW	ACRES EXISTING	ACRES TOTAL	TLE AC.
1	WISCONSIN POWER & LIGHT	FEE	9.250	0.334	9.584	---
4	CITY OF SHEBOYGAN	TLE	---	---	---	1.047

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	WISCONSIN POWER & LIGHT	RELEASE OF RIGHTS
101	AT&T-WISCONSIN	RELEASE OF RIGHTS
102	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
103	CITY OF SHEBOYGAN (STORM)	RELEASE OF RIGHTS

FOUND IRON PINS ARE 3/4" REBAR UNLESS OTHERWISE NOTED.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SHEBOYGAN COUNTY, NAD83 2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF SHEBOYGAN OR THE SHEBOYGAN COUNTY HIGHWAY DEPARTMENT.

EXISTING R/W FOR 12TH STREET BASED ON: CAMELOT ESTATES, CSM RECORDED IN VOL. 1, P. 57, CSM RECORDED IN VOL. 1, P. 59, CSM RECORDED IN VOL. 8, P. 364 AND THE EAST LINE OF SECTION 3.

EXISTING R/W FOR CAMELOT BOULEVARD BASED ON: CAMELOT ESTATES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN SHEBOYGAN COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 2040155 AND FILED IN VOLUME 1 ON PAGE 168.

STRAND ASSOCIATES, INC. ®
 910 WEST MINGRA DRIVE, MADISON, WI 53715
 (608) 251-4843

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF SHEBOYGAN COUNTY, I HAVE SURVEYED & MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Heather S. Bartelt* DATE: 6/16/17
 PRINT NAME: HEATHER S. BARTELT
 REGISTRATION NUMBER: 5-2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR SHEBOYGAN COUNTY

SIGNATURE: *Aaron C. Brault* DATE: 6-30-17
 PRINT NAME: AARON C. BRAULT



10/24/2017

Subject: Follow-up to Questions Asked by Alderperson Bohren in Regards to Document 6.1 Res. No. 75-17-18

Alderman Bohren,

At the September 26, 2017 Public Works Committee meeting, you requested additional information on seven items in regards to the southside utility corridor trail. Below and attached, are the answers to your questions.

Q1. A written report from ATC on how future maintenance of vegetation and power lines will be conducted, including how and where the path will be accessed for maintenance.

A1. As previously shared, ATC representatives and Alliant Energy representatives have been involved in all operational planning meetings regarding the proposed project. Early on, before design started in earnest, ATC provided a number of criteria that the engineering firm had to consider while designing the trail. These items are listed below.

- No changes in grade without prior approval.
- No lighting structures allowed within the easement.
- No water ponds allowed in the easements.
- No stockpiling of spoils piles within the easement.
- Any blacktop surfaces placed within the easement would need to be able to support large heavy vehicles driving over/on them.
- No attachments to ATC structures.
- Any signs would need to be approved before placing.
- Unobstructed access to the ATC easements.
- No excavations within 20' from the face of the structures
- No plantings within the easement area.
- The trail should not go between the legs of an H-Frame structure.
- Review of the final plans would be required.

In addition, feedback from their field staff regarding vegetation maintenance has been that the trail will not impede their activities. Furthermore, please see the attached correspondence from ATC further stating they do not have maintenance concerns in regards to the project.

Q2. A written explanation of the Soil Boring Report.

A2. Please see the attached correspondence from the project engineer.

Q3. A written explanation of how the 300-330 foot bridge will be constructed, including what types of footing, and the final cost of the bridge.

A3. The contractor will determine how the bridge will be constructed based on their equipment, timing, etc. The final estimate for the bridge is \$630,000. Please see attached plan sheets for details on the bridge footings, etc. In summary though, the abutments will include wing walls perpendicular to the abutment walls, and rip rap will be placed along the slope below the abutment and wing walls. It is proposed to support the abutments by spread foundations where possible; and the pier is proposed to be supported by 12.75-inch diameter CIP driven pipe pile bents with 0.375-inch-thick walls driven to a minimum required driving resistance of 80 tons. Where the abutments are to be supported by spread footings, they are estimated to be about 7 feet wide by 18 feet long, and the wing walls are estimated to be about 5 feet wide by 9 feet long. Driven piles are not being considered at the abutments due to installation space restrictions due to limited overhead clearance from the existing transmission lines. Bottom elevations of the west abutment and east abutment are estimated to be about EL. 607.4 feet and EL. 602.2 feet Mean Sea Level (MSL), respectively. The Strength 1b abutment loading including the wing walls is about 490 kips. The preliminary service level loading on the pier is about 217 kips and 162 kips for the dead and live loads, respectively.

Q4. A written report on the overall cost of the project, including design, by segment, Business Drive to South 18th Street, and South 18th Street to Camelot Blvd.

