



OFFICIAL NOTICE AND AGENDA - REVISED*

of a meeting of a City Board, Commission, Department, Committee, Agency, Corporation, Quasi-Municipal Corporation, or sub-unit thereof.

Meeting of: **JOINT FINANCE COMMITTEE AND ECONOMIC DEVELOPMENT COMMITTEE**
 Date/Time: **Tuesday, January 24, 2017 at 5:00 pm.**
 Location: **City Hall, Council Chambers**
 Finance: Lisa Rasmussen (C), Karen Kellbach, Dave Nutting, Joe Gehin, Dennis Smith
 ED members: Tom Neal (C), Romey Wagner, Pat Peckham, Joe Gehin, Lisa Rasmussen

AGENDA ITEMS FOR CONSIDERATION (All items listed may be acted upon)

Presenter

ED ONLY ITEMS

- 1 Approval of the minutes for 1/03/17
- 2 Discussion and possible action on the next steps for marketing and communication services
- 3 Discussion and possible action on the potential request for proposals for the property at 415 South First Avenue
- 4 Discussion and possible action on the potential conveyance of the city owned property at 1306 North First Street to Metro Plains Partners, LLC as part of the larger parcel already approved for sale.
- 5 Discussion and possible action on revising the approval process for First Right of Refusals in the Wausau Business Campus
- 6 Update on City of Wausau Partners Listing

JOINT FINANCE & ED ITEM

- 7 Discussion and possible action on the Amendment to the Parking/Sublease Agreement for the Wausau Center Mall
- 8 **CLOSED SESSION** pursuant to 19.85(1)(e) of the Wisconsin Statutes for deliberating or negotiating the purchase of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session:
 - ▶ Discussion and possible action on the Amendment to the Parking/Sublease Agreement for the Wausau Center Mall
- 9 **RECONVENE** into Open Session to take action on Closed Session item, if necessary.
- 10 Adjournment of ED Committee
Tom Neal (ED Chair)

FINANCE continues

- 11 Minutes of the previous meeting. (1/10/17)
- 12 Discussion and possible action regarding the sole source purchase request for the Fire Department Rescue Airboat \$74,400.
- 13 Discussion and possible action regarding the sole source purchase request for the Fire Department design and consulting services for Fire Station construction and the clarification of scope of work for facility planning.
- 14 **CLOSED SESSION** pursuant to 19.85(1)(e) of the Wisconsin Statutes for deliberating or negotiating the purchase of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session - Discussion and possible action on approving appraisals and offering price reports for the Thomas Street Reconstruction Project for the following properties:
 - ▶ Parcel 6 & 7 - 1401 & 1405 West Thomas St (Webko); counter offer
 - ▶ Parcel 20 - 1201-1205 West Thomas St (Treu's Tic Toc); counter offer
 - ▶ Parcel 28 - 1014 West Thomas St (Kreager's); counter offer
 - ▶ Parcel 52 - 604 West Thomas St (Bredbeck Business); counter offer
- 15 **RECONVENE** into Open Session to take action on Closed Session items, if necessary.
- 16 Adjournment - Finance Committee
Lisa Rasmussen (Finance Chair)

IMPORTANT: THREE (3) MEMBERS NEEDED FOR A QUORUM: If you are unable to attend the meeting, please notify Mary by calling (715)261-6621 or via email mgoede@ci.wausau.wi.us

It is possible and likely that members of, and possibly a quorum of the Council and/or members of other committees of the Common Council of the City of Wausau may be in attendance at the above-mentioned meeting to gather information. **No action will be taken by any such groups.**

This Notice was posted at City Hall and faxed to the Daily Herald newsroom on 1/18/17 @ 3:00 pm.

Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids & services. For information or to request this service, contact the City Clerk at (715) 261-6620.

JOINT FINANCE COMMITTEE AND ECONOMIC DEVELOPMENT COMMITTEE

Date and Time: Tuesday, January 10, 2017 @ 5:00 pm., Council Chambers

Finance Members Present: Rasmussen (C), Smith, Gehin, Nutting. *Not Present:* Kellbach

ED Members Present: Neal (C), Peckham, Gehin, Rasmussen, Wagner

Others Present: Groat, Lindman, Jacobson, Mielke, Schock, Gisselman, Abitz, Goede, Glenn Speich, Ryan Ashton; also Bill Lynch, Joanne Bragg, and Chad Sweeney – Liberty Mutual Insurance

In accordance with Chapter 19, Wisc. Statutes, notice of this meeting was posted and sent to the Daily Herald in the proper manner. It was noted there was a quorum present of both committees and the meeting was called to order by ED Chairperson Neal and Finance Chairperson Rasmussen.

JOINT ITEM: Discussion and possible action on the proposed development at 2101 West Bridge Street and the associated amendment to the Project Plan and Boundaries for Tax Increment District No. 6, City of Wausau, Wisconsin

Mayor Mielke introduced the proposal for a new office building for Liberty Mutual Insurance in the city. He indicated Liberty Mutual will be making a significant \$50 million investment. The city will provide a reverse TIF to assist in the development of the property, which has significant topographic challenges for a structure of this size, for a period of six years. This incentive requires no upfront borrowing and the project will generate historically significant taxable value for the city. Liberty Mutual commits to retaining all 900 jobs in Wausau as a long term partner. He introduced Bill Lynch, Chief State & Local Public Affairs Officer; Joanne Bragg, VP Workplace Management; and Chad Sweeney, Senior Principal of Liberty’s consultant on the project.

Bill Lynch provided an overview of Liberty Mutual Insurance; its presence in Wausau and particularly in Wisconsin; and about their philanthropic outreach in the state and locally. Joanne Bragg provided a project description, parameters, timeline and fiscal impact. She explained they are proposing to build a new building on the portion of land they retained after the rest of the property was sold to Aspirus. They are planning a building of approximately 150,000 square feet to meet the evolving needs of the workforce and future business needs. It has the potential to be a \$50 million investment to develop the site, construct the building and fully equip it. She indicated the average salary of their existing jobs is \$60,000 excluding all benefits. The real and personal property tax is projected at \$10.5 million. She stated they anticipated the first quarter of 2019 to complete and occupy the building.

JOINT CLOSED SESSION pursuant to 19.85(1)(e) of the Wisconsin Statutes for deliberating or negotiating the purchase of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session:

► **Discussion and possible action on the proposed development at 2101 West Bridge Street and the Associated Amendment to the Project Plan and Boundaries for Tax Increment District No. 6, City of Wausau, Wisconsin**

FINANCE: Motion by Nutting second by Gehin to convene in Closed Session. Roll Call Vote: Ayes: Nutting, Gehin, Smith, and Rasmussen. Noes: 0. Motion carried 4-0.

ED: Motion by Wagner, second by Peckham to convene in Closed Session. Roll Call Vote: Ayes: Rasmussen, Peckham, Wagner, Gehin, and Neal. Noes: 0. Motion carried 5-0.

Both committees RECONVENED into Open Session, to take action on Closed Session item and continue with business.

FINANCE: Motion by Nutting, second by Gehin to approve the proposed development at 2101 West Bridge Street and the associated Amendment to the Project Plan and Boundaries for TID #6. Motion carried 4-0.

ED: Motion by Wagner, second by Peckham to approve the proposed development at 2101 West Bridge Street and the associated Amendment to the Project Plan and Boundaries for TID #6. Motion carried 5-0.

JOINT ITEM: Discussion and possible action on the recapitalization of funding for the Live It Up Wausau Program.

Schock provided an overview of the Live It up Wausau Program for 2016, noting they had 20 businesses and raised nearly \$50,000 of private resources and allocated \$150,000 of public resources. He reviewed the map in their packets of the geographic diversity of homes throughout the city in various neighborhoods that were involved in the program. There was a lot of diversity in the home values as well, which was the intent of the program which was meant as an economic development homesteading tool, not just a needs based tool. He indicated the funds have all been allocated and we will start to receive loan payments back as it starts to revolve. He requested they recapitalize using additional TID #2 funds established for programs like this, for 2017 to continue the program.

Wagner suggested publishing the names of the businesses that participated to celebrate the fact that they have employees that are investing in the city.

Groat explained TID #2 established this Housing Stock Improvement Fund and the increment that was donated to the fund was \$633,000. They have used \$250,000 for funding the loan to Blenker Construction for the Third Street multi-use housing; \$130,000 to Live It Up Program; and \$20,000 for marketing. There is approximately \$230,000 left in the fund and is the only fund that has some flexibility and no federal regulations.

ED: Motion by Gehin, second by Peckham to approve recapitalization of the Live It Up Wausau Program in the amount of \$100,000 for 2017. Motion carried 5-0.

FINANCE: Motion by Nutting, second by Gehin to Peckham to approve recapitalization of the Live It Up Wausau Program in the amount of \$100,000 for 2017. Motion carried 4-0.

Update on the Riverfront Project.

Schock reviewed the PowerPoint Presentation that was in their packets highlighting the transformation of the riverfront.

ED ONLY: Discussion and possible action on waiving the city's right to purchase property in the Wausau Business Campus for the property at 8450/8454 Highland Drive.

Discussion took place regarding accelerating the process for these waivers of right to purchase. Ryan Ashton, buyer, stated the purpose of the building inside, the tenants will not change. The two businesses that currently occupy that lease will not change, it's just the property owner is transferred from his in-laws to himself and his wife.

ED: Motion by Wagner, second by Peckham to waive the city's right to purchase 8450/8454 Highland Drive in the Wausau Business Campus. Motion carried 5-0.

Adjournment of ED Committee only

Motion by Gehin, second by Peckham to adjourn the Economic Development Committee. Motion carried unanimously. ED adjourned at 6:00 pm.

Finance Committee meeting continues

Minutes of previous meeting(s) (12/13/16)

Motion by Gehin, second by Smith to approve the minutes of the previous meeting on 12/13/16. Motion carried 4-0.

Discussion and possible action regarding accepting dedication of a portion of the following for public right-of-way: 1331 W. Thomas Street, 1102 S. 11th Avenue, 1101 S. 11th Avenue, 1041 S. 10th Avenue, 814 W. Thomas Street and 1047 S. 8th Avenue

Lindman stated these are city-owned properties along Thomas Street that we owned prior to the beginning of the acquisitions of additional property for the project. He explained we have a plat map recorded except we have to specifically give up a certain portion of the strips on these properties for public right-of-way. All the other strips we are purchasing from citizens, but this seems to be the best way to dedicate property that we already own.

Motion by Gehin, second by Nutting to approve the dedications. Motion carried 4-0.

Discussion and possible action on the request to amend the development agreement for the property at 901 East Thomas Street.

Schock explained Bull Falls Brewery is requesting a re-amortization of their loan to extend the payment period to lower their payment on a monthly basis in an effort to free up cash flow as they continue to grow/retool. He indicated they presented to the ED Committee how the changing factors of the brewery industry necessitated them to be proactive to free up cash for their expansion. He noted the bank has agreed to refinance/re-amortize their loan so it is appropriate for us to be requested to do the same. It would change the term length an additional five years.

Rasmussen commented Mike & Don Zamzow explained to ED that with the market saturation beginning in craft brewery, they are actually looking to expand into multiple states. Their cost to market their product and compete for shelf and tap space in other states certainly costs more in terms of outreach.

Motion by Nutting, second by Gehin to approve the request to amend the development agreement for the property at 901 East Thomas Street. Motion carried 4-0.

Discussion and possible action regarding budget modification legal services City Attorney Budget

Jacobson stated we received numerous bills at the end of the year, unlike other years when they have delayed billing until the next year. The bills totaled approximately \$11,000 for the firm representing all of our commercial tax litigation files, as well as the Brokaw/Maine matter. Rasmussen noted the request is to transfer funds of \$12,000 from the vacant position in the Assessor's Office into the legal budget to cover the bills.

Motion by Nutting, second by Gehin to approve the budget modification for legal services in the City Attorney budget. Motion carried 4-0.

Discussion and possible action regarding November General Fund Financial Report

Groat reviewed the November General Fund Statement of Revenues and Expenditures Budget and Actual Narrative: <http://www.ci.wausau.wi.us/Portals/0/Departments/Finance/Documents/11November2016GeneralFundDetail.pdf>

CLOSED SESSION pursuant to 19.85(1)(e) of the Wisconsin Statutes for deliberating or negotiating the purchase of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session:

► **Discussion and possible action on the request to amend the development agreement for the property at 901 East Thomas Street.**

Withdrawn - This item was taken and acted upon in Open Session.

CLOSED SESSION pursuant to 19.85(1)(e) of the Wisconsin Statutes for deliberating or negotiating the purchase of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session - Discussion and possible action on approving appraisals and offering price reports for the Thomas Street Reconstruction Project for the following properties:

- Parcel 6 & 7 - 1401 & 1405 West Thomas St (Webko)
- Parcel 20 - 1201-1205 West Thomas St (Treu's Tic Toc)
- Parcel 28 - 1014 West Thomas St (Kreager's)
- Parcel 52 - 604 West Thomas St (Bredeck Business)

Motion by Nutting, second by Gehin to convene in Closed Session. Roll Call Vote: Ayes: Nutting, Gehin, Smith, and Rasmussen. Noes: 0. Motion carried 4-0.

Meeting adjourned in Closed Session at 7:00 PM.



CITY OF WAUSAU
SOLE SOURCE PURCHASE JUSTIFICATION
REQUIRED FORM PURCHASE OF GOODS OR SERVICES EXCEEDING \$5,000

Purchase of goods or services for no more than \$25,000 may be made without competition when it is agreed *in advance* between the Department Head and the Finance Director. Sole source purchasing allows for the procurement of goods and services from a single source without soliciting quotes or bids from multiple sources. Sole source procurement cannot be used to avoid competition, rather it is used in certain situations when it can be documented that a vendor or contractor holds a unique set of skills or expertise, that the services are highly specialized or unique in character or when alternate products are unavailable or unsuitable from any other source. Sole source purchasing should be avoided unless it is clearly necessary and justifiable. The justification must withstand public and legislative scrutiny. The Department Head is responsible for providing written documentation justifying the valid reason to purchase from one source or that only one source is available. Sole source purchasing criteria include: urgency due to public safety, serious injury financial or other, other unusual and compelling reasons, goods or service is available from only one source and no other good or service will satisfy the City’s requirements, legal services provided by an attorney, lack of acceptable bids or quotes, an alternate product or manufacturer would not be compatible with current products resulting in additional operating or maintenance costs, standardization of a specific product or manufacturer will result in a more efficient or economical operation or aesthetics, or compatibility is an overriding consideration, the purchase is from another governmental body, continuity is achieved in a phased project, the supplier or service demonstrates a unique capability not found elsewhere, the purchase is more economical to the city on the basis of time and money of proposal development.

1. Sole source purchase under \$5,000 shall be evaluated and determined by the Department Head.
2. Sole source purchase of \$5,000 to \$25,000 a formal written justification shall be forwarded to the Finance Director who will concur with the sole source or assist in locating additional competitive sources.
3. Sole source purchase exceeding \$25,000 must be approved by the Finance Committee.

Ongoing Sole Source – 365 days **One Time Sole Source Request**

1. Provide a detailed explanation of the good or service to be purchased and vendor.
WFD is in the process of purchasing a rescue airboat. This rescue airboat will replace the current deep v-hull rescue boat that is over 20 years old and can only be used in open water conditions. The airboat will allow for use 365 days of the year in water, ice, mud, shallow water and on land as well as perform other functions within the fire service. The vendor for the airboat is American Airboat Corp. from Orange, TX. The boat itself is an 18’ long by 8’ wide, flat bottom boat lined with 3/8” UHMW underneath and up the sides for protection from rock, ice, etc. The boat is propelled by a 556 horsepower engine with 3 blade prop.

2. Provide a brief description of the intended application for the service or goods to be purchased.
The rescue airboat will be used in any situation where there is a need for search, rescue, evacuation or extraction on or near any type of water in any ice/water condition. The airboat will also be used in situations of extreme weather (snow) where wheeled vehicle access is limited or impossible. Another use of the boat is for positive pressure ventilation of large structures after a fire for clearing of smoke and other hazardous fumes.

3. State why other products or services that compete in the market will not or do not meet your needs or comply with your specifications.
There are relatively few rescue airboat manufacturers. After researching them, American Airboat Corp stood out in numerous ways. Some ways include:
-research and design methods developed over the years to eliminate areas that would have ended up as cracks or breaks
-developing the safest and most reliable high performance airboats in the industry
-the most heavy duty Aluminum trailer custom built for each boat
-a personal safety driver training demonstration when the boat is picked up
-lifetime hull warranty

- 2-year polymer warranty against leakage
- 5-year metal work warranty against manufacturer defects
- American Airboats uses new high performance Chevy Engines
- every boat is inspected and test driven to insure highest level of performance

4. Describe your efforts to identify other vendors to furnish the product or services.
 Internet research was done to find a list of qualified rescue airboat manufacturers for production of the WFD Rescue Airboat. After compiling a list, additional research was done via internet reviews, email to fire/sheriff departments with rescue airboats and personal phone calls to departments that use the various airboat brands. After doing the aforementioned it was concluded to purchase from American Airboat Corp due to their superior qualifications and product.