A4. The current cost estimates have not changed since the correspondence provided in early August, 2017. The design cost for the eastern segment is approximately \$212,000 and for the western segment is approximately \$162,000. If you recall from the correspondence in August, the design contract is not broken down by segment so these figures are the engineer's best estimate on the breakdown. As far as construction, the costs for the eastern segment are \$1.388 million and the western segment is \$370,000. The bridge in eastern segment provides the largest portion of that cost. The trail needs to cross the creek somewhere in the corridor due to the layout of terrain, and it just happens to be in the segment in question. Also to note, \$210,000 is part of the eastern segment's cost. If you recall, this additional cost was for items added to the project to address some of the neighbor's concerns about potential or perceived trespassing and illicit access, working around the neighbor's current encroachments on Alliant's property, and aesthetic concerns. If you take out these two cost items, the cost difference between the segments is minimal.

Q5. A set date/location for a 100% project update to be presented by Aaron Brault and City Engineer Ryan Sazama to the affected property owners on Knoll Crest Drive, Fox Hill Road, and Camelot Blvd.

A5. At this time, it is hard to set an exact date for this meeting as this will depend on the construction start date which has yet to be established. Past and normal practices are to have a meeting two to three weeks prior to construction start. Both City and County staff are committed to having this type of meeting for this project and will notify all neighbors who were previously notified of

the public information meetings held at King Park. Path design has not changed since the 60% plan stage which has already been provided. Also, as you know, we have dictated in the project specifications that no construction access should take place from Knoll Crest Drive.

Q6. A written report on Public Safety issues, by the Sheboygan Police Department and Sheboygan Fire Department, on how and where they will access the trail for emergency services, especially in winter when the path will have limited access because of ice and snow.

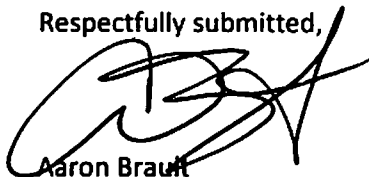
A6. On October 11, 2017 Chief Domalgaski provided an email stating the Police Department did not have concerns with access for safety issues or responding in the area. On October 12, 2017, Deputy Chief Charles Butler, called and stated the Fire Department had the same sentiments as the Police Department. Furthermore, it should be noted that the trail, bridge, and boardwalk will be able to support 20,000 pounds. Therefore, squad cars, ambulances and other emergency support vehicles will be able to access the corridor. They will be able to access from any of the various trail entrances. Currently, there are no access points into the corridor if there were an incident with fire, with people ATV'ing, people walking or riding on the existing desire paths, etc.

Q7. A written statement of certification by State, Federal, and local officials that the path will be fully ADA compliant.

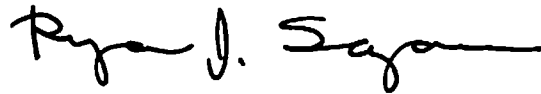
A7. The project in question is funded with Federal dollars so ADA compliance is mandatory. State WisDOT officials review and approve the plans prior to bidding and during the Design Study Report stage to make sure they are compliant with Federal and State ADA regulations. There is no separate ADA written certification. Their approval is their certification that all regulations have been met.

We hope this answers your questions. County and City staff, along with staff from ATC and Alliant Energy have been working on this project for a number of years after it was unanimously approved in numerous plans as well at the Council level through a resolution. Decisions were made collaboratively and the line of communication was very open. We feel that this project will be a benefit to our entire community for generations.

Respectfully submitted,



Aaron Braut
County Planning & Conservation Director



Ryan Sazama
City Engineer

Cc: City of Sheboygan Public Works Committee
Mayor Mike Vandersteen
City Administrator Darrell Hofland
County Board Chairman Tom Wegner
County Administrator Adam Payne

Question 1

Additional Information

Aaron C. Brault

From: Meyerhofer, Lee <lmeyerhofer@atcllc.com>
Sent: Thursday, September 28, 2017 1:08 PM
To: Aaron C. Brault; 'Aldersperson Jim Bohren'
Subject: RE: Sheboygan Trail

Alderman Bohren and Mr. Brault,

I reached out to my colleagues regarding the access, I'm being told by our experts that they have been working with the county for over a year and feel the county has adequately addressed all of our concerns including access, please know that I'm not the one who analyzed the situation for the company.

ATC's has an easement on the subject property that allows us to build operate and maintain the transmission system. From time to time we do have to access the easement however, how we access the easement can change depending upon the scope of work, so as a practice we don't want to put anything in writing that might mismanage expectations and or limit our options on how we access the easement for future work. In any event, we have confidence that after the project is complete we will have adequate options to access the easement to accomplish any necessary work that might need to be done in the future.

I hope this addresses your concerns. If you have any further questions or concerns, please advise.