5. How did you determine that the sole source vendor's price was reasonable?
 The majority of similar sized rescue airboats priced during research were within a few thousand dollars of each other. We believe that the quote received was reasonable based on prices over a range of manufacturers.

6. Which of the following best describes this sole source procurement? Select all that apply.

- Product or vendor is uniquely qualified with capability not found elsewhere.
- Urgency due to public safety, serious financial injury or other. (explain)
- The procurement is of such a specialized nature that by virtue of experience, expertise, proximity or ownership of intellectual property
- Lack of acceptable quotes or bids.
- Product compatibility or the standardization of a product.
- Continuation of a phased project.
- Proposal development is uneconomical.

Department: Wausau Fire Department

Preparer:

Vendor Name: American Airboat Corp

Expected amount of purchase or contract: \$74,400

Department Head Signature: **Date:**

Finance Director Signature: **Date:**



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SOLE SOURCE PURCHASE JUSTIFICATION
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3. Sole source purchase exceeding \$25,000 must be approved by the Finance Committee.

Ongoing Sole Source – 365 days One Time Sole Source Request

1. Provide a detailed explanation of the good or service to be purchased and vendor.
The Wausau Fire Department has been approved to move forward in 2017 with the architectural design of Station 2. We are requesting that 5 Bugles Design be allowed to provide this service for our Department. We have used the services of this particular group on two other occasions; specifically related to the replacement of Station 2 and also most recently with a cost study on the renovation of Central. We feel it would be in our best interest to continue with the architectural design services from this group because of our past history and experiences with them and because their focus and expertise is plan design of public safety buildings. Through the first two projects, the vendor has gained a volume of knowledge related to the needs of the department, as well as the background analysis that has been done to date, which another vendor would not possess. Duplicating that knowledge with a new vendor could delay the design process.

2. Provide a brief description of the intended application for the service or goods to be purchased.
At this time 5 Bugles would be providing our Department with a feasibility study and a site location study. The site location is estimated to cost approximately \$10,000 - \$12,000 and the feasibility study approximately \$19,000 - \$21,000. The site location study will use GIS technology to analyze call volume, response times and roadway networks to determine the best location for a station. Given growth and expansion taking place on the west side, it is expected there will be a future need to place more equipment at that location to improve emergency response to the expanded business park and Hwy 29/I-39 corridor, creating a larger presence at that station than the current Station 2 has. The feasibility study will analyze space and training needs to produce an architectural bubble diagramming, charrette process and schematic design for the new building(s). This process will also confirm whether the replacement station, designed to meet current and future service demands will fit on the parcel the City currently owns along the Hwy 52 Pkwy. The site was a remnant parcel acquired from the State of WI after the road was built, however the station plan should be evaluated to see if it can be designed to address space challenges that may exist on the remnant parcel based on its narrow shape. It will also verify whether the remnant site can accommodate future needs based on expected industrial growth in the expanded business campus and in other west side areas expecting development and growth. Since the remnant site was considered, the west side has experienced much commercial growth and land has been purchased to nearly double the size of the business campus, which extends our west side response area. In the interest of proper planning, we should be thorough in verifying that the site selected years ago remains feasible given this evolution.

3. State why other products or services that compete in the market will not or do not meet your needs or comply with your specifications.

The Wausau Fire Department has worked with this particular firm in the past and therefore 5 Bugles already possesses a significant amount of information related to design and specific data that will assist us in advancing this project without duplication of efforts resulting in time delays or additional costs. Our experience with this firm has been very positive in the past specific to dependability, quality of work and professionalism. And once again, 5 Bugles specializes in the architectural design of public safety buildings. Emergency service buildings are truly unique in their requirements and it builds confidence to employ an entity with this level of experience specific to fire and police station design.

4. Describe your efforts to identify other vendors to furnish the product or services.

I have spoken to other vendors but I have not requested specific pricing for these types of services. I am requesting a sole source because 5 Bugles specializes in public safety buildings and they also have a design history with the Wausau Fire Department, which would eliminate the need to start over on many segments of the process, such as evaluation of space needs and space utilization/efficiency. Continuing forward with the vendor who helped begin the process should expedite the design and planning process, leading to timely resolution of the ongoing issues previously identified with the current facility at Station 2, which persist, creating staffing, training and equipment challenges.

5. How did you determine that the sole source vendor's price was reasonable?

I know that the vendor's estimation on cost for this project is reasonable because while their expertise in design is a bit of a niche, they recognize that they must also price their services to compete with non-specialty firms. Clearly they want to continue forward in a process they have already helped Wausau begin by providing this subsequent service for our Department. Although the site location study cost is fairly standard among vendors, I have been told that feasibility studies of this description often cost thousands of dollars more.

6. Which of the following best describes this sole source procurement? Select all that apply.

- Product or vendor is uniquely qualified with capability not found elsewhere.
- Urgency due to public safety, serious financial injury or other. (explain)
- The procurement is of such a specialized nature that by virtue of experience, expertise, proximity or ownership of intellectual property
- Lack of acceptable quotes or bids.
- Product compatibility or the standardization of a product.
- Continuation of a phased project.
- Proposal development is uneconomical.

Department: -Wausau Fire Department

Preparer: Tracey Kujawa

Vendor Name: 5 Bugles

Expected amount of purchase or contract: \$29,000 - \$33,000

Department Head Signature: _____ Date: _____

Finance Director Signature: _____ Date: _____

FIVE BUGLES



DESIGN

Statement of Qualifications
for
Architectural Services



ARCHITECTURAL DESIGN FOR PUBLIC SAFETY



Building Assessment
Feasibility Studies
Pre-design
Masterplanning
Architectural Design
GIS - Site Analysis
& Planning
LEED® Sustainable Design
Conceptual Design
Design Development
Construction Drawings
Construction Administration

CONTACT INFORMATION

FIRM NAME Architectural Design Group, LLC (ADG)
Five Bugles Design is a division of ADG

ADDRESSES Banbury Place, Building D04, Suite 202, Mailbox 2
800 Wisconsin Street Eau Claire, WI 54703
715.832.4848

4715 Pilgrim Lane N Minneapolis, MN 55442

OWNERS • PRINCIPALS Steven Gausman, AIA, NCARB
David Cihasky, AIA
David Kimball, AIA

CONTACTS Steve Gausman, AIA, NCARB
Principal • Owner
Direct: 715.318.5121
Cell: 715.271.9343
sgausman@fivebuglesdesign.com

Mike Clark, AIA
Market Sector Leader
Cell: 612.840.3773
mclark@fivebuglesdesign.com

Ed Mishefske
Fire Services Specialist
Office: 715.832.4848
Cell: 715.456.7040
emishefske@fivebuglesdesign.com



FIRM OVERVIEW

BUILDING ON A VISION

As a division of Architectural Design Group, LLC (ADG), Five Bugles Design was formed to provide planning and design services to the public safety service industry. We understand that emergency service buildings are truly a unique building type. Our focused design team is comprised of members whom, both collectively and individually, are among the most experienced fire station design professionals in the United States.

Founded in 1989, ADG is one of the largest architectural firms in northern Wisconsin. ADG's home office is located in Eau Claire, Wisconsin with a branch office in Minneapolis, Minnesota. We remain a locally owned architectural firm, which goes hand-in-hand with the level of service and breadth of experience we offer our clients.

COLLABORATIVE-FOCUSED.

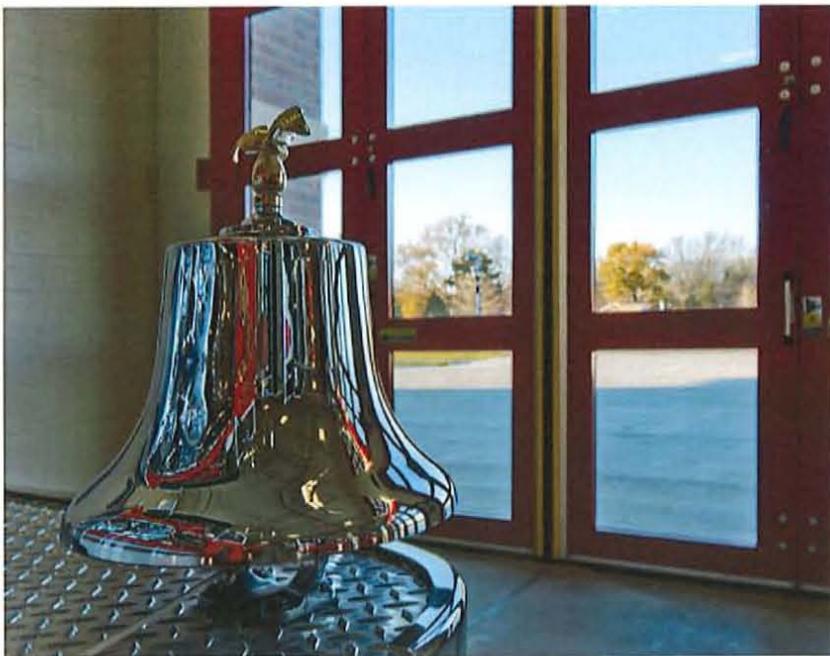
CLIENT DRIVEN.

COMMUNITY CONSCIOUS.

We are a collaborative culture inspired by challenge. In our office, you'll find a strong team environment and committed approach to knowing our clients, their needs, and the communities they serve. We dive deeply into our clients' world to provide solutions that go far beyond the obvious. Making a positive and lasting impact on the people and communities we serve is at the core of what we believe.

UNMATCHED FIRE STATION/ EMS FACILITY STUDY AND DESIGN EXPERIENCE

The Five Bugles Design team has experience in over 200 public safety and emergency service projects throughout the country. We are a team with a record of meeting and exceeding expectations. The team includes an award-winning architectural staff, emergency response specialist who "speaks the language of the public safety industry" and experts in public safety project management. The Five Bugles Design team is a group of PROVEN professionals ready to provide your community with a highly sustainable building. We are passionate about our work, and we gain a great deal of satisfaction helping communities achieve their goals with important public building projects.





IN-HOUSE EMERGENCY SERVICE SPECIALIST

The Five Bugles Design team includes former fire chief and 36-year fire protection services veteran, Ed Mishefske. Ed has been a part of our design team for 8+ years and has assisted in virtually all of our emergency services projects. His experience transcends the range from pure volunteer departments to paid-on-call departments to full-time career departments. Ed has experience in all types of delivery services including EMS medical delivery services, hazardous material response, wildland fire control, as well as crash and rescue.

Over the years, Ed has shown the unique ability to engage emergency services professionals, listen to their needs, and articulate those needs to our design professionals.

Ed is highly respected in his profession having served on a number of prominent task forces and study groups. These include: Wisconsin State Emergency Response Board, Wisconsin State Trauma Advisory Council, the Governor's Task Force on Terrorism, Regional Response Team Network Chair, Wisconsin State Fire Chiefs Hazardous Materials Committee, Chippewa Valley Technical School

Advisory Board, Board Member for the National Children's Fire Council, Lifetime Member International Fire Chiefs Association, Lifetime Member of the Wisconsin Fire Chiefs Association, Great Lakes Fire Chiefs Association, West Central Fire Chiefs Association, and current Member of the National Fire Protection Association.





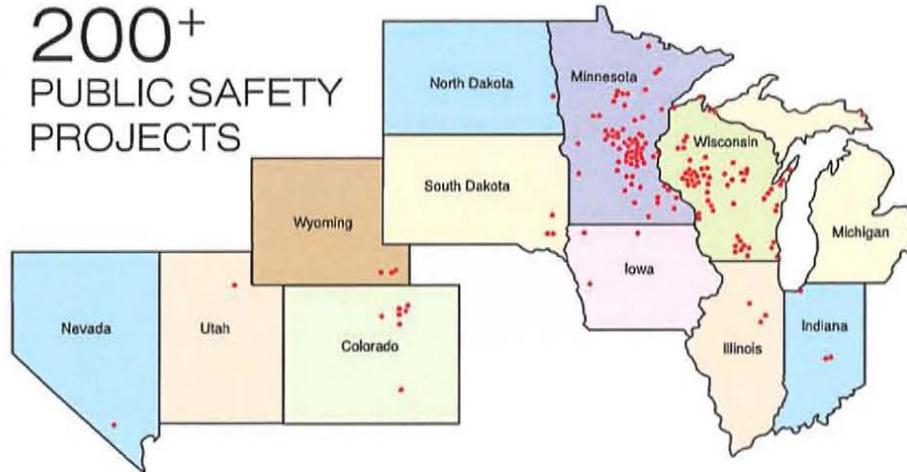
FIVE BUGLES

DESIGN

Five Bugles Design has made a specialty of the planning and design of public safety related projects including Police, Fire, EMS, and Training Facilities. With our staff experience of over 200 public safety projects throughout the country, we bring a wealth of knowledge to each of our unique project designs.

FIRM OVERVIEW

200+
PUBLIC SAFETY
PROJECTS



MINNESOTA

Albany
Albertville
Andover
Anoka County
Augusta
Bayport
Becker
Big Lake
Bloomington
Bois Forte Tribal
Reservation
Brainerd
Breezy Point
Buffalo
Chisago City
Chisholm
Clearwater
Clouquet
Cold Spring
Crow Wing County
Eden Prairie
Elysian
Foley
Gaylord
Glenwood
Grey Eagle
Hanover
Hopkins
Jordan
Keewatin

Kimball
Lake City
Lakeville
Lewiston
Long Lake
Mankato
Maple Plain
Maplewood
Montevideo
Montgomery
Mora
Morris
Mound
Mounds View
Mower County
Northfield
Norwood/
Young America
Palisade
Pequot Lakes
Princeton
Ramsey
Red Wing
Rogers
Sauk Rapids
St. Charles
St. Cloud
St. Francis
St. Louis Park
Stewartville
Virginia
Woodbury

WISCONSIN

Abbotsford
Albertville
Alma Center
Altoona
Anson, Town of
Ashland
Barron
Bellevue
Birchwood
Chetek
Chippewa Falls
Chippewa Valley
Airport
Colfax
Cornell
De Forest
Eau Claire (Dist. 6)
Eau Claire
Elkhart Lake
Fairchild
FVTC Training
Facility- Appleton
Fort McCoy
Training Facility
Greenfield
Jackson
Janesville
Jefferson
Kaukauna
Kenosha
Kronenwetter
La Crosse Airport

La Crosse
Lake Hallie
Ladysmith
Lafayette, Town of
Madison (2)
Marathon
Marshfield
Menasha
Menomonie
Middleton
Middleton, Town of
Milton
Mosinee
Mt Horeb
Pewaukee
Pleasant Valley, Town of
Red Cliff
Rib Lake
Rib Mountain
Rice Lake
Rome, Town of
Seymour, Town of
Sister Bay
Spooner
Stoughton
Stratford
Superior
Tomah
Union, Town of
Weston
Wheaton, Town of
Whitehall
Verona

COLORADO

Brighton
Evans
Gilcrest
Lake Dillon
Larkspur
Milliken
Pueblo West

INDIANA

South Haven/ Portage

ILLINOIS

Bloomington
Cornbelt
Normal

INDIANA

Huntington
South Haven/
Portage

IOWA

Sibley
Clear Lake

MICHIGAN

Sault Ste. Marie

NEVADA

Pahrump

NORTH DAKOTA

Fargo

SOUTH DAKOTA

Dell Rapids
Tea

UTAH

Lehi

WYOMING

Cheyenne
Laramie



**NEW FIRE STATION
CHIPPEWA FALLS, WI**

\$3,770,000

New Construction

Michael L. Hepfler, Fire Chief
211 Bay Street
Chippewa Falls, WI 54729
715.723.5710 Office
mhepfler@
chippewafalls.wi.gov

Steven Gausman
AIA, NCARB
sgausman@
fivebuglesdesign.com

February 2017 (est.)

RELATED EXPERIENCE

Chippewa Falls selected Five Bugles Design to provide a comprehensive G.I.S. Site Selection Study as well as Architectural Design Services for the City's new Central Fire Station. The station bid in the Spring of 2016 with bids coming in under budget. A February 2017 Grand Opening is expected.





**NEW FIRE & EMS STATION
VERONA, WI**

\$9,180,000

New Construction

Bill Burns
City Administrator
City of Verona
101 Lincoln Street
Verona, WI
608.848.9949

Steven Gausman
AIA, NCARB
sgausman@
fivebuglesdesign.com

Fall 2015

RELATED EXPERIENCE

This proposed design for a new fire station was recently completed for the Verona Fire Department. The new 8-bay central station includes a large apparatus/emergency vehicle bay with administrative offices on the first level and living quarters for staff and interns on the second level. The new station occupies a prominent site and the Prairie Style architecture reflects the local urban fabric. Designed to Self-Performing LEED Silver, the station is anticipated to be a high performing building.

Project Specific Elements:

- 44,000 Square Feet
- Combination Department
- Career EMS
- Living Quarters
- Training
- Station Alerting System
- LEED Silver (Self Performing)
- Historic Display





NEW FIRE STATION JANESVILLE, WI

\$8,000,800

New Construction

Jim Jensen, Fire Chief
303 Milton Avenue
Janesville, WI 53545
608.755.3050
jensenj@ci.janesville.wi.us

Steven Gausman
AIA, NCARB
sgausman@
fivebuglesdesign.com

Spring 2016

RELATED EXPERIENCE

The City of Janesville retained Five Bugles Design to replace its aging Central Fire Station located on Milton Avenue; a gateway to Janesville's Downtown. The new station is located on adjacent parcels allowing for existing 24/7 Fire & EMS protection. Architecturally the new station is inspired by many of the features of the existing station it is replacing.

Project Specific Elements:

- 33,000 Square Feet
- Combination Department
- Career EMS
- Living Quarters
- Training Center
- Station Alerting System
- LEED Silver (Self Performing)





**FIRE DEPARTMENT
HEADQUARTERS
TOWN OF NORMAL, IL**

\$6,800,000

New Construction
27,255 SF

Steven Gausman
AIA, NCARB
sgausman@
fivebuglesdesign.com

Fall 2017

RELATED EXPERIENCE

Through a process of strategic planning, Normal Fire Department determined that the current facilities and the location of these facilities do not adequately meet the requirements for emergency response services for the Town of Normal. With this process, it became evident that a new centralized headquarters facility was needed to accommodate the growing administrative staff in a single location.

In addition to this, the department determined that one of their stations facilities was no longer in adequate condition or large enough to serve its surrounding area. The department also decided that this station needed to be closer in proximity to Illinois State University.

These issues resulted in a new Headquarters fire station to be located near ISU and uptown Normal. This station will also be the location of their training facility for the entire department.





**COMMUNITY-WIDE
FIRE SERVICE
ASSESSMENT
STUDIES**

Brian Mohr, Fire Chief
310 N. Lee St.
Bloomington, IL 61701
309.434.2462
bmohr@cityblm.org

Gary Ludwig, Fire Chief
307 S. Randolph Street
Champaign, IL 61820
217.403.7200
Gary.Ludwig@
champaignil.gov

Gregg Cleveland
Fire Chief
La Crosse Fire Department
726 5th Ave. South
La Crosse, WI 54601
608.789.7260
ClevelandG@
cityoflacrosse.org

RELATED EXPERIENCE

CITY OF BLOOMINGTON, ILLINOIS

The City of Bloomington, Illinois provides service to its community from 5 current stations. Five Bugles Design was retained to complete a needs analysis of the five stations as well as response time and risk and demand analysis to determine if this model was maintaining their required response times.

The results of the study detailed required renovations that were necessary at most stations to modernize their operations. A new station was also recommended to maintain their expected services and response times to the community.

One of the modernization elements being explored by the team is the incorporation of alerting systems at all station to improve reporting and response time. Five Bugles is currently providing design assistance on this item.

CITY OF CHAMPAIGN, ILLINOIS FIRE STATION #3 STUDY PROGRAMMING, SITE ANALYSIS, AND CONCEPTUALIZATION

This study will determine a scope, budget, and schedule for a new Fire Station #3 and will provide conceptual floor plans and site plans for each of the three potential sites.

The study also includes programming for Fire Station #3 comparable to Champaign's newest fire stations. The fire station is to be designed for 6 employees and be expandable to 9. The site should accommodate 12 parking spaces for overlap in shifts. The design is to include two drive-thru bays and one future bay. A cost estimate/project budget and pros and cons assessment will be developed for each site.

FIRE DEPARTMENT NEEDS ANALYSIS

CITY OF LA CROSSE, WISCONSIN

Five Bugles Design was retained by the City of La Crosse to provide a Space Needs analysis of the City's four existing fire stations, including recommendations to correct shortfalls, actions necessary to bring the facilities in to current code compliance, and associated estimated costs to make the corrections. Five Bugles Design provided in-depth programming sessions with each of the three shifts at 4 station locations. In addition, the physical size of each station was documented along with each station history. Recommendations for possible remodeling/renovation, building additions, actions required for ADA compliance and recommended actions on mechanical and electrical system for each station were presented. Programming services were also provided for a possible fifth future station.



TWO NEW FIRE STATIONS ST. LOUIS PARK, MN

\$15,200,000

New Construction

Sean Walther,
Senior Planner
5005 Minnetonka Blvd. St.
Louis Park, MN 55416
952.924.2574
swalther@stlouispark.org

Michael Clark, AIA
mclark@
fivebuglesdesign.com

2013

RELATED EXPERIENCE

St. Louis Park Fire Department's two facilities were built in the 1960's. Like many facilities of that vintage they were too small for the equipment and staff they housed, lacked gender equity, had single loaded apparatus bays fronting on busy thoroughfares and suffered from structural failure of the apparatus bay floors.

Project Specific Elements:

- 32,000 Square Feet Combination Department
- Training Center
- Historic Display
- Alerting System
- Fitness and Health Spaces
- LEED Silver (Self Performing)
- Living Quarters

The new station designs not only solved the departments programmatic needs but did so keeping the existing Station No. 2 operational until the replacement facility was completed saving a full year from the assumed construction schedule.

Station No. 1 was awarded a gold medal from the *Fire Chief Magazine* Station Style Awards in 2012.

This project is the personal design experience of Mike Clark while employed by another firm.





**NEW FIRE STATION
MARSHFIELD, WI**

\$4,751,179

New Construction

Bob Haight, Fire Chief
City of Marshfield
Fire Department
412 East Fourth Street
Marshfield, WI 54449
715.486.2090

Steven Gausman
AIA, NCARB
sgausman@
fivebuglesdesign.com

2010

RELATED EXPERIENCE

Steve Gausman and Ed Mishefske assisted the Marshfield Building Committee in reviewing fifteen various sites within the stipulated geographical area. Space Programming sessions were conducted with the Building Committee over multiple dates. As a result of this study, Marshfield Fire and Rescue decided to move ahead with a 31,000+ SF facility, completed on schedule and under budget. The proposed design was constructed as an urban infill project on a downtown site that accommodates several sustainable features. The City of Marshfield is a leading proponent of sustainability and achieved a LEED Gold certification for this facility. Additionally, the building's design resulted from meetings with the local Historical Society to incorporate design elements of past Marshfield buildings.

Project Specific Elements:

- 37,000 Square Feet
- Training Center
- Living Quarters
- EMS
- LEED Gold





**NEW FIRE STATION
ASHLAND, WI**

\$3,800,000

New Construction

Wayne Chenier, Fire Chief
Ashland Fire Department
300 Stuntz Ave
Ashland, WI 54806
715.682.7052
wchenier@coawi.org

Steven Gausman
AIA, NCARB
sgausman@
fivebuglesdesign.com

Fall 2015

RELATED EXPERIENCE

The City of Ashland has worked with Ed Mishefske and Steve Gausman for over 12 years and through multiple studies. In November 2014, the citizens of Ashland passed a referendum for a new fire station by 69%. The new 21,240 SF station was bid in February 2015 with bids coming in under budget.

The new station recently celebrated its grand opening.





**NEW FIRE STATION
STEWARTVILLE, MN**

\$1,800,000

New Construction

Steve Wolf, Fire Chief
417 S. Main St.
Stewartville, MN
507.533.8711

Steven Gausman
AIA, NCARB
sgausman@
fivebuglesdesign.com

2013

RELATED EXPERIENCE

Five Bugles Design was hired to remodel an existing fire station located in Stewartville, Minnesota. During the initial design it became apparent that the station had out lived its life due to structural and remodel cost concerns.

The City of Stewartville then asked Five Bugles Design to provide planning and design consultation to provide a new fire station built on the existing site.

The result is a new 14,000 SF five bay fire station with a new training room, day room and general administration area. The new facility was completed in December 2013 at a cost of \$1.8 million dollars.





**PROPOSED PUBLIC
SAFETY BUILDING
MILTON, WI**

Steven Gausman
AIA, NCARB
sgausman@
fivebuglesdesign.com

RELATED EXPERIENCE

Steve Gausman and Ed Mishefske worked closely with the City of Milton to conduct a feasibility study with recommendations for the creation of a new Milton Public Safety Building to house Milton's Fire Department, Police Department, and Municipal Court. The study provided life-cycle and estimated construction costs for a number of different building construction materials and methods.

Project Size: 59,227 SF.





**NEW FIRE STATION &
TRAINING FACILITY
RED WING, MN**

\$4,800,000 (est.)

New Construction

Tom Schneider, Fire Chief
420 Plum Street
Red Wing, MN 55066
651.385.3695
thomas.schneider@
ci.red-wing.mn.us

Steven Gausman
AIA, NCARB
sgausman@
fivebuglesdesign.com

2017 (est.)

RELATED EXPERIENCE

Red Wing, Minnesota retained Five Bugles Design for a comprehensive study of a new fire/training facility to be located on the City's north side.

The 2.6 acre site is optimally located for excellent response times and additionally provides significant training opportunities. The design provides for 6 dorm rooms, a large training room, and drive through apparatus bays equipped within-floor radiant heat and four fold doors.

Construction is anticipated to be complete in 2017.





**NEW FIRE STATION &
EMS FACILITY
MIDDLETON, WI**

\$7,389,854

New Construction

Aaron Harris, Fire Chief
Middleton Fire District
7600 University Avenue
Middleton, WI. 53562
608.827.1090
aharris@ci.middleton.wi.us

Steven Gausman
AIA, NCARB
sgausman@
fivebuglesdesign.com

2008

RELATED EXPERIENCE

The City of Middleton requested a “turn of the century” design theme to occupy a prominent site that acts as a gateway from Highway 14 to the City. Two separate facilities were constructed, one to house the City's full-time EMS staff and another to house the volunteer Fire Department. At 40,000 SF, the volunteer fire station is one of the largest volunteer

stations in the United States. The station was completed on schedule and under budget.

The station received *Fire Chief Magazine's* National Silver Design Award in 2009.

This project is the personal design experience of Steve Gausman, Ed Misheske, and Robert Krzyzanowski while employed by another firm.



FIVE BUGLES

DESIGN



STAFF QUALIFICATIONS

STEVEN A GAUSMAN, AIA, NCARB OWNER • PRINCIPAL

In 2009, Mr. Gausman joined Architectural Design Group, LLC as the Executive Vice President and co-founded the division Five Bugles Design. In January 2012 Steve became Owner • Principal at ADG. Prior to joining ADG and forming Five Bugles Design, Steve served as a Senior Principal and Director of Architecture for SEH Inc. During his tenure, he started the firm's architectural practice and grew it to include eight offices spanning from Michigan to Colorado. Over the last decade, Steve's focus has been primarily on the design of emergency service facilities.

Education

Bachelor of Architecture
North Dakota State University
Fargo, North Dakota (1980)

Bachelor of Science
North Dakota State University
Fargo, North Dakota (1979)

Professional Registrations

American Institute of Architects AIA
– Wisconsin
National Council of Architectural
Registration Boards - NCARB

Continuing Education

2009 Station Design Conference
Denver, Colorado

LEED Commissioning
University of Wisconsin – Madison
LEED/Green Building Process,
University of Wisconsin – Madison

Experience

Planning and Design Consultation

Fire Station, Police Station, and Emergency Operations Center Study,
Princeton, Minnesota
Public Safety Center Feasibility Study, Ashland, Wisconsin
Emergency Response Assessment, Fitchburg, Wisconsin
Search and Rescue Facility Design Team, Camp Williams, Wisconsin

Fire/EMS Design

Ashland, Wisconsin	Lehi, Utah
Bellevue, Wisconsin	Lewiston, Minnesota
Bloomington, Illinois	Marathon City, Wisconsin
Bois Forte Tribal, Minnesota	Marshfield, Wisconsin
Cedar Falls, Iowa	Merrill, Wisconsin
Chippewa Falls, Wisconsin	Middleton, Wisconsin
Chisago City, Minnesota	Middleton, Town of Wisconsin
Cloquet, Minnesota	Milton, Wisconsin
De Forest, Wisconsin	Mound, Minnesota
Eagan, Minnesota	Mount Horeb, Wisconsin
Eau Claire, Wisconsin	Normal, Illinois
Elkhart Lake, Wisconsin	Red Wing, Minnesota
Fargo, North Dakota	Rib Mountain, Wisconsin
Fitchburg, Wisconsin	Richmond, Minnesota
Janesville, Wisconsin	Sauk Rapids, Minnesota
Jefferson, Wisconsin	St Cloud, Minnesota
Kaukauna, Wisconsin	Stewartville, Minnesota
Kenosha, Wisconsin	Stoughton, Wisconsin
La Crosse, Wisconsin	Superior, Wisconsin
Ladysmith, Wisconsin	Verona, Wisconsin
Lake City, Minnesota	Wausau, Wisconsin



STAFF QUALIFICATIONS

MICHAEL CLARK, AIA PROJECT ARCHITECT

Michael's 25 year career has included practice as an architect and planner in architectural firms as well as private practice. His career goals and passion have included the programming, planning and architectural design of Public Safety facilities with an emphasis on Police and Fire Departments as well as Municipal Administration Facilities and City Halls.

Michael has been a pioneer in the practice of incorporating training into the design of facilities and practices a philosophy that places Safety, Security, and Efficiency in the forefront of his design.

Experience

Planning and Design Consultation

Hales Corners Fire Station, Hales Corners, WI Location Study
Inver Grove Heights Station, Inver Grove Heights, MN Location Study
Minnetonka Public, Minnetonka, MN Safety Space Needs Study
Morse Fall Lake Fire Station Pre-Design Study, Ely, MN

Fire/EMS Design

Chisago City Fire Station Chisago City, MN
Red Wing Regional Fire Station, Red Wing, MN
Red Wing Fire Station No. 1 Renovations, Red Wing, MN
Cloquet Predesign Study Cloquet, MN
Northfield Police and Fire Department, Northfield, MN
Santee Sioux Tribe of Nebraska Public Safety Study
Niobrara, NE
St. Louis Park Fire Stations, St. Louis Park, MN
Greenfield Fire Station Remodel, Greenfield, WI
Hales Corners Fire Station and EMS, Hales Corners, WI
Johnson Creek Community Fire Department and EMS Space Needs Study and Site Selection, Johnson Creek, WI
Middleton Fire Department and EMS Space Needs Study,
Middleton, WI
Sister Bay Fire Department and EMS, Sister Bay, WI
Verona Fire Department and EMS Space Needs Study, Verona, WI
Woodbury Public Safety Expansion, Woodbury, MN

Facility Analysis

Chisago and Lindstrom Fire Department Merger Studies, Chisago City, MN
Inver Grove Heights, Station Location Study, Inver Grove, MN
Johnson Creek Community Fire Department Space Needs Study and Site Selection, Johnson Creek, WI
Middleton Public Safety Facilities Plan, Middleton, WI
Minnetonka Public Safety Space Needs Study, Minnetonka, MN
Morse Fall Lake Fire Station Design Study, Ely, MN
Pewaukee Safety Building Study, Village of Pewaukee, WI
Platteville City Administration and Public Safety Study, Platteville, WI

Education

Bachelor of Architecture
Bachelor of Science
Ball State University
Muncie, Indiana (1987)

Professional Registrations

American Institute of Architects AIA –
Minnesota
Registered Architect MN since 2007
Registered Architect WI from 1991-
2007

Awards

St. Louis Park Fire Station No. 1
Gold Medal - Combination Station
2013 Station Style Awards

Sister Bay Fire Station
Association of General Contractors

Publications

"The Form and Function of Training"
July August 2009,
Fire Chief magazine

"A Replacement Plan for Failing Fire
Stations" November December 2012,
Fire Chief magazine



STAFF QUALIFICATIONS

ED MISHEFSKE EMERGENCY SERVICES SPECIALIST

In 2009, Mr. Mishefske joined Architectural Design Group, LLC (ADG) as co-founder of Five Bugles Design. Ed's diverse background brings project expertise and insight to the client and project team on a wide variety of fire, EMS, and emergency response related issues. In 2002, Ed retired from a 36-year career in the emergency services field. The first 12 years he served as Assistant Fire Chief for the Miramar Fire Department in San Diego, CA. The remaining 23 years he served as Fire Chief for the City of Chippewa Falls, WI. Since his retirement, Ed has worked exclusively on emergency services projects with Five Bugles Design.

Ed is highly respected in his profession having served on a number of prominent task forces and study groups. These include: Wisconsin State Emergency Response Board, Wisconsin State Trauma Advisory Council, the Governor's Task Force on Terrorism, Regional Response Team Network Chair, Wisconsin State Fire Chiefs Hazardous Materials Committee, Chippewa Valley Technical School Advisory Board, Board Member for the National Children's Fire Council, Lifetime Member International Fire Chiefs Association, Lifetime Member of the Wisconsin Fire Chiefs Association, Great Lakes Fire Chiefs Association, West Central Fire Chiefs Association, and current Member of the National Fire Protection Association.