Thanks,
-Lee

Lee Meyerhofer
Local Relations Consultant
Tel: 920 338-6572
Fax: 920 338-6508
Toll Free 1 866 899-3204 ext. 6572
lmeyerhofer@atcllc.com

-----Original Message-----

From: Aaron C. Brault [mailto:aaron.brault@SheboyganCounty.com]
Sent: Thursday, September 28, 2017 12:35 PM
To: 'Aldersperson Jim Bohren' <Jim.Bohren@sheboyganwi.gov>; Meyerhofer, Lee <lmeyerhofer@atcllc.com>
Subject: RE: Sheboygan Trail

External Email - Use Caution - Report if Suspicious

I think I can try to answer that Alderman Bohren. Any kind of maintenance that needs to happen in the Knoll Crest area will still happen as normal above the trail (above the retaining wall). Any kind of maintenance that needs to happen down by the trail (below the retaining wall) in regards to vegetation will be handled in either two ways. One, as you know, the County will be mowing at least a 5' strip along the path on each side. Considering the trail is 10' in width and the mowing will take care of another 10', that's 20' feet ATC will not have to maintain. Again, anything beyond that 20' to the south is between the creek and the trail edge which is nearly all mapped wetland where one wouldn't anticipate a lot of woody vegetation that would reach heights. However, if there were the need to get down there with equipment, as I've mentioned, the trail has to be built to be able to handle heavy equipment per one of ATC's conditions (though, this is factored in on most trails for maintenance activities that I've been involved in at least). Therefore, ATC would be

able to access the corridor via the trail and/or any other means they've previously used (of course, except for traversing down the hill beyond the retaining wall). As I've also mentioned, we have arrangements similar to this on the Interurban Trail in the southern part of the County with WE Energies. We've also had to work with the gas pipeline maintenance crews on the Old Plank Road Trail as well as billboard companies and their respective maintenance requirements. Neither of these situations, has posed an issue and I would anticipate our relationship with ATC being the same on the trail in question.

I hope that helps clarify. Mr. Meyerhofer, if I've stated anything incorrectly from ATC's perspective, please let me know.

Best regards,

Aaron Brault
Director
Planning & Conservation

P: 920-459-3060

www.sheboygancounty.com

-----Original Message-----

From: Alderperson Jim Bohren [mailto:Jim.Bohren@sheboyganwi.gov]
Sent: Wednesday, September 27, 2017 6:30 PM
To: Meyerhofer, Lee
Cc: Aaron C. Brault
Subject: RE: Sheboygan Trail

Lee -

Thank you for getting back to me. Now that you have seen the plans for the project I still need an answer to my basic question of where on or near the path is ATC going to access the area for the two types of maintenance? The access area on Knoll Crest Drive that ATC has used for the 34 years I have lived up here will no longer be available once the path, wall, and fence is complete?

Alderman Jim Bohren
Serving on the Sheboygan Common Council Since April, 2006.

8th District - Wards 24, 25 & 26
City of Sheboygan, Wisconsin
920.452.1777
jim.bohren@ci.sheboygan.wi.us

2017 - 2018 Committee Assignments
Finance & Personnel Committee - Vice Chairman

From: Meyerhofer, Lee [lmeyerhofer@atcllc.com]

Sent: Wednesday, September 27, 2017 5:22 PM
To: aaron.brault@SheboyganCounty.com; Alderperson Jim Bohren
Subject: Sheboygan Trail

Alderman Bohren and Mr. Brault,

It's been brought to my attention that there is a trail being constructed within the right of way of a transmission line owned and operated by ATC, located between 12th and 18th Street, running parallel and north of Sunnyside Ave. in Sheboygan WI. It is my understanding that the main concern is if ATC has any concerns with our ability to access and perform vegetation and line maintenance. I looked into this issue within the company and learned that we are in receipt of the path plans and that our engineering and real estate departments have been aware of the trail project for over a year and have been working with county officials along the way to make sure any and all concerns ATC might have were taken into consideration during project development.

On this particular easement there are a number of different activities that could potentially take place in the future such as vegetation management, hardware maintenance, line rebuild or complete reconstruction to name a few, in each case ATC will have representatives that will develop an access plan to do the work that's planned for such project, it is not our practice to make assumptions on how we might proceed with access on a future project that we don't know the full scope of. However, I can state that based on our professional tabletop review of the property we don't see or, perceive any extraordinary access concerns once the trail is installed. ATC owns over 9,000 miles of transmission lines and we don't see this situation as concerning.

ATC appreciates that we were notified early in project development giving us a chance to voice concerns along the way. Furthermore, we appreciate the concerns expressed about our access to the ROW, you should be commended as a community for being proactive in seeking our input.

If you have any further questions or concerns, please advise.