Education

Associate Degree
Fire Science
Miramar Police & Fire Science College
San Diego, California

Professional Registrations

Emergency Medical Technician
Hazardous Materials Specialist
WI DILHR Fire Inspector Certified
Wisconsin State Building Inspector
Certified
Federal Emergency Management
Agency Incident Evaluator
Incident Command Certification
National Fire Academy Arson
Investigations Certification
National Fire Academy Computerization
in the Fire Service Course
Total Quality Management Certified
National Incident Command for
Managing Terrorism Incidents Certified

Professional Associations

International Fire Chief's Association
Great Lakes Fire Chiefs Association
Wisconsin Fire Chiefs Association
West Central Wisconsin Fire Chiefs
Association

FEMA Fire Act Grant Awards

Township Fire Department, Wisconsin
Mosinee Fire Department, Wisconsin
Rice Lake Fire Department (2)
New Auburn Fire Department

Planning and Design Consultation Experience

Training Facility Needs Assessment and Preliminary
Planning, Fox Valley Technical College Appleton, Wisconsin
Emergency Services Assessment Team Jackson, Wisconsin
Fire Station, Police Station, and Emergency Operations Center Study
Princeton, Minnesota
Fire Station Site Location and Needs Assessment Study Andover, Minnesota
Fire Department Station Location Study Sauk Rapids, Minnesota
Emergency Response Assessment Fitchburg, Wisconsin
Public Safety Center Feasibility Study Ashland, Wisconsin
Search and Rescue Facility Design Team Camp Williams, Wisconsin

Fire/EMS Design

Avon, Minnesota
Bellevue, Wisconsin
Buffalo, Minnesota
Cedar Falls, Iowa
Chisago City, Minnesota
De Forest, Wisconsin
Eagan, Minnesota
East Haven, Indiana
East Pueblo, Colorado
Eden Prairie, Minnesota
Elkhart Lake, Wisconsin
Fargo, North Dakota
Jefferson, Wisconsin
Kronenwetter, Wisconsin
Ladysmith, Wisconsin
Lehi, Utah
Marathon City, Wisconsin
Marshfield, Wisconsin
Menasha, Wisconsin
Menomonie, Wisconsin

Middleton, Wisconsin
Middleton, Town of
Wisconsin
Mound, Minnesota
Mount Horeb, Wisconsin
Mora, Minnesota
Pleasant Valley, Town of
Wisconsin
Red Wing, Minnesota
Rib Mountain, Wisconsin
Richmond, Minnesota
Sauk Rapids, Minnesota
Sault Ste Marie, Michigan
Seymour, Wisconsin
Sibley, Iowa
St Cloud, Minnesota
Stewartville, Minnesota
Stoughton, Wisconsin
Tea, South Dakota
Verona, Wisconsin

Fire Station

**Assessment/
Facilities Design**
Ashland, Wisconsin
Janesville, Wisconsin
Kaukauna, Wisconsin
Kenosha, Wisconsin
Lake City, Minnesota
Marshfield, Wisconsin
Merrill, Wisconsin
Montevideo, Minnesota
Montgomery, Minnesota
Suamico, Wisconsin
Superior, Wisconsin
Wausau, Wisconsin

FIVE BUGLES

DESIGN



STAFF QUALIFICATIONS

ROBERT W. KRZYZANOWSKI

PROJECT MANAGER

In 2009, Mr. Krzyzanowski joined Architectural Design Group, LLC (ADG) as the Project Manager for Five Bugles Design. He serves as the coordinator between the owner and all consultants on the project. Robbie has spent the last ten years as a Project Manager and Technician putting together construction documents for over thirty buildings of which sixteen buildings were specifically for emergency services. His experience in emergency services construction provides the owner with multiple ideas and provides information that other owner's have used in past projects.

Robbie's Project Management experience includes a variety of emergency service buildings of various sizes – from a 2,880 square foot addition to the Lafayette Fire Station in Chippewa Falls, Wisconsin, to the 32,850 square foot fire station in Middleton, Wisconsin. This vast array of experience allows him to assist owners in constructing buildings that meets their specific space needs and building type requirements.

Education

Associate Degree
Drafting and Design Technology
Winona Technical College
Winona, Minnesota (1998)

Continuing Education

Project Management Bootcamp
PSMJ Resources, Inc.
Presented by Alan Bollinger
St. Paul, Minnesota

LEED for New Construction
Como Park Zoo and Conservatory
Saint Paul, Minnesota

Professional Experience

Architectural Design Group, Since
2009
SEH, Inc, 2003 - 2009
PMSI 1999- 2003

Fire/EMS Station Assessment/ Facilities Design

Fitchburg, Wisconsin
Janesville, Wisconsin
Kenosha, Wisconsin
Wausau, Wisconsin
Ashland, Wisconsin

Experience

Planning and Design Consultation

Ashland Fire Station, Wisconsin
Marshfield, Wisconsin
Marathon City, Wisconsin
Stoughton, Wisconsin
Rib Mountain, Wisconsin
Town of Middleton, Wisconsin - Fire and EMS

Fire/EMS Station

Construction Documents

Altoona, Wisconsin
Ashland, Wisconsin
Bellevue, Wisconsin
Elkhart Lake, Wisconsin
Grand Forks AFB, North Dakota
Janesville, Wisconsin
La Crosse, Wisconsin
Lafayette, Town of, Wisconsin
Marshfield, Wisconsin
Marathon City, Wisconsin
Middleton, Wisconsin
Milliken, Colorado
Pleasant Valley, Town of, Wisconsin
Rib Mountain, Wisconsin
Seymour, Town of, Wisconsin
Stewartville, Minnesota
Stoughton, Wisconsin
Tea, South Dakota
Verona, Wisconsin
Washington, Town of, Wisconsin



REFERENCES

STEVEN GAUSMAN

Bill Burns,
City Administrator
City of Verona
111 Lincoln Street
Verona, WI 53593
bill.burn@ci.verona.wi.us
608.845.6495

Jenny Minter
Deputy Fire Chief
Mount Horeb Area Fire District
120 S. 1st Street
Mount Horeb, WI 53572
608.437.5571

Bob Haight
Fire Chief
City of Marshfield Fire Department
412 East Fourth Street
Marshfield, WI 54449
715.486.2090

Jim Jensen
Fire Chief
Janesville Fire Department
303 Milton Avenue
Janesville, WI 53545
608.755.3050

Wayne Chenier, Fire Chief
Ashland Fire Department
300 Stuntz Ave
Ashland, WI 54806
715.682.7052
wchenier@coawi.org

MICHAEL CLARK

Monte Nelson
Chief of Police
Northfield, MN
(507) 663-9301
Monte.Nelson@ci.northfield.mn.us

Bob Klatt
Parks & Recreation Director
City of Woodbury
830 Valley Creek Road
Woodbury, MN 55125
651.714.3580
bklatt@ci.woodbury.mn.us

John Pechman
City Administrator
Chisago City, MN
10625 Railroad Ave.
Chisago City, MN 55013
651.257.4162
jpechman@ci.chisago.mn.us

Shawn Blaney
Deputy Director of Public Works
Buildings and Grounds Division
City of Red Wing
229 Tyler Road N.
Red Wing, MN 55066
651.385.3655
shawn.blaney@ci.red-wing.mn.us

Tom Schneider
Fire Chief
420 Plum Street
Red Wing, MN 55066
651.385.3695



Our team has developed a comprehensive project planning methodology in order to provide our clients with a full range of services needed to provide for the long term needs of our clients.

DESIGN AND CONSTRUCTION

1. SPACE NEEDS ANALYSIS

- Interactive Space Needs Programming Sessions to Review and Expand Upon the Existing Space Needs Study
- Design Training Opportunities

2. ARCHITECTURAL BUBBLE DIAGRAMMING

- Functional Efficiency Strategic Layout
- Facility Room Data Sheets

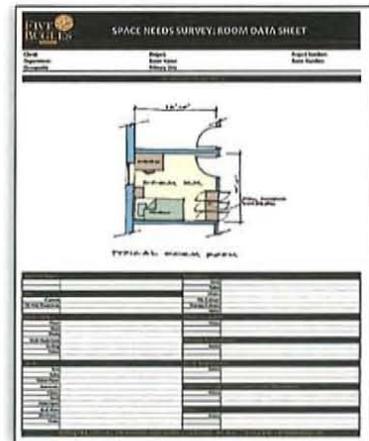
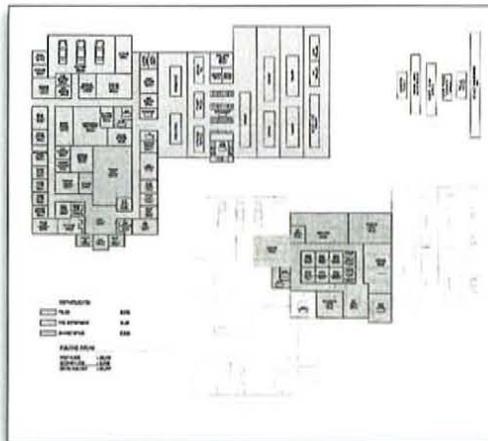
3. CHARRETTE PROCESS:

SCHEMATIC DESIGNS AND ALTERNATIVES

- Multiple Concepts Divergent in Nature
Focusing on Different Innovative Collaborative Solutions

4. SELECTED SCHEMATIC DESIGN

- Final Schematic Design Depicting Site Plan, Floor Plans, Elevations, Materials, Schedule, and Cost Estimate.
- City Council Approval
- Sustainable Design



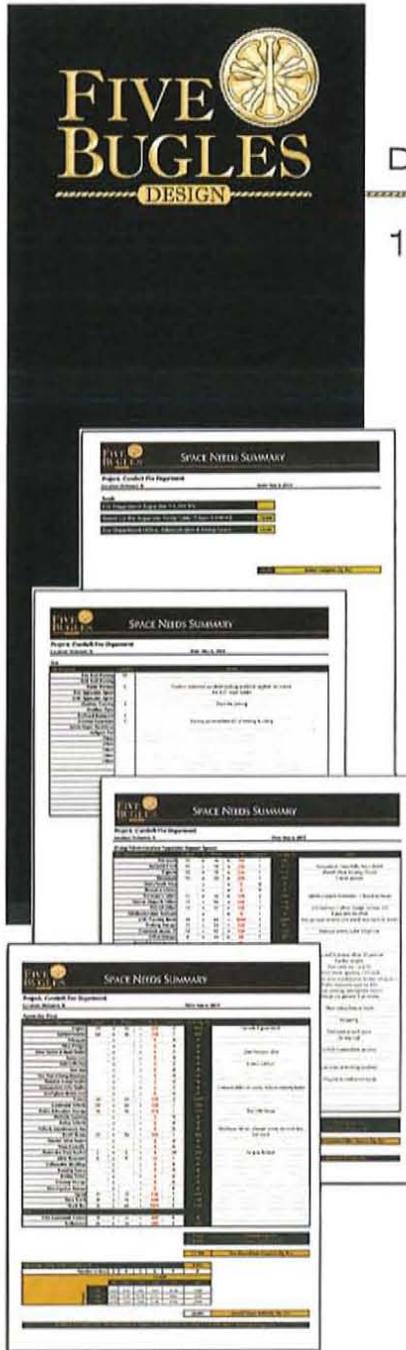
1. SPACE NEEDS ANALYSIS

Five Bugles Design has developed some of the most comprehensive programming tools in the industry. These tools encourage active participation from members of the staff and community. We view programming as the fundamental basis of our design and attribute much of our successes to our in-depth process. It is our intent that the programming process captures functional requirements of all of your community's response delivery systems. To that end Five Bugles Design will build upon and reaffirm the Space Needs Report compiled by Five Bugles Design.

INTERACTIVE SPACE NEEDS PROGRAMMING SESSION

Our proprietary fire station planning software allows our architects and planners to conceptually develop a program and space needs assessment in real time during our planning and discussion sessions with you. We incorporate the tools of this software into our initial and ongoing planning discussions to immediately determine the raw square-foot costs of your proposed facility. The software serves as a check and balance to make sure all required spaces are accounted for including mechanical rooms, storage areas, mezzanines, floor area for equipment, apparatus, and operations. Our team will:

- Provide an inclusive space needs recommendation
- Provide Facility Room Data Sheets
- Provide Facility Architectural Program Statement



DESIGN TRAINING OPPORTUNITIES

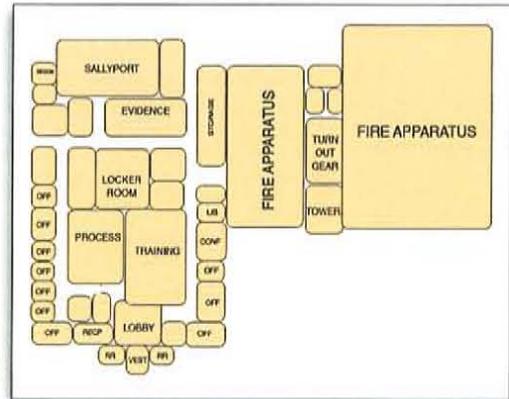
At the core of any successful and efficient fire protection program is fire department training. Community expectations for delivery services over the last decade have grown to a level never anticipated. Hazardous materials, confined entry rescue, fire ground management techniques, communications, domestic terrorism (such as the Columbine High School tragedy) and international terrorism (such as those experienced on 9/11) are not hypothetical scenarios, but realities. Designing many fire service training opportunities into the new fire station is critical to a department's level of ability to face the new challenges that these situations present.





2. ARCHITECTURAL BUBBLE DIAGRAMMING

Graphically explore multiple spatial relationships described in the Space Needs Analysis with a bubble diagrams depicting functional, adjacency requirements along with site requirements and constraints. Bubble Diagramming typically results in several conceptual building and site options that are agreed upon by the owner and will be further developed in the Schematic Design Phase.



3. CHARRETTE PROCESS

Schematic Design and Alternatives

During this process conceptual documents of site plans, floor plans, and building elevations are developed to scale that address criteria stipulated in the programming and charrette sessions. Space needs and relationships will be confirmed; plans and elevations will explore multiple building construction types along with respective cost estimates. Future phasing and expansion needs will be established. Green/sustainable/LEED criteria will be incorporated. See designs come to life with animation through our BIM software.



Our teams LEED projects include fire stations in

- Marshfield , WI
- Menomonie, WI
- Buffalo, MN

And LEED self performing projects in

- Millton
- Fitchburg, WI
- Middleton, WI
- Marathon City, WI

DESIGN AND CONSTRUCTION

4. SELECTED SCHEMATIC DESIGN

Successful public projects require an increased emphasis on transparency in the decision making process, public involvement and awareness campaigns. We work with our clients to identify appropriate processes and systems that encourage participation and awareness at all stages of the project.

The selected schematic design will accurately represent a concept conveying the future facility's size, site development, building elevations, building materials, construction schedule and cost, and obtain approval of the City Plan Commission.

SUSTAINABLE DESIGN AND LEED CERTIFICATION

From the inception of our company one of our greatest strengths has been our emphasis on sustainable, green, and energy-efficient building design. We were "designing green" years before it became the popular thing to do. We firmly believe that one reason for our success is our concern for energy conscious design as a priority for each design and project. To that end, we typically include a LEED consultant on our project team. Should the municipality declare it, we are able to provide a LEED Certified building or design in accordance with sustainable principles/ concepts at the level which meets your facilities energy requirements and desires.

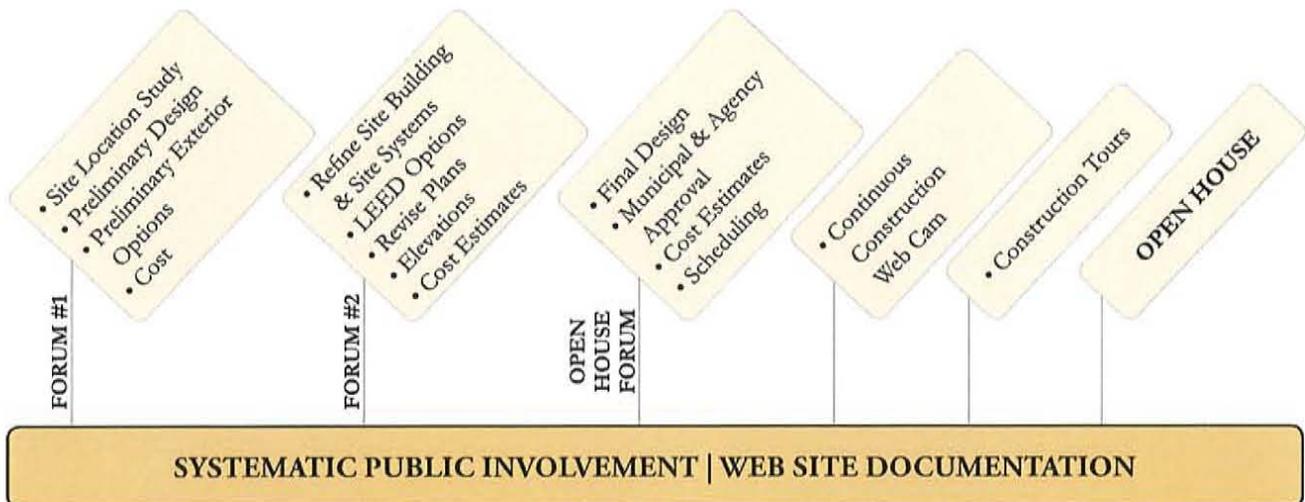




DESIGN AND CONSTRUCTION

PUBLIC ENGAGEMENT IS CRITICAL OUR PHILOSOPHY OF GAINING PROJECT SUPPORT FROM PROJECT PARTICIPATION

- Where possible we encourage citizen participation on the design team to get real time feed back to the design process.
- Public hearings, neighborhood groups, and updates to the City Council provide opportunities for interactive progress updates with concerned citizens.
- The local press presents an opportunity to present the project in a positive light at chosen times throughout the project.
- Web based project information sites containing meeting notes and project updates are a technological solution that is available, either through our firm or your City web site.
- Every community is different and presents a different set of challenges to the communications of project information and project approval processes. We will work with your team at the kick-off meeting to develop a combination of the elements that works best for the City.





DESIGN AND CONSTRUCTION

MAINTAINING PROJECT BUDGETS

- With over 200 projects completed, and four of similar size to yours in the past 5 years, we have a deep, historical knowledge of the construction costs relative to Public Safety facilities.
- A third party cost estimating firm will be used by our team to develop two interim estimates at the completion of Schematic Design and Design Development phases to insure that cost inflation factors and other costs specific to your site such as soils corrections, road improvements and other costs are factored appropriately.
- Each phase of the project will include an updated project budget and schedule confirming that the project has remained on the budget established by the project team.

COST CONTROL

Our staff takes cost estimating very seriously. For your review we have the following examples:

Verona Fire Station

September 2014	Design Project Awarded	
September 2014	Staff Estimate	\$9,180,000
	(Schematic Design)	
September 2014	Project Bid	\$9,180,000
	Contingency Used to Date	\$240,000

Ashland Fire Station

January 2014	Design Project Awarded	
March 2015	Staff Estimate	\$4,100,00
March 2015	Project Bid	\$3,800,000
	Contingency Used to Date:	No change orders to date

Janesville Fire Station

January 2014	Design Project Awarded	
March 2015	Staff Estimate	\$9,000,000
April 2015	Project Bid	\$8,000,800
	Contingency Used to Date	\$130,000

Stewartville Fire Station

May 2012	Project Awarded	
January 2013	Staff Estimate	\$1,800,000
May 2013	Project Bid	\$1,800,000
	Contingency Used to Date:	No change orders to date

TRAINING

Training is the single largest use of most fire facilities. Our team will work with you to review your training needs and how to include them in the facility.

OUR TRAINING TOWERS TYPICALLY INCLUDE:

- Repelling
- Rescue windows and platforms
- Vertical and near vertical rescue opportunities
- Sprinklers and standpipes rigged for practice
- Confined space
- Smoke

HOSE EVOLUTION DRILLS

- Training mezzanines can be configured to include:
 - Maze training
 - Blackout
 - Smoke
 - Door and roof breaching

SITE TRAINING OPPORTUNITIES INCLUDE

- Vehicle extrication
- Roof ventilation
- Equipment and apparatus use
- Hose evolution drills

CLASSROOM TRAINING

- Audio and Visual training aids to be able to take advantage of a variety of on site and off site training opportunities
- Adequate storage for training aids and props
- Public Education training storage and presentation capabilities
- Access to refreshment centers or kitchens as required to support cultural events such as meals served for training events or public open houses.

Department of Public Works



Eric Lindman, P.E.
Director of Public Works and Utilities

TO: Finance Committee

FROM: Eric Lindman, P.E.
Director of Public Works & Utilities

DATE: January 17, 2017

SUBJECT: Open Session – Thomas Street Items

There are four commercial properties remaining for strip takings which are currently under offers and six other properties we are waiting on signed offers, these six properties are TLE's only. Three of these six properties we will be taking through condemnation so we will be completing appraisals and moving through this process.

I have included a complete plat map of all properties for the project for your review and reference. I have also included an updated estimate for all known values of acquisitions. The only costs currently not included are the demolition costs. These costs will be included based on our job costing.

We have reached a milestone as all relocations have been completed. All tenants and owner occupied properties that the City purchased have been vacated and the buildings continue to be razed as time permits. All demolitions are being completed in house.

Project is currently proposed to be advertised for bidding in mid-February and weather permitting we hope to begin in early May 2017 construction. Utilities are proposing to begin their overhead work in March of 2017 and will begin burying their lines through coordination with the contractor once street construction begins.

The City is planning a Public Information Meeting for this project in early spring once we have a contractor under contract. This meeting will be primarily to show final plans, answer questions, present a construction schedule and go over details related to garbage pickup and mail delivery with residents. I will be attending the SW Neighborhood Group meeting on 1-23-17 and possibly another one this spring as we get closer to getting started. The detour route has been determined for traffic and we are currently working with 3M and Kolbe & Kolbe to address any truck traffic concerns they may have with the detour route.

In 2016 AECOM presented the City with a cost for construction inspection and administration. At the time it was presented to CISM and CISM decided not to commit to this until we were able to determine if City staff could handle the inspection. At this time City staff is fully committed to other City projects and we would not be able to adequately inspect the Thomas Street project and maintain our other workload. Currently we are working with AECOM to provide us a cost for construction inspection and administration. Once we have these costs and scope of services we are proposing to bring this forward for consideration as a sole source for professional services.

**REAL ESTATE SERVICES
ENGINEER ESTIMATE**

SCHEDULE A - REQUEST FOR REAL ESTATE SERVICES

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
1.	MSA Contract	1	LS	\$360,975.00	\$360,975.00
				Total Schedule A =	<u>\$360,975.00</u>

Eric Lindman, P.E.

Date

**ACQUISITIONS
ENGINEER ESTIMATE**

SCHEDULE B - ACQUISITIONS

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
Sites Required					
1.	Parcel 1 - Towle	1	LS	\$142,000.00	\$142,000.00
2.	Parcel 9 - Lawrence	1	LS	\$85,000.00	\$85,000.00
3.	Parcel 19 - Weinke	1	LS	\$59,500.00	\$59,500.00
4.	Parcel 21 - Muetzel	1	LS	\$98,000.00	\$98,000.00
5.	Parcel 29 - Wausau Eggroll Guillaume	1	LS	\$174,000.00	\$174,000.00
6.	Parcel 36 - Thomas	1	LS	\$73,000.00	\$73,000.00
7.	Parcel 37 - Brown	1	LS	\$65,000.00	\$65,000.00
8.	Parcel 38 - Dehn	1	LS	\$51,000.00	\$51,000.00
9.	Parcel 40 - Development First LLC	1	LS	\$82,000.00	\$82,000.00
10.	Parcel 41 - Koehler	1	LS	\$105,500.00	\$105,500.00
11.	Parcel 48 - Patnode	1	LS	\$42,000.00	\$42,000.00
12.	Parcel 49 - Krueger	1	LS	\$65,000.00	\$65,000.00
13.	Parcel 50 - Complete Properties LLC	1	LS	\$90,300.00	\$90,300.00
14.	Parcel 51 - Bredeck	1	LS	\$66,000.00	\$66,000.00
15.	Parcel 57 - Tremors/Oriental Nguyen	1	LS	\$240,000.00	\$240,000.00
16.	Parcel 58 - Utecht	1	LS	\$80,000.00	\$80,000.00
17.	Parcel 59 - Schulrod Family Legacy	1	LS	\$130,500.00	\$130,500.00
18.	Parcel 60 - Peterson	1	LS	\$50,000.00	\$50,000.00
				Subtotal =	\$1,698,800.00
Sites (1100 Block)					
19.	Parcel 24 - Bargender	1	LS	\$90,000.00	\$90,000.00
20.	Parcel 25 - Christian	1	LS	\$63,000.00	\$63,000.00
21.	Parcel 26 - Hable	1	LS	\$65,000.00	\$65,000.00
22.	Parcel 27 - Kroening	1	LS	\$92,000.00	\$92,000.00
23.	Parcel 22 - Aho	1	LS	\$78,000.00	\$78,000.00
				Subtotal =	\$388,000.00
				Total Schedule B =	<u>\$2,086,800.00</u>

- Being Considered
- Offer approved by finance
- Offer made, awaiting response
- Accepted Offer
- Owned by City

SCHEDULE C - Nominal Payment Parcels

<u>PARCEL</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
2	TLE 103 SF x \$1.85 x 7.1% x 1yr = \$14, rounded to \$200	1	LS	\$200	\$200.00
3	TLE 693 SF x \$1.85 x 7.1% x 1yr = \$91.03, rounded to \$200	1	LS	\$800	\$800.00
4	Chain link fence-2 sections = \$400	1	LS	\$250	\$250.00
5	TLE 693 SF x \$1.85 x 7.1% x 1yr = \$91.03, rounded to \$200	1	LS	\$200	\$200.00
6	Webko - Fee/TLE	1	LS		\$0.00
7	Webko - Fee/TLE	1	LS		\$0.00
8	City of Wausau	1	LS	\$0	\$0.00
10	TLE 538 SF x \$1.85 x 7.1% x 1yr = \$80, rounded to \$200	1	LS	\$200	\$200.00
11	TLE 529 SF x \$1.85 x 7.1% x 1yr = \$69, rounded to \$200	1	LS	\$700	\$700.00
12	TLE 537 SF x \$1.85 x 7.1% x 1yr = \$71, rounded to \$200	1	LS	\$225	\$225.00
13	Tree- 1 large @ \$500 each = \$500	1	LS	\$450	\$450.00
14	TLE 533 SF x \$1.85 x 7.1% x 1yr = \$70, rounded to \$200	1	LS	\$200	\$200.00
15	TLE 532 SF x \$1.85 x 7.1% x 1yr = \$70, rounded to \$200	1	LS	\$200	\$200.00
16	Bush- 1 @ \$50 each = \$50	1	LS	\$200	\$200.00
17	Fence corner = \$200	1	LS	\$200	\$200.00
18	TLE 532 SF x \$1.85 x 7.1% x 1yr = \$70, rounded to \$200	1	LS	\$1,500	\$1,500.00
20	Treu's Tic Toc	1	LS		\$0.00
23	City of Wausau	1	LS	\$0	\$0.00
28	Kraeger	1	LS		\$0.00
30	TLE 532 SF x \$1.85 x 7.1% x 1yr = \$70, rounded to \$200	1	LS	\$575	\$575.00
31	City of Wausau	1	LS	\$0	\$0.00
32	TLE 534 SF x \$1.85 x 7.1% x 1yr = \$70, rounded to \$200	1	LS	\$250	\$250.00
33	Jesse Kufahl	1	LS	\$325	\$325.00
34	Holy Name Church	1	LS	\$325	\$325.00
35	City of Wausau	1	LS	\$0	\$0.00
39	City of Wausau	1	LS	\$0	\$0.00
42	TLE 450 SF x \$1.85 x 7.1% x 1yr = \$59, rounded to \$200	1	LS	\$200	\$200.00
43	TLE 225 SF x \$1.85 x 7.1% x 1yr = \$30, rounded to \$200	1	LS	\$200	\$200.00
44	James & Audry Ascher (TLE Only)	1	LS		\$0.00
45	TLE 1200 SF x \$1.85 x 7.1% x 1yr = \$158, rounded to \$200	1	LS	\$200	\$200.00
46	Xiong & Vang (TLE Only)	1	LS		\$0.00
47	City of Wausau	1	LS	\$0	\$0.00
52	Bredeck	1	LS		\$0.00
53	TLE 680 SF x \$1.85 x 7.1% x 1yr = \$89, rounded to \$200	1	LS	\$200	\$200.00
54	Joyce & kevin Properties (TLE Only)	1	LS		\$0.00
55	Litzenberger & Schauer (TLE Only)	1	LS		\$0.00
56	EZ & KZ (TLE Only)	1	LS		\$0.00
61	Brian Shidell (Laundromat)	1	LS	\$200	\$200.00
62	David Newman	1	LS	\$200	\$200.00
63	Jeremy Luisier	1	LS	\$200	\$200.00
64	Underwood Chapel (TLE Only)	1	LS		\$0.00
65	Bhagavatti	1	LS	\$200	\$200.00
				Total Schedule C =	\$8,400.00
				Total Schedules A, B, C =	\$2,456,175.00

**RELOCATION EXPENSES
ENGINEER ESTIMATE**

SCHEDULE D - RELOCATION EXPENSES

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<u>Sites Required</u>					
1.	Parcel 1 - Towle	1	LS	\$33,272.13	\$33,272.13
2.	Parcel 9 - Lawrence	1	LS	\$35,863.28	\$35,863.28
3.	Parcel 19 - Weinke	1	LS	\$13,960.60	\$13,960.60
4.	Parcel 21 - Muetzel	1	LS	\$21,998.75	\$21,998.75
5.	Parcel 29 - Wausau Eggroll Guillaume	1	LS	\$58,910.09	\$58,910.09
6.	Parcel 36 - Thomas	1	LS	\$42,039.00	\$42,039.00
7.	Parcel 37 - Brown	1	LS	\$25,166.07	\$25,166.07
8.	Parcel 38 - Dehnl	1	LS	\$10,652.00	\$10,652.00
9.	Parcel 40 - Development First LLC	1	LS	\$36,335.00	\$36,335.00
10.	Parcel 41 - Koehler	1	LS	\$29,646.33	\$29,646.33
11.	Parcel 48 - Patnode	1	LS	\$0.00	\$0.00
12.	Parcel 49 - Krueger	1	LS	\$3,500.00	\$3,500.00
13.	Parcel 50 - Complete Properties LLC	1	LS	\$18,154.00	\$18,154.00
14.	Parcel 51 - Bredeck	1	LS	\$26,148.00	\$26,148.00
15.	Parcel 57 - Tremors/Oriental Nguyen	1	LS	\$68,881.32	\$68,881.32
16.	Parcel 58 - Utecht	1	LS	\$22,844.00	\$22,844.00
17.	Parcel 59 - Schulrod Family Legacy	1	LS	\$17,495.00	\$17,495.00
18.	Parcel 60 - Peterson	1	LS	\$20,138.56	\$20,138.56
19.	Moving Estimates (1, 9)	1	LS	\$750.00	\$750.00
				Subtotal =	\$485,754.13
<u>Sites (1100 Block)</u>					
20.	Parcel 24 - Bargender	1	LS	\$22,791.32	\$22,791.32
21.	Parcel 25 - Christian	1	LS	\$29,539.93	\$29,539.93
22.	Parcel 26 - Hable	1	LS	\$19,211.59	\$19,211.59
23.	Parcel 27 - Kroening	1	LS	\$25,133.00	\$25,133.00
24.	Parcel 22 - Aho	1	LS	\$32,479.00	\$32,479.00
				Subtotal =	\$129,154.84
				Total Schedule D =	<u>\$614,908.97</u>
				Total Schedule A, B, C & D =	<u>\$3,071,083.97</u>

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NE - SE

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NE - SW

SECTION 34

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SECTION 34

SECTION 35

SE - SE

SW - SW

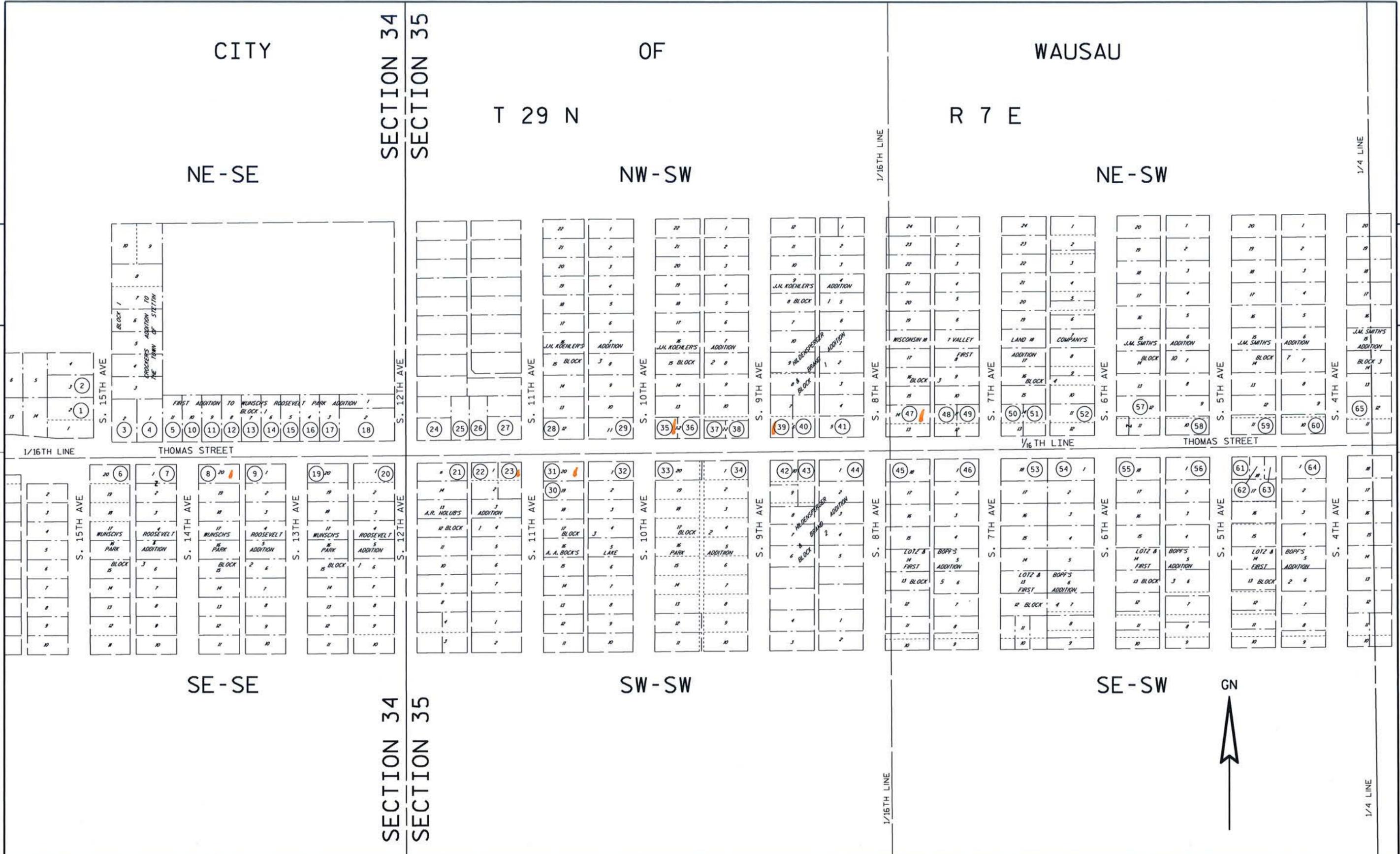
SE - SW

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REVISION DATE 1-6-16 N.C.	DATE 11-24-15	NOT TO SCALE	HWY: THOMAS STREET COUNTY: MARATHON	COUNTY R/W PROJECT NUMBER CONSTRUCTION PROJECT NUMBER	PLAT SHEET 4.03 PS&E SHEET	E
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NOTE: EXISTING RIGHT OF WAY ESTABLISHED FROM CROCKER'S ADDITION TO THE TOWN OF STETTIN, THE FIRST ADDITION TO WUNSCH'S ROOSEVELT PARK ADDITION AND WUNSCH'S ROOSEVELT PARK ADDITION.