Thanks so much for reaching out to us!
-Lee

Lee Meyerhofer
Local Relations Consultant
Tel: 920 338-6572
Fax: 920 338-6508
Toll Free 1 866 899-3204 ext. 6572
lmeyerhofer@atcllc.com

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Question 2

Additional Information

There were two sets of soil borings taken for this project. The first set addresses the path and boardwalk areas and the second set address the bridge location and retaining wall. A soils report is completed for a project in order to explore the subsurface conditions within the proposed project and to develop geotechnical design criteria by completing field and laboratory testing. Recommendations relating to subsurface conditions are made based on testing results. PSI, the soil boring contractor, had these first recommendations based on their evaluation for the path and boardwalk:

- Additional basecourse is required for the path due to the subgrade. This was anticipated due to the nature of the corridor. An additional 24-inches of breaker run should be installed where needed.
- Over-excavation of existing organic soils may be needed during construction. Again this is anticipated due to the nature of the corridor.
- Helical Piers could be used to minimize wetland and organic soil impacts. Most of this construction was planned for east of 12th street which is no longer in the project. Helical piers will be used for all boardwalk areas.
- The subgrade soils on this site consist of areas of low permeability clay soils. Therefore, adequate drainage aggregate base will be needed. 75-ft of pipe underdrain should be installed under the pavement structure at each low point to capture water that has penetrated the pavement structure. The pipe undrain will daylight outside of the path. This is not an unusual task on a project.

As for the second set of borings, we are still waiting for PSI global stability calculations for the wall but they provided the following bridge recommendations:

- Although the free water observed within the abutment borings was below the estimated bottom of abutment foundation elevations, the groundwater elevation at the time of construction may be above these estimated grades, depending upon recent rainfall, snow melt, thaw, or the level of the creek.
- Based on the steep slope encountered near the west abutment, together with the new loading of the spread footing bearing within the slope, a global stability analysis is recommended in this area. We have asked for a proposal to this work. The bridge manual says that a global stability analysis should be completed when using a spread footing so this is no surprise.

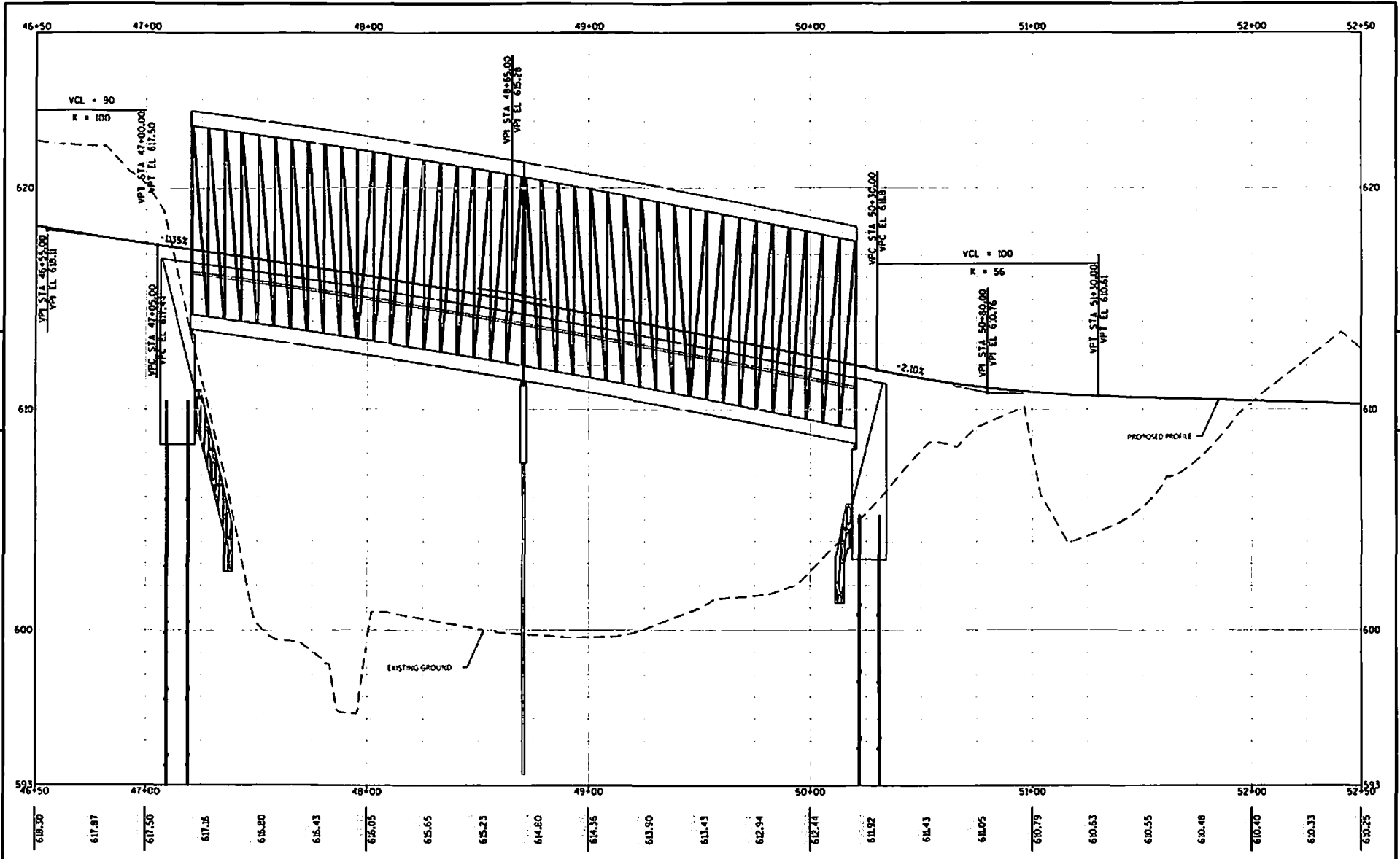
Our structural staff noted that nothing in their reports was out of the ordinary.

Respectfully submitted,

Josh Straka – Project Engineer
Strand Associates

Question 3

Additional Information



5

5

PROJECT NO: 4996-22-71 HWY: NON-HIGHWAY COUNTY: SHEBOYGAN PLAN AND PROFILE: MULTI-USE PATH SHEET 52

FILE NAME : S:\MMD\3700--3799\3774\002\ACAD\CIVIL\3D\SHEET\PLAN\050101_PP.DWG PLOT DATE : 7/24/2017 2:56 PM PLOT BY : YOSS, EMILY PLOT NAME : PLOT SCALE : ***** WISDOT/CADD'S SHEET 44

Question 6

Additional Information

Aaron C. Brault

From: Domagalski, Christopher <Christopher.Domagalski@sheboyganwi.gov>
Sent: Wednesday, October 11, 2017 3:47 PM
To: Aaron C. Brault
Cc: Sazama, Ryan; Biebel, David; Alderperson Jim Bohren
Subject: Utility Corridor Multi-Use Path

All,

I apologize for the delay in a response. I have reviewed the information provided by Aaron Brault, the Sheboygan County Director of Planning and Conservation, and do not have any concerns with access to the path by the Sheboygan Police Department when responding to emergency calls for service. The path is wide enough to be used by our vehicles and the bridges and boardwalks are rated to support access by them. In any worst case scenario if access was limited officers would walk in to assess the situation.

Bicycles could be used to patrol the path during the time of most use.

Sincerely,

Christopher Domagalski
Chief of Police
Sheboygan Police Department

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Aaron C. Brault

From: Butler, Charles <Charles.Butler@sheboyganwi.gov>
Sent: Thursday, October 12, 2017 1:06 PM
To: Aaron C. Brault
Cc: Romas, Mike; Christopher Domagalski
Subject: Utility Corridor Path Project

Good afternoon Aaron,

I have spoken with you and I have also reviewed the drawings, maps and specifications for the proposed path on the Southside Utility corridor.

I have taken into consideration multiple factors in review of the project from the viewpoint of the fire department considering both fire response and EMS response to the area.

From the perspective of the fire department at this time, we see no concerns with access to issues that might occur on or along that path with its proposed location and configuration.

Please let me know if there is anything else we can do for you going forward.

Thanks for reaching out the fire department for our consideration.

Charles Butler
Deputy Fire Chief
City of Sheboygan Fire Department
City of Sheboygan Emergency Management Director
Office: 920-459-3975
Mobile: 920-207-5214
charles.butler@sheboyganwi.gov



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CITY OF SHEBOYGAN

REQUEST FOR PUBLIC WORKS COMMITTEE CONSIDERATION

ITEM DESCRIPTION: Dedicating a temporary limited easement from the City of Sheboygan to Sheboygan County for the purposes of constructing a Utility Corridor Multi-Use Path from South 12th Street to South Business Drive.

REPORT PREPARED BY: Ryan Sazama, City Engineer

REPORT DATE: October 18, 2017

MEETING DATE: October 24, 2017

FISCAL SUMMARY:

Budget Line Item: N/A
Budget Summary: N/A
Budgeted Expenditure: N/A
Budgeted Revenue: N/A

STATUTORY REFERENCE:

Wisconsin Statutes: N/A
Municipal Code: N/A

BACKGROUND / ANALYSIS: This temporary limited easement is needed for grading purposes so the Path matches existing elevations.

STAFF COMMENTS: This temporary limited easement will be for City owned property on Camelot Boulevard.

ACTION REQUESTED: Motion to approve Res. No. 75-17-18 A RESOLUTION authorizing the appropriate City Officials to approve the dedicating of a temporary limited easement from the City of Sheboygan for purposes of constructing a Utility Corridor Multi-Use Path.