R/W COURSE TABLE

FROM - TO	BEARING	DISTANCE
2096 - 2097	N05°03'23"E	5.03'
2097 - 2098	SEE R/W CURVE TABLE	
2098 - 2099	SEE R/W CURVE TABLE	
2099 - 532	N89°43'35"E	7.05'
532 - 1784	S00°05'43"E	108.45'
1784 - 2068	S80°03'08"E	50.78'
2068 - 2070	S88°26'37"E	79.58'
2070 - 2071	N89°43'35"E	584.84'
2032 - 2031	S89°43'35"W	60.00'
2031 - 2030	S89°43'35"W	109.87'
2030 - 2029	S89°43'35"W	16.00'
2029 - 2028	S89°43'35"W	110.02'
2028 - 2027	S89°43'35"W	60.00'
2027 - 2026	S89°43'35"W	97.83'
2026 - 2025	N88°26'37"W	12.23'
2025 - 2024	S74°03'31"W	16.63'
2024 - 2023	N88°26'37"W	110.16'
2023 - 2100	N48°53'36"W	53.40'
2100 - 2096	N01°33'23"E	52.46'
2107 - 2031	S89°54'07"W	326.20'

R/W STATION & OFFSET TABLE

POINT	STATION	OFFSET
532	22+97.76	18.14'
1784	14+44.75	54.41'
2023	14+37.53	34.00'
2024	15+47.69	34.00'
2025	15+63.55	29.00'
2026	15+75.32	29.00'
2027	16+72.69	29.00'
2028	17+32.69	29.00'
2029	18+42.70	29.00'
2030	18+58.70	29.00'
2031	19+68.58	29.00'
2068	14+94.98	47.00'
2070	15+74.56	47.00'
2096	13+96.36	52.46'
2097	13+96.66	57.48'
2098	22+43.15	25.00'
2099	22+95.84	25.00'
2100	13+96.36	0.00'

TLE COURSE TABLE

FROM - TO	BEARING	DISTANCE
532 - 2099	S89°43'35"W	7.05'
2099 - 3178	N13°29'12"E	30.04'
3178 - 532	S00°05'43"E	29.18'

TLE STATION & OFFSET TABLE

POINT	STATION	OFFSET
662	18+58.57	63.63'
671	19+68.43	63.59'
3094	14+37.98	49.00'
3095	15+48.13	49.00'
3096	15+63.99	44.00'
3097	15+75.32	44.00'
3098	16+72.64	44.00'
3099	17+32.67	34.00'
3100	18+42.69	34.00'
3133	14+94.69	57.00'
3135	15+74.40	57.00'
3178	23+31.17	21.28'
3180	13+74.80	51.59'
3181	22+59.38	84.23'

R/W COORDINATE TABLE

POINT	Y	X
532	198069.160	275137.608
1784	197960.713	275137.788
2023	197872.531	275128.174
2024	197869.539	275238.295
2025	197874.106	275254.285
2026	197873.774	275266.511
2027	197874.241	275364.340
2028	197874.528	275424.340
2029	197875.054	275534.356
2030	197875.130	275550.356
2031	197875.655	275660.227
2068	197951.941	275187.802
2070	197949.779	275267.356
2096	197960.078	275089.366
2097	197965.087	275089.809
2098	198029.560	275112.962
2099	198069.126	275130.553
2100	197907.636	275087.941

R/W CURVE TABLE

FROM - TO	RADIUS	LENGTH	CHORD	CHORD BEARING
2097 - 2098	135.00'	69.26'	68.50'	N19°45'14"E
2098 - 2099	119.00'	43.54'	43.30'	N23°58'09"E

THOMAS STREET ALIGNMENT

PI	Y	X	DELTA
13+72.32	197908.289	275063.907	02°14'25" RT.
15+75.32	197902.776	275266.836	01°49'48" LT.
21+61.56	197905.576	275853.071	01°38'27" LT.

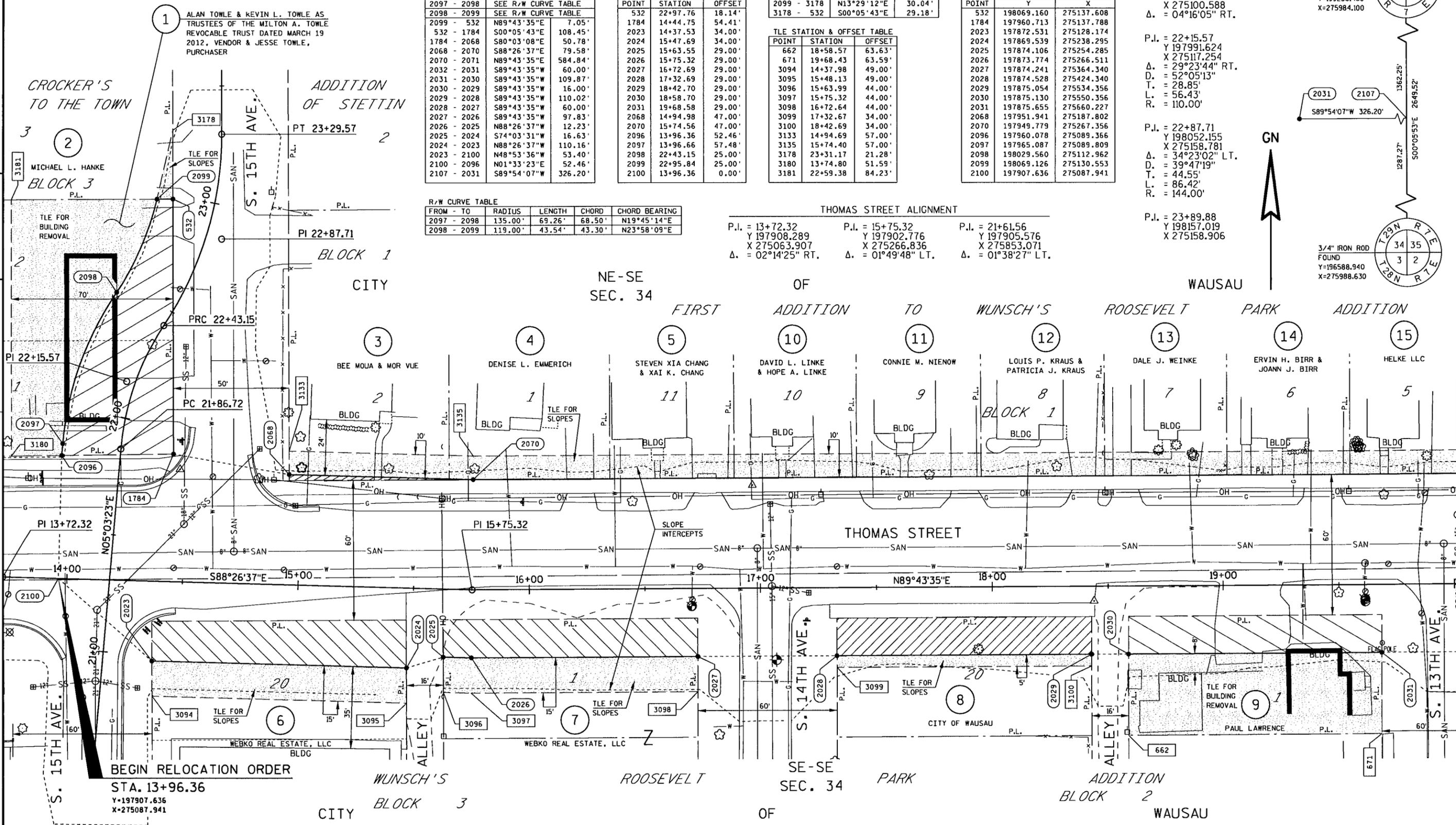
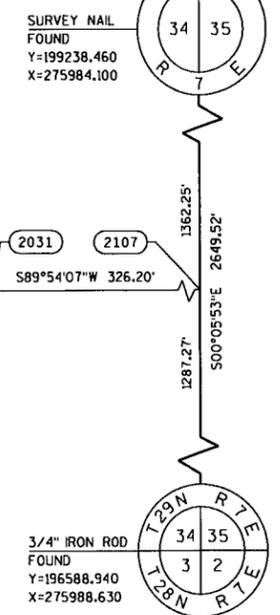
S. 15TH AVE. ALIGNMENT

PI. = 20+26.46
Y 197803.252
X 275100.588
Δ. = 04°16'05" RT.

PI. = 22+15.57
Y 197991.624
X 275117.254
Δ. = 29°23'44" RT.
D. = 52°05'13"
T. = 28.85'
L. = 56.43'
R. = 110.00'

PI. = 22+87.71
Y 198052.155
X 275158.781
Δ. = 34°23'02" LT.
D. = 39°47'19"
T. = 44.55'
L. = 86.42'
R. = 144.00'

PI. = 23+89.88
Y 198157.019
X 275158.906



REVISION DATE 1-6-16	DATE 11-24-15	SCALE, FEET 0 20 40	HWY: THOMAS STREET	STATE R/W PROJECT NUMBER	PLAT SHEET 4.04
	GRID FACTOR N/A		COUNTY: MARATHON	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E

R/W COORDINATE TABLE			
POINT	Y	X	
430	197896.760	276299.844	
982	197957.140	276299.791	
2032	197875.941	275720.227	
2033	197876.467	275830.257	
2034	197876.543	275846.257	
2035	197876.579	275853.624	
2036	197880.017	275956.494	
2037	197882.038	276016.948	
2038	197886.565	276152.405	
2039	197886.967	276164.405	
2043	197888.002	276195.371	
2048	197866.764	276268.722	
2049	197855.855	276282.084	
2051	197799.276	276300.000	
2071	197952.573	275852.185	
2072	197956.053	275956.293	
2073	197958.058	276016.289	
2078	197966.508	276269.072	
2091	197970.910	276288.794	
2092	197984.597	276299.744	

R/W CURVE TABLE					
FROM - TO	RADIUS	LENGTH	CHORD	CHORD BEARING	
2091 - 2092	14.00'	18.94'	17.53'	N38°39'35"E	
2051 - 2049	168.90'	59.66'	59.35'	N17°34'14"W	
2049 - 2048	22.00'	17.73'	17.25'	N50°46'15"W	

NOTE: EXISTING RIGHT OF WAY ESTABLISHED FROM THE FIRST ADDITION TO WUNSCH'S ROOSEVELT PARK ADDITION, WUNSCH'S ROOSEVELT PARK ADDITION, A.R. HOLUB'S ADDITION, CSM 2557 AND GOVERNMENT LAND LINES.

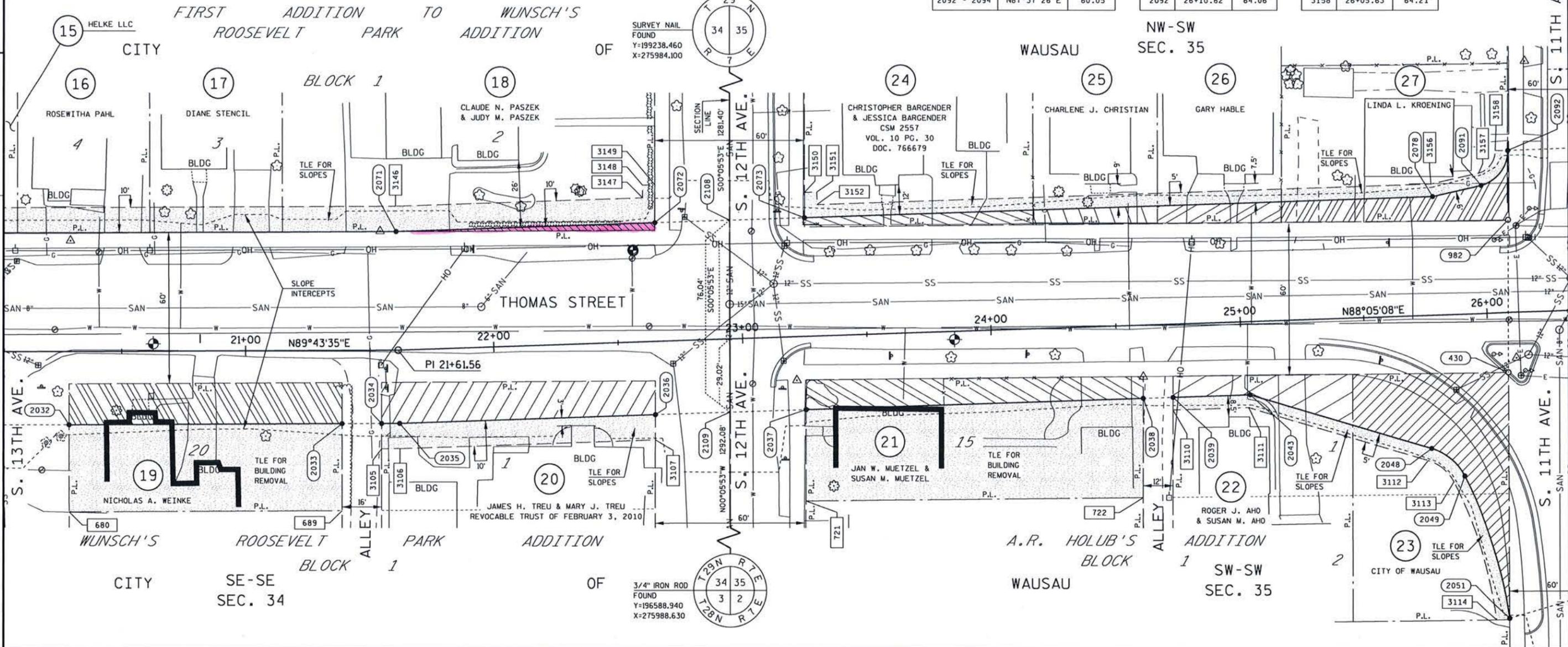
R/W COURSE TABLE		
FROM - TO	BEARING	DISTANCE
2070 - 2071	N89°43'35"E	584.84'
2071 - 2072	N88°05'08"E	104.17'
2072 - 2108	N88°05'08"E	30.02'
2108 - 2073	N88°05'08"E	30.02'
2073 - 2078	N88°05'08"E	252.92'
2078 - 2091	N77°25'03"E	20.21'
2091 - 2092	SEE R/W CURVE TABLE	
2092 - 982	S00°05'53"E	27.46'
982 - 430	S00°03'00"E	60.38'
430 - 2051	S00°05'30"E	97.48'
2051 - 2049	SEE R/W CURVE TABLE	
2049 - 2048	SEE R/W CURVE TABLE	
2048 - 2043	N73°51'08"W	76.36'
2043 - 2039	S88°05'08"W	30.98'
2039 - 2038	S88°05'08"W	12.01'
2038 - 2037	S88°05'08"W	135.53'
2037 - 2109	S88°05'08"W	30.54'
2109 - 2036	S88°05'08"W	29.94'
2036 - 2035	S88°05'08"W	102.93'
2035 - 2034	S89°43'35"W	7.37'
2034 - 2033	S89°43'35"W	16.00'
2033 - 2032	S89°43'35"W	110.03'
2032 - 2031	S89°43'35"W	60.00'
2051 - 2052	N73°38'47"E	62.50'
2092 - 2094	N87°37'26"E	60.05'

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
430	26+07.79	23.74'
982	26+09.75	36.61'
2032	20+28.58	29.00'
2033	21+38.61	29.00'
2034	21+54.61	29.00'
2035	21+61.56	29.00'
2036	22+64.07	29.00'
2037	23+24.56	29.00'
2038	24+60.09	29.00'
2039	24+72.10	29.00'
2043	25+03.08	29.00'
2048	25+75.68	52.68'
2049	25+88.67	64.03'
2051	26+04.69	121.17'
2071	21+62.25	47.00'
2072	22+66.41	47.00'
2073	23+26.44	47.00'
2078	25+79.36	47.00'
2091	25+99.22	50.74'
2092	26+10.62	64.06'

TILE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
680	20+28.43	63.56'
689	21+38.44	63.49'
721	23+23.29	65.18'
722	24+58.78	68.31'
3105	21+54.56	39.00'
3106	21+61.56	39.00'
3107	22+63.73	39.00'
3110	24+71.93	34.00'
3111	25+02.29	34.00'
3112	25+74.13	57.43'
3113	25+84.17	66.20'
3114	25+99.70	121.57'
3146	21+62.39	57.00'
3147	22+61.73	57.00'
3148	22+61.88	62.00'
3149	22+66.89	62.00'
3150	23+26.76	57.00'
3151	23+31.76	57.00'
3152	23+31.60	52.00'
3156	25+78.90	52.00'
3157	25+98.30	55.65'
3158	26+05.63	64.21'

4

4



REVISION DATE 1-6-16	DATE 11-24-15	SCALE, FEET 0 20 40	HWY: THOMAS STREET	STATE R/W PROJECT NUMBER	PLAT SHEET 4.05
	GRID FACTOR N/A		COUNTY: MARATHON	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E

NOTE: EXISTING RIGHT OF WAY ESTABLISHED FROM J.H. KOEHLER'S ADDITION AND A. A. BOCK'S LAKE PARK ADDITION.