ATTACHMENTS:

- I. Res. No. 75-17-18
- II. Temporary Limited Easement Attachment
- III. Project Plat
- IV. Follow-up questions Asked by Alderperson Bohren in Regards to Document 6.1 Res. No. 75-17-18

TEMPORARY LIMITED EASEMENT

Exempt from filing transfer form [s. 77.21(1), 77.22(1) Wis. Stats.]
lpa1577 04/2016 (replaces lpa1577 10/2011)

THIS EASEMENT, made by **City of Sheboygan, a Wisconsin Municipal Corporation** GRANTOR, conveys a temporary limited easement as described below to the **Sheboygan County, a Municipal Corporation**, GRANTEE, for the sum of **mutual benefits** dollars (\$0) for the purpose of **to construct cut and/or fill slopes including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the project authorities may deem necessary or desirable.**

Any person named in this conveyance may make an appeal from the amount of compensation within six months after the date of recording of this conveyance as set forth in s. 32.05(2a) Wisconsin Statutes. For the purpose of any such appeal, the amount of compensation stated on the conveyance shall be treated as the award, and the date the conveyance is recorded shall be treated as the date of taking and the date of evaluation.

Other persons having an interest of record in the property: **None**

Parcel 4 of Transportation Project Plat 4996-22-71 - 4.03, recorded as Document No. 2040699 and filed in Vol. 1, Pg. 169, in Sheboygan County, Wisconsin. Property interests and rights of said Parcel 4 consist of: Temporary Limited Easement. Any interests or rights not listed above for said parcel but shown as required on said Transportation Project Plat are hereby incorporated herein by reference. Parcels located in City of Sheboygan, County of Sheboygan, State of Wisconsin.

This space is reserved for recording data

Return to
Aaron Brault
508 New York Avenue
Sheboygan, WI 53081

Parcel Identification Number/Tax Key Number
59281411345, 59281411340, 59281411330,
59281411320, 59281411310, 59281411300,
59281411295, 59281411290, 59281411280,
59281411270, 59281411260, 59281411250,
59281411240

Signature Date

Print Name

Signature Date

Print Name

Signature Date

Print Name

Signature Date

Print Name

Date

State of Wisconsin)
)
) ss.
 County)

On the above date, this instrument was acknowledged before me by the named person(s).

Signature, Notary Public, State of Wisconsin

Print or Type Name, Notary Public, State of Wisconsin

Date Commission Expires

Project ID
4996-22-00/71

This instrument was drafted by
Aaron Brault, Planning & Conservation Director 4

Parcel No.

5.11

II

R. O. No. 200 - 17 - 18. By CITY CLERK. October 16, 2017.

Submitting a communication from Dane Schaefer proposing that the Armory property be turned into Armory Park, a green space that will utilize some of the building's façade as an architectural feature and provide paved public parking.

Public Works.

City Clerk

An Open Letter To Mayor Vandersteen and The City Of Sheboygan Common Council

10/10/2017

Dear Mayor Vandersteen and members of The City of Sheboygan Common Council,

The Armory may feel like a tired subject, but I believe it is due for some fresh thinking. We must take an extremely careful approach when making a permanent decision, such as razing the structure and selling the property to private parties. I understand that the building is beyond repair, short of a financial miracle. I know many before me have tried to "save" the Armory, however I don't believe anyone has presented a financially viable project, or use case. To my knowledge, there also isn't a private entity lined up with a plan and the finances for the site. Please don't let the fact that we have yet to find a great solution blind you from seeing that one may exist. Razing the building and hoping that a private company steps in only guarantees that the Armory will be gone forever. I have come up with a plan that can greatly benefit our community, add another beautiful and useful feature to our waterfront and will not have costs exorbitantly higher than what it will cost for us to raze the building and clear the land. With this plan, The City of Sheboygan will still be able to attract potential developers to ideal sites to develop condo properties and fulfill the area's housing needs. Additionally, you, our elected officials, will earn a great deal of political capital with your constituents.

My proposal is to turn the lot into Armory Park, a green space that will utilize some of the building's facade as an architectural feature and provide paved public parking. Great examples of similar projects would be The Savannah Children's Museum and what the John Michael Kohler Art Center did with the former MEAD Public Library building. The site of the Armory is probably one of Sheboygan's most beautiful lots and has been a great gathering place for many years in our community's history. The building itself is a historical piece of Works Progress Administration architecture and a Sheboygan landmark. Through this plan we can maintain some semblance of that architecture, history, and community spirit while being sensitive to the fact that there is not a viable use case for the building and repair costs would be unreasonable. This would retain the space as a public gathering place and alleviate some of the parking issues along Broughton Drive, especially during events and holidays. The Armory Park would be an excellent place for our amazing farmer's market with more convenient parking and safer walking for pedestrians. I have received input from some food truck owners that think Armory Park would be a perfect place for them to host events and they would be open to paying the city to reserve spots. There is great potential for the space depending on what would best suit the community and as budget dictates. You could have an outdoor ice rink in winters, an outdoor basketball court, a seasonal beer garden, a performance stage, or pickle-ball courts, and it could be made available for rental by food trucks and event use. I think that this offers a solution that the preservationists can live with, many in the general public will love, and adds one more feature to the heart of Sheboygan for tourists to appreciate.