FROM - TO	RADIUS	LENGTH	CHORD	CHORD BEARING
2094 - 2095	17.00'	27.24'	24.42'	S46°00'22"E
2059 - 2058	120.00'	64.01'	63.25'	S72°48'17"W
2058 - 2061	27.00'	15.78'	15.56'	S40°46'39"W

POINT	STATION	OFFSET
311	29+11.72	87.73'
1085	26+71.53	91.76'
1121	27+94.04	88.42'
1159	30+92.14	87.69'
1746	30+31.93	87.66'
1748	31+04.04	77.69'
1749	32+24.46	77.74'
1751	31+61.46	77.71'
3115	26+64.83	117.82'
3116	26+93.30	59.29'
3117	27+01.90	49.98'
3118	27+60.37	34.00'
3119	27+77.63	34.00'
3120	27+89.64	34.00'
3121	28+03.75	34.00'
3122	29+05.92	34.22'

POINT	STATION	OFFSET
3123	29+05.87	39.22'
3124	29+10.87	39.22'
3125	29+70.88	39.22'
3126	29+75.88	39.22'
3127	29+75.92	34.22'
3129	32+17.79	34.24'
3130	32+17.74	39.24'
3131	32+22.74	39.24'
3159	26+86.53	91.35'
3160	26+85.53	60.00'
3162	27+81.04	60.00'
3168	29+71.46	62.00'
3169	29+76.46	62.00'
3170	29+76.36	52.00'
3171	30+31.58	52.00'

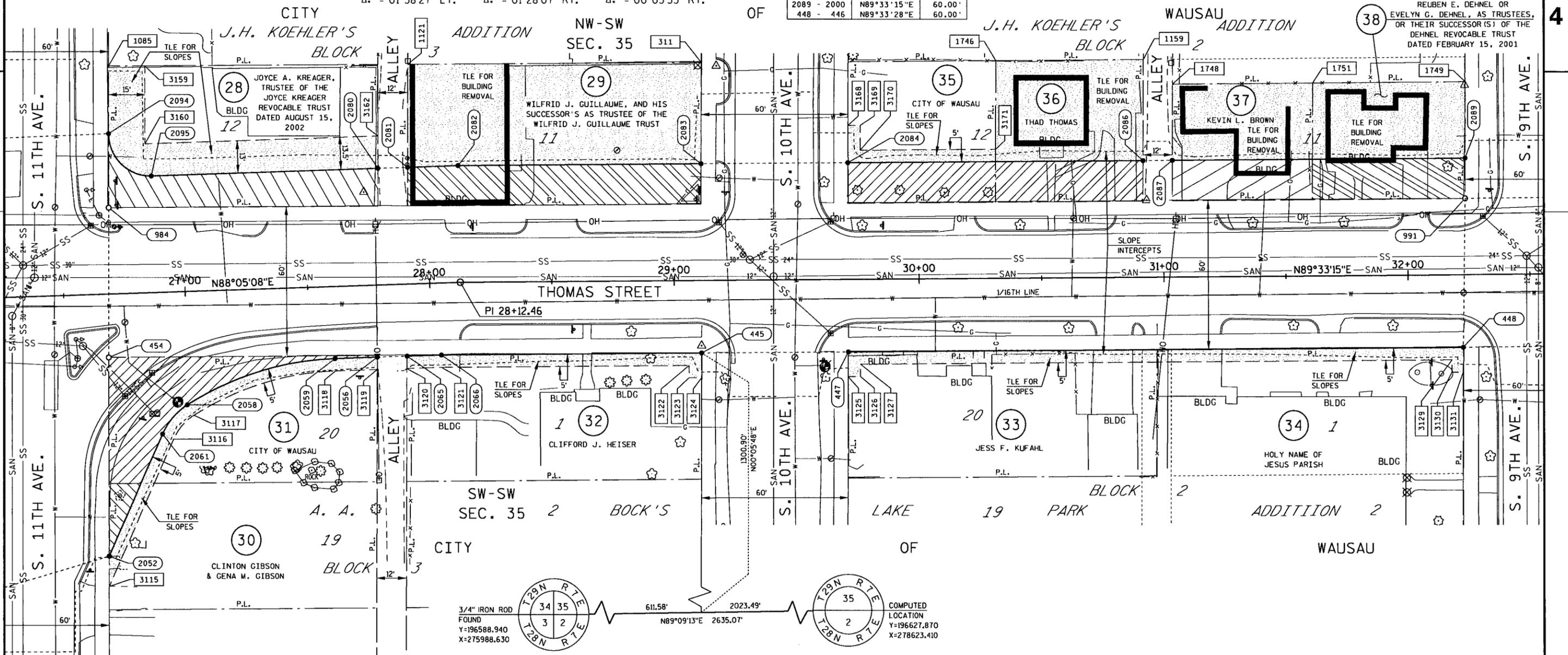
FROM - TO	BEARING	DISTANCE
2094 - 2095	SEE R/W CURVE TABLE	
2095 - 2080	N88°05'08"E	92.93'
2080 - 2081	N88°05'08"E	12.01'
2081 - 2082	N88°05'08"E	20.46'
2082 - 2083	N89°33'15"E	99.45'
2083 - 2084	N89°33'15"E	60.00'
2084 - 2086	N89°33'15"E	120.43'
2086 - 2087	N89°33'15"E	12.00'
2087 - 2089	N89°33'15"E	120.43'
2089 - 991	S00°05'16"W	16.26'
991 - 448	S00°41'26"W	59.99'
448 - 447	S89°33'28"W	251.87'
447 - 445	S89°33'28"W	60.00'
445 - 2066	S89°33'28"W	106.41'
2066 - 2065	S88°05'08"W	13.99'
2065 - 2056	S88°05'08"W	12.01'
2056 - 2059	S88°05'08"W	17.44'
2059 - 2058	SEE R/W CURVE TABLE	
2058 - 2061	SEE R/W CURVE TABLE	
2061 - 2052	S24°01'52"W	53.91'
2052 - 454	N00°05'30"W	80.12'
454 - 984	N00°03'00"W	60.32'
984 - 2094	N00°05'53"W	29.77'
2094 - 2092	S87°37'26"W	60.05'
2052 - 2051	S73°38'47"W	62.50'
2089 - 2000	N89°33'15"E	60.00'
448 - 446	N89°33'28"E	60.00'

POINT	STATION	OFFSET
445	29+10.97	29.22'
447	29+70.97	29.22'
448	32+22.84	29.24'
454	26+67.76	25.50'
984	26+69.73	34.79'
991	32+24.03	30.74'
2052	26+65.22	105.59'
2056	27+77.81	29.00'
2058	26+99.35	45.67'
2059	27+60.37	29.00'
2061	26+88.80	57.11'
2065	27+89.82	29.00'
2066	28+03.81	29.00'
2080	27+80.59	47.00'
2081	27+92.60	47.00'
2082	28+12.46	47.00'
2083	29+11.31	47.00'
2084	29+71.31	47.00'
2086	30+91.74	47.00'
2087	31+03.74	47.00'
2089	32+24.18	47.00'
2094	26+70.67	64.54'
2095	26+87.66	47.00'

POINT	Y	X
445	197898.869	276602.339
447	197899.332	276662.339
448	197901.277	276914.198
454	197896.997	276359.843
984	197957.321	276359.791
991	197961.257	276914.921
2052	197816.874	276359.972
2056	197897.179	276469.949
2058	197877.898	276392.090
2059	197896.597	276452.514
2061	197866.115	276381.927
2065	197897.581	276481.950
2066	197898.048	276495.930
2080	197973.230	276470.188
2081	197973.631	276482.189
2082	197974.314	276502.634
2083	197975.088	276602.085
2084	197975.555	276662.087
2086	197976.492	276782.516
2087	197976.585	276794.516
2089	197977.522	276914.946
2094	197987.087	276359.740
2095	197970.125	276377.308

THOMAS STREET ALIGNMENT

P.L. = 21+61.56 P.L. = 28+12.46 P.L. = 38+77.99
 Y 197905.576 Y 197927.321 Y 197935.610
 X 275853.071 X 276503.602 X 277569.106
 Δ = 01°38'27" LT. Δ = 01°28'07" RT. Δ = 00°03'53" RT.



REVISION DATE 1-6-16	DATE 11-24-15	SCALE, FEET 0 20 40	HWY: THOMAS STREET	STATE R/W PROJECT NUMBER	PLAT SHEET 4.06
GRID FACTOR N/A			COUNTY: MARATHON	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E

NOTE: EXISTING RIGHT OF WAY ESTABLISHED FROM HILDENSPERGER AND BRAND ADDITION, WISCONSIN VALLEY LAND COMPANY'S FIRST ADDITION AND LOTZ AND BOPE'S FIRST ADDITION.

FROM - TO	BEARING	DISTANCE
2000 - 2002	N89°33'15"E	119.69'
2002 - 2003	N89°33'15"E	12.00'
2003 - 2004	N89°33'15"E	119.69'
2001 - 2001	N89°33'15"E	60.00'
2004 - 2006	N89°33'15"E	120.04'
2006 - 2007	N89°33'15"E	12.00'
2007 - 2005	N89°33'15"E	120.04'
2005 - 1005	S00°10'16"W	16.13'
1005 - 442	S00°13'12"W	60.00'
442 - 486	S89°32'27"W	120.00'
486 - 485	S89°32'27"W	12.00'
485 - 443	S89°32'27"W	120.00'
443 - 444	S89°35'56"W	60.00'
444 - 466	S89°31'54"W	119.97'
466 - 463	S89°31'54"W	12.00'
463 - 446	S89°31'54"W	119.97'
446 - 990	N00°41'25"E	60.01'
990 - 2000	N00°05'16"E	16.24'
2000 - 2089	S89°33'15"W	60.00'
446 - 448	S89°33'28"W	60.00'
2005 - 2008	N89°35'10"E	60.00'
442 - 468	N89°37'59"E	60.00'

POINT	STATION	OFFSET
442	38+46.77	29.13'
443	35+94.77	29.19'
444	35+34.77	29.14'
446	32+84.84	29.24'
463	34+02.80	29.19'
466	34+14.81	29.19'
485	37+14.77	29.16'
486	37+26.78	29.16'
990	32+84.03	30.76'
1005	38+47.47	30.87'
2000	32+84.18	47.00'
2001	35+35.56	47.00'
2002	34+03.87	47.00'
2003	34+15.87	47.00'
2004	35+95.57	47.00'
2005	38+47.65	47.00'
2006	37+15.61	47.00'
2007	37+27.61	47.00'

POINT	STATION	OFFSET
1186	35+35.99	87.90'
1206	34+04.84	144.86'
1213	34+16.27	87.84'
1232	38+48.39	115.86'
1250	37+28.34	115.86'
1754	33+44.96	144.83'
1762	37+88.36	115.86'
3000	32+84.27	57.00'
3001	32+89.27	57.00'
3002	32+89.23	52.00'
3003	33+44.07	52.00'
3009	35+95.67	57.00'
3010	36+00.67	57.00'
3011	36+00.62	52.00'
3012	37+15.66	52.00'

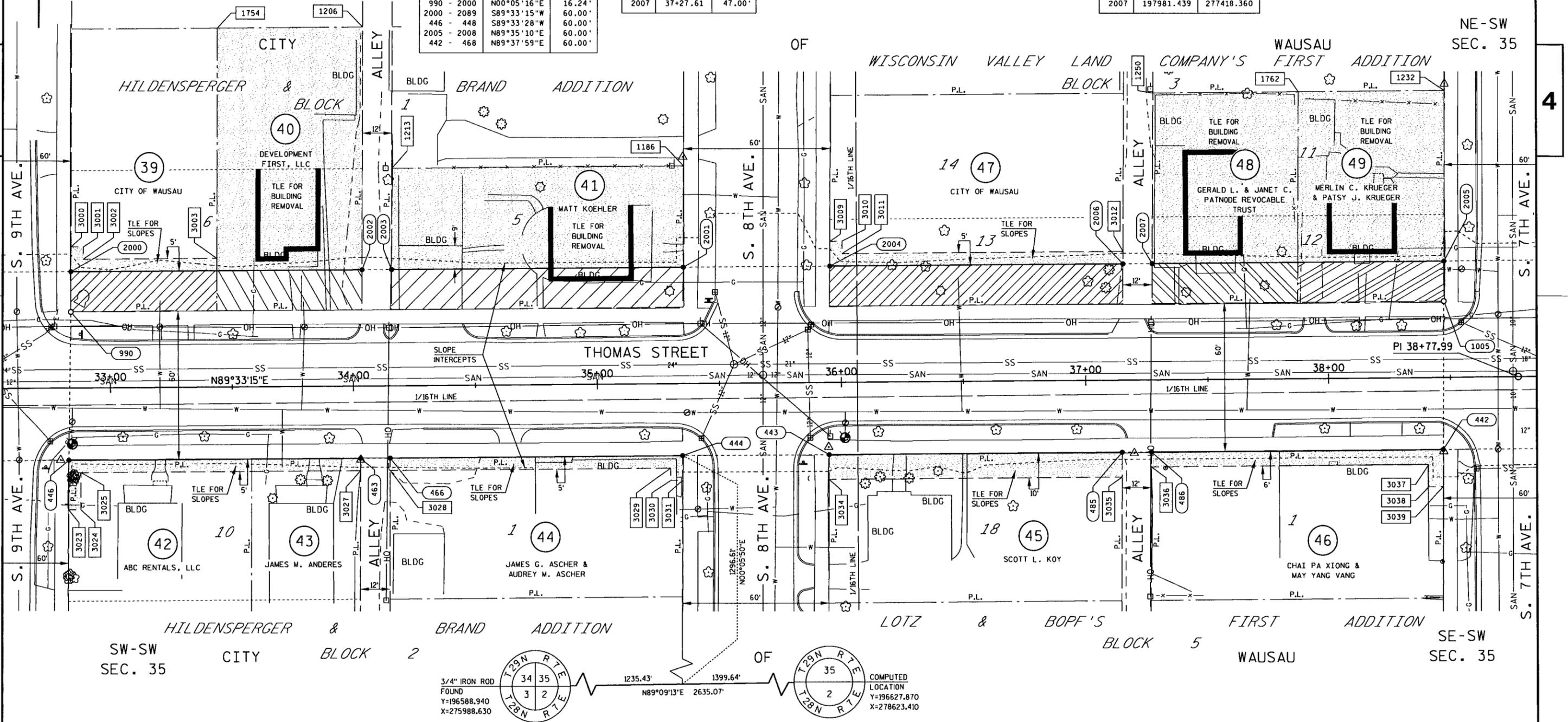
POINT	STATION	OFFSET
3023	32+82.65	49.24'
3024	32+87.65	49.24'
3025	32+87.79	34.24'
3027	34+02.76	34.19'
3028	34+14.76	34.19'
3029	35+29.72	34.14'
3030	35+29.68	39.14'
3031	35+34.68	39.14'
3034	35+94.68	39.19'
3035	37+14.68	39.16'
3036	37+26.72	35.16'
3037	38+40.71	35.13'
3038	38+40.62	44.13'
3039	38+46.62	44.13'

POINT	Y	X
442	197906.239	277538.117
443	197904.220	277286.125
444	197903.800	277226.124
446	197901.740	276974.199
463	197902.721	277094.161
466	197902.819	277106.161
485	197905.181	277406.121
486	197905.278	277418.121
990	197961.748	276974.922
1005	197966.243	277538.347
2000	197977.989	276974.947
2001	197979.945	277226.323
2002	197978.920	277094.635
2003	197979.014	277106.635
2004	197980.412	277286.325
2005	197982.373	277538.395
2006	197981.345	277406.360
2007	197981.439	277418.360

THOMAS STREET ALIGNMENT
 P.I. = 28+12.46 P.I. = 38+77.99
 Y 197927.321 Y 197935.610
 X 276503.602 X 277569.106
 Δ. = 01°28'07" RT. Δ. = 00°03'53" RT.

NW-SW
SEC. 35

NE-SW
SEC. 35



3/4" IRON ROD FOUND
 Y=196588.940
 X=275988.630

COMPUTED LOCATION
 Y=196627.870
 X=278623.410

REVISION DATE 1-6-16	DATE 11-24-15	SCALE, FEET 0 20 40	HWY: THOMAS STREET	STATE R/W PROJECT NUMBER	PLAT SHEET 4.07
	GRID FACTOR N/A		COUNTY: MARATHON	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E



NOTE: EXISTING RIGHT OF WAY ESTABLISHED FROM WISCONSIN VALLEY LAND COMPANY'S FIRST ADDITION, LOTZ AND BOFF'S FIRST ADDITION AND J.M. SMITH'S ADDITION.

THOMAS STREET ALIGNMENT
 P.I. = 38+77.99 P.O.T. = 50+16.52
 Y 197935.610 Y 197943.181
 X 277569.106 X 278707.610
 Δ = 00°03'53" RT.

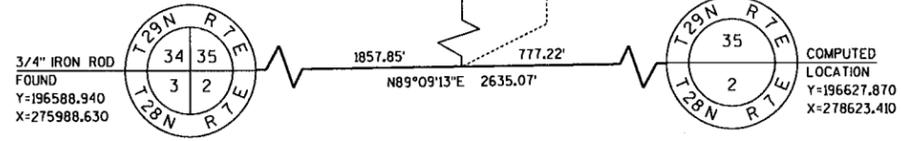
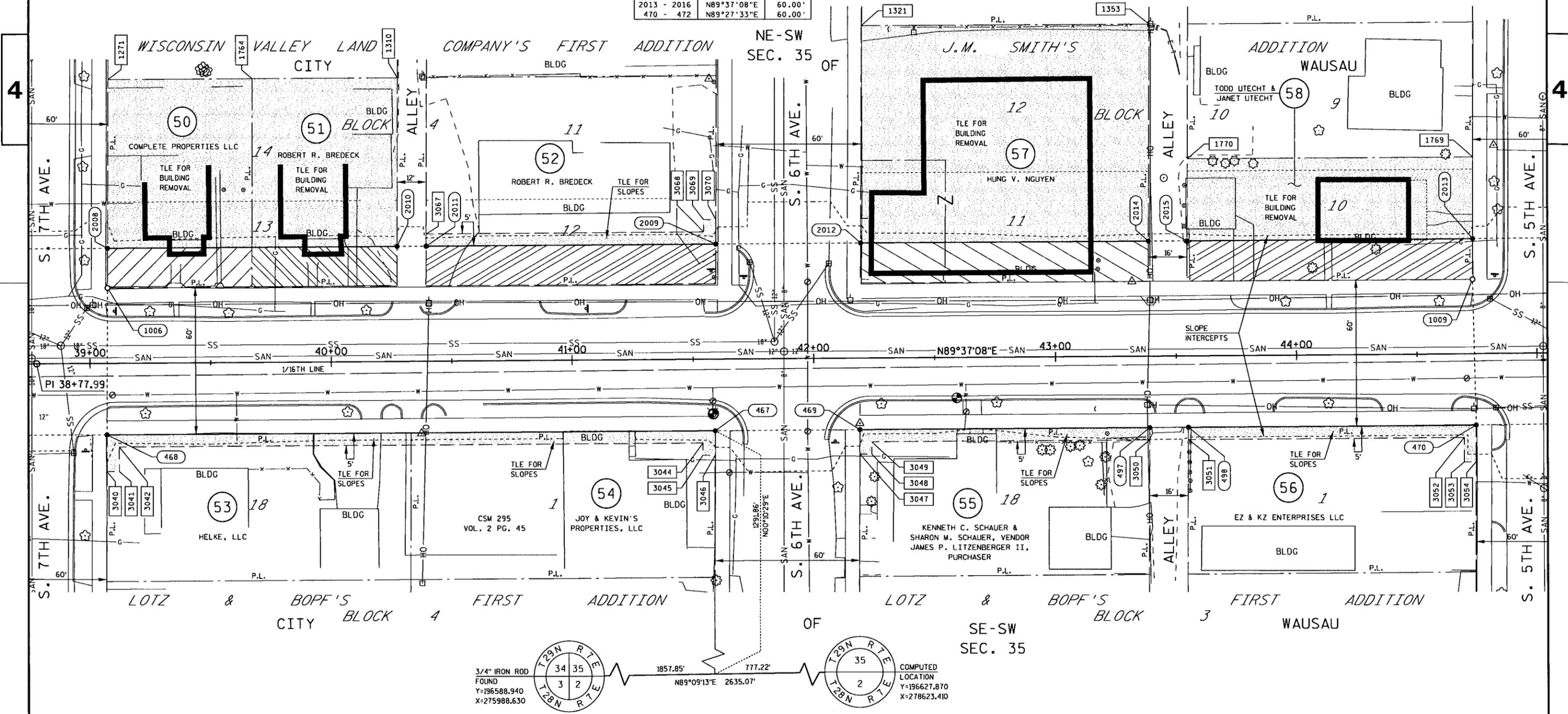
FROM - TO	BEARING	DISTANCE
2008 - 2010	N89°37'08"E	120.04'
2010 - 2011	N89°37'08"E	12.00'
2011 - 2009	N89°37'08"E	120.04'
2009 - 2012	N89°37'08"E	60.00'
2012 - 2014	N89°37'08"E	119.06'
2014 - 2015	N89°37'08"E	16.00'
2015 - 2013	N89°37'08"E	119.06'
2013 - 1009	S00°06'43"W	16.62'
1009 - 470	S01°24'58"E	59.55'
470 - 498	S89°36'20"W	119.91'
498 - 497	S89°36'20"W	16.00'
497 - 469	S89°36'20"W	119.91'
469 - 467	S89°36'34"W	60.00'
467 - 468	S89°37'59"W	252.10'
468 - 1006	N00°13'13"E	60.00'
1006 - 2008	N00°10'16"E	16.18'
2008 - 2005	S89°35'10"W	60.00'
468 - 442	S89°37'59"W	60.00'
2013 - 2016	N89°37'08"E	60.00'
470 - 472	N89°27'33"E	60.00'

POINT	STATION	OFFSET
467	41+58.91	29.24'
468	39+06.81	29.18'
469	42+18.91	29.23'
470	44+74.72	29.17'
497	43+38.82	29.20'
498	43+54.82	29.20'
1006	39+07.44	30.82'
1009	44+73.65	30.38'
2008	39+07.60	47.00'
2009	41+59.67	47.00'
2010	40+27.63	47.00'
2011	40+39.63	47.00'
2012	42+19.67	47.00'
2013	44+73.79	47.00'
2014	43+38.73	47.00'
2015	43+54.73	47.00'

POINT	STATION	OFFSET
1271	39+08.26	-115.81'
1310	40+28.31	-115.78'
1321	42+20.56	-135.66'
1353	43+39.55	-135.53'
1764	39+68.28	-115.79'
1769	44+74.08	-80.38'
1770	43+55.04	-80.51'
3040	39+06.68	44.18'
3041	39+11.68	44.18'
3042	39+11.77	44.18'
3044	41+53.86	34.24'
3045	41+53.81	39.24'
3046	41+58.81	39.24'
3047	42+18.81	39.23'

POINT	STATION	OFFSET
3048	42+23.81	39.23'
3049	42+23.86	34.23'
3050	43+38.77	34.20'
3051	43+54.77	34.20'
3052	44+69.68	34.17'
3053	44+69.58	44.17'
3054	44+74.58	44.17'
3063	39+12.74	62.00'
3064	39+12.64	52.00'
3066	40+27.68	52.00'
3067	40+39.68	52.00'
3068	41+54.72	52.00'
3069	41+54.77	57.00'
3070	41+59.77	57.00'

POINT	Y	X
467	197908.239	277850.211
468	197906.624	277598.118
469	197908.648	277910.213
470	197910.409	278166.018
497	197909.473	278030.115
498	197909.584	278046.115
1006	197966.626	277598.349
1009	197969.952	278164.546
2008	197982.806	277598.397
2009	197984.482	277850.467
2010	197983.604	277718.432
2011	197983.684	277730.432
2012	197984.881	277910.469
2013	197986.571	278164.578
2014	197985.673	278029.523
2015	197985.779	278045.524



REVISION DATE 1-6-16	DATE 11-24-15	SCALE, FEET 0 20 40	HWY: THOMAS STREET	STATE R/W PROJECT NUMBER	PLAT SHEET 4.08
	GRID FACTOR N/A		COUNTY: MARATHON	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E

NOTE: EXISTING RIGHT OF WAY ESTABLISHED FROM LOTZ AND BOPF'S FIRST ADDITION AND J.M. SMITH'S ADDITION.

R/W COURSE TABLE		
FROM - TO	BEARING	DISTANCE
2016 - 2018	N89°37'08"E	119.84'
2018 - 2019	N89°37'08"E	16.00'
2019 - 2017	N89°37'08"E	119.32'
2017 - 1015	S75°16'57"E	62.02'
1015 - 2103	N89°35'02"E	66.17'
2103 - 2113	N89°35'02"E	2.92'
2113 - 2114	S00°37'19"E	59.89'
2114 - 2104	S89°37'07"W	3.17'
2104 - 1023	S89°37'07"W	64.42'
1023 - 471	S89°37'07"W	60.00'
471 - 504	S89°37'07"W	119.93'
504 - 503	S89°37'07"W	16.00'
503 - 472	S89°37'07"W	119.93'
472 - 1007	N01°25'21"W	59.33'
1007 - 2016	N00°06'43"E	16.69'
2016 - 2016	N89°37'08"E	60.00'
472 - 470	S89°27'33"W	60.00'

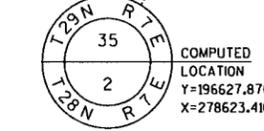
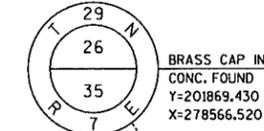
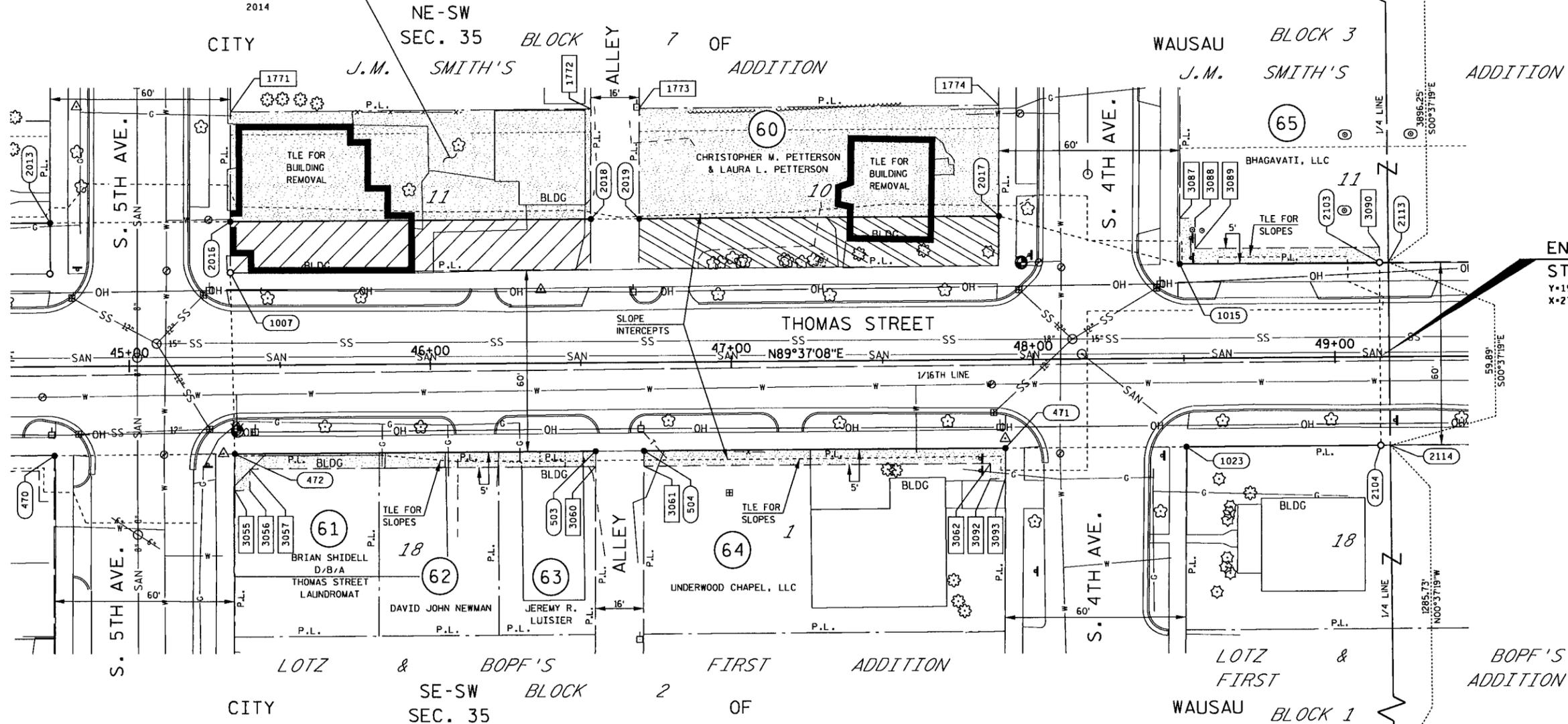
R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
470	44+74.72	29.17'
471	47+90.58	29.00'
472	45+34.73	29.00'
503	46+54.65	29.00'
504	46+70.65	29.00'
1007	45+33.65	30.32'
1015	48+48.83	30.85'
1023	48+50.58	29.00'
2013	44+73.79	47.00'
2016	45+33.79	47.00'
2017	47+88.95	47.00'
2018	46+53.63	47.00'
2019	46+69.63	47.00'
2103	49+15.00	30.89'
2104	49+15.00	29.00'
2113	49+17.92	30.89'
2114	49+18.17	29.00'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
1771	45+34.10	82.83'
1772	46+53.94	83.01'
1773	46+69.94	83.05'
1774	47+89.23	83.23'
3052	44+69.68	34.17'
3053	44+69.58	44.17'
3054	44+74.58	44.17'
3055	45+34.62	41.00'
3056	45+39.62	41.00'
3057	45+39.68	34.00'
3060	46+54.60	34.00'
3061	46+70.60	34.00'
3062	47+85.53	34.00'
3087	48+48.94	45.85'
3088	48+53.94	45.85'
3089	48+53.87	35.85'
3090	49+15.00	35.89'
3092	47+85.47	39.00'
3093	47+90.47	39.00'

R/W COORDINATE TABLE		
POINT	Y	X
470	197910.409	278166.018
471	197912.679	278481.865
472	197910.976	278226.019
503	197911.774	278345.942
504	197911.881	278361.942
1007	197970.284	278224.547
1015	197972.910	278539.718
1023	197913.079	278541.867
2013	197986.571	278164.578
2016	197986.970	278224.579
2017	197988.667	278479.733
2018	197987.767	278344.414
2019	197987.873	278360.414
2103	197973.391	278605.886
2104	197913.508	278606.285
2113	197973.412	278608.806
2114	197913.529	278609.456

THOMAS STREET ALIGNMENT
P.I. = 38+77.99 P.O.T. = 50+16.52
Y 197935.610 Y 197943.181
X 277569.106 X 278707.610
Δ = 00°03'53" RT.

RANDY J. SCHULRUD & JEFFERY A. SCHULRUD, AS COTRUSTEES OF THE SCHULRUD FAMILY LEGACY TRUST DATED JANUARY 14, 2014



END RELOCATION ORDER
STA. 49+15.00
Y=197942.506
X=278606.092



REVISION DATE 1-6-19	DATE 11-24-15	SCALE, FEET 0 20 40	HWY: THOMAS STREET	STATE R/W PROJECT NUMBER	PLAT SHEET 4.09
GRID FACTOR N/A			COUNTY: MARATHON	CONSTRUCTION PROJECT NUMBER	PS&E SHEET E