The plan to clear and sell the land to be developed is a hasty attempt to close the books on what has become a sore spot in the city, when a great deal of the costs associated with the Armory's repair will be lead and asbestos abatement which will be necessary whether we clear the land, refurbish the building, or follow my proposal. A recent report completed for the Sheboygan County Economic Development Corporation indicated that there are enough available properties to satisfy the need for more condo developments without using the Armory site. In the report done by Tracy Cross & Associates, they conclude that there is limited need for housing developments and only "adequate potential to introduce up to two developments (of a modest scale) at any given time over the next several years if positioned properly relative to product forms, unit offerings, price and location." The same report listed eight sites in total that the city could try to have developed. They listed three, one of which was the Armory site, that "represent ideal candidates for the introduction of the two suggested product forms near term." There are 7 potential sites, two of which are considered ideal, to fulfill Sheboygan's "need" for further condo developments, that are not the site of the Armory. The city can sell two sites, which are already clear lots, that have no strong community attachment, or historical relevance, for development and generate the same amount of income from property taxes. This will fulfill the limited condo needs of the city, it will increase our income as much as possible without over saturating the housing market, and it would salvage a piece of property that has a lot of history in the community.

What I am proposing is not a matter of politics, but rather a practical solution that makes the most sense for our community. If I have properly shared the facts and my vision with you, I believe it will be an easy decision to champion this proposal. This type of project is something the community, your constituents, will recognize and appreciate. Saving this property and making an amazing green space is both fantastic for your reputation in future elections and legacy building. If we are able to see this plan to fruition it is unlikely the remaining facade and park would be removed for many years and it will be enjoyed by your friends, neighbors, and relatives for generations, because of you. If, on the other hand, we spend a great amount of money to clear the property and then sell the land, probably at a loss, to a private entity, I can assure you the likelihood of this amazing property being enjoyed by our community in any of our lifetimes is infinitesimal. Furthermore, we would still have undeveloped land elsewhere, without the same significance to the community, but the demand for such developments would be exhausted. With all of this considered I can not see why we wouldn't want this unique feature for our waterfront.

I plan to speak at the Sheboygan Historical Preservation Commission's public forum at the Stefanie H Weill Center on Oct 12th to share my plan, but I wanted to reach out to you in hopes that you might share in my vision and help me create this beautiful green space for our great city. Thank you very much for your time and consideration.

Sincerely,

Dane Schaefer

CITY OF SHEBOYGAN

REQUEST FOR PUBLIC WORKS COMMITTEE CONSIDERATION

ITEM DESCRIPTION: Submitting a communication from Dane Schaefer proposing that the Armory property be turned into Armory Park; a green space that will utilize some of the building’s façade as an architectural feature and provide paved public parking.

REPORT PREPARED BY: David Biebel, Director of Public Works

REPORT DATE: October 19, 2017

MEETING DATE: October 24, 2017

FISCAL SUMMARY:

STATUTORY REFERENCE:

Budget Line Item: N/A
Budget Summary: N/A
Budgeted Expenditure: N/A
Budgeted Revenue: N/A

Wisconsin Statutes: N/A
Municipal Code: N/A

BACKGROUND / ANALYSIS:

This communication is proposing that the Armory property be turned into a park with green space but preserving some of the façade as an architectural feature. The proposal requests the Armory site be used as a public gathering space with many outdoor activities.

STAFF COMMENTS:

The Armory site has been discussed, reused and planned for redevelopment for the last 15 years. The City over this time has worked with many entrepreneurs to remodel, reuse or redevelop this property. The City has issued multiple requests for proposals over this time span.

The consistent theme with the proposals the City received is the site would be more conducive to development if the site was cleared and ready to build; there is too much uncertainty with the razing of the existing Armory for developers to consider. However, the City has received interest in a ready-to-build site at the Armory location.

This proposal is a concept. It does not complete the necessary requirements of the formal Request for Proposals the development of the Sheboygan Municipal Auditorium and Armory Site that was issued on September 21, 2017 and is due November 10, 2017.

Furthermore, a community park in this location would become redundant, as many of the proposed features are already being served within the immediate area. For example, parks such as Deland, Rotary Riverview Park, and the newly created City Green space at the former Boston Store site are all within this area.

At a minimum, this request will need to follow the City's Request for Proposals requirements and documentation to even be considered.

ACTION REQUESTED: Motion to file R.O. No. 200-17-18 Submitting a communication from Dane Schaefer proposing that the Armory property be turned into Armory Park, a green space that will utilize some of the building's façade as an architectural feature and provide paved public parking.

ATTACHMENTS:

- I. R.O. No. 200-17-18
- II. Request for Proposals -Development of Sheboygan Municipal Auditorium and Armory Site

CITY OF SHEBOYGAN

REQUEST FOR PUBLIC WORKS COMMITTEE CONSIDERATION

ITEM DESCRIPTION: Quarterly benchmarks

REPORT PREPARED BY: David Biebel, Director of Public Works

REPORT DATE: October 11, 2017

MEETING DATE: October 24, 2017

FISCAL SUMMARY:

Budget Line Item: N/A
Budget Summary: N/A
Budgeted Expenditure: N/A
Budgeted Revenue: N/A

STATUTORY REFERENCE:

Wisconsin Statutes: N/A
Municipal Code: N/A

BACKGROUND / ANALYSIS:

The benchmark measurements for the Department of Public Works for the period commencing July 1, 2017 and ending September 30, 2017 is presented for information and discussion.

STAFF COMMENTS:

Due to the seasonal nature of many of the services provided by the Department of Public Works, many items that are benchmarked are currently not available for this report. The benchmark report encompasses information from Streets & Sanitation, Motor Vehicle, Parks & Forestry, Facilities & Traffic, Engineering, and Wastewater.

ACTION REQUESTED:

For informational purposes only

ATTACHMENTS:

Report of benchmark measurements

Streets, Alleys and Sidewalks

	2015 Actual	YTD 9/30/2016	2016 Actual	YTD 9/30/2017	2017 Goals
Measurements					
Workload					
Crack and Joint Filling Footages (LF)	19,675	14,273	17,094	15,100	22,000
Yards of Concrete Installed	890	640	890	472	1,200
Tons of Asphalt Installed	4,334	4,842	4,334	11,133	9,000
Potholes – Cold Mix (Tons)	127	N/A	127	N/A	130
Potholes – Hot Mix (Tons)	63	71.6	93	133.71	170
Effectiveness					
Resident Satisfaction Rating	N/A	53%	28%	53%	80%
Increase PASER rating	5.93	N/A	6.10	N/A	6.25
Increase linear footage of streets on regular crack and joint fill schedule	19,639	4,273	17,094	15,100	22,000
Respond to pothole repair requests within two days	N/A	2.78	3.5	.65	2

Parks

	2015 Actual	YTD 9/30/2016	2016 Actual	YTD 9/30/17	2017 Goals
Measurements					
Workload					
Number of Parks	36	36	36	36	36
Acres of Public Land	705	705	705	705	705
Miles of Paved Off-Road Trails	7.17	9.61	9.61	9.61	9.61
New Trees Planted in Parks	4	50	50	3	60

Forestry

	2015 Actual	YTD 9/30/2016	2016 Actual	YTD 9/30/17	2017 Goals
Measurements					
Workload					
Trees Planted	27	23	23	78	500
Trees Removed	450	121	334	410	600
Trees Elevated	1,177	1,800	2,000	2,593	2,000
Efficiency					
Percent of trees trimmed once every 8 years	6	N/A	12	N/A	12.5
Effectiveness					
Tree City USA Designation	Yes	Yes	Yes	Yes	Yes
Resident Satisfaction Rating	N/A	91%	91%	80%	80%

Traffic Control Signs

	2015 Actual	YTD 9/30/2017	2016 Actual	YTD 9/30/17	2017 Goals
Measurements					
Workload					
Number of Signs Replaced	1,055	189	929	125	1,010
Number of New Signs	1,261	257	1,325	171	1,300
Damaged Mailboxes Repaired/Replaced	30	N/A	34	N/A	53
Traffic Arrow/Stop-Bars/Crosswalk Painted	411	324	1,732	446	1,700

Motor Vehicle

	2015 Actual	YTD 9/30/16	2016 Actual	YTD 9/30/17	2017 Goals
Measurements					
Workload					
Preventive Maintenance Completion Rate	80%	N/A	85%	69.9%	85%
Age of Fleet (Years)	11.5	11	10.5	9.7	11.0

Engineering

	2015 Actual	YTD 9/30/16	2016 Actual	YTD 9/30/17	2017 Goals
Measurements					
Workload					
Budget Expenditures vs Actual Expenditures	100%	N/A	100%	64.5%	100%
Review of plans within two weeks of submission	N/A	N/A	75	74	100
City maps updated annually		14	N/A	14	8

Wastewater

	2015 Actual	YTD 9/30/2016	2016 Actual	YTD 9/30/17	2017 Goals
Measurements					
Effectiveness					
Number of Violations of WPDES Permit Limits	0	0	0	0	0
CMAR Score	4	4	4	4	4
Percent Electrical Power Produced	72%	67%	64%	56%	65%