PLEASE NOTE: This meeting will be held in person and online. The public can come in person or watch/listen to this meeting online in one of 3 ways:
1) Go to the city's You Tube channel, "https://www.youtube.com/NewLondonAccess" and click on the "live" feed video link to watch the meeting. **-OR-**
2) You can watch the meeting via the zoom app. Go to the following link to download and watch via the zoom app: https://us02web.zoom.us/j/82576763155?pwd=ek1mbU10QWNOdTN2V3dod21TN0NCZz09
You will be asked to download and install the zoom app on your computer or phone and provide your name and email address. **-OR-**
3) You can listen to the meeting over the phone by calling one of the following numbers:
1-929-205-6099 1-301-715-8592 1-253-215-8782 1-346-248-7799 1-699-900-6833 1-312-626-6799
You will be asked to enter in a meeting ID of: **825 7676 3155**, then push #
You may be asked for a participate ID, do not put in a number, just hit #
You will be asked to enter in a password of **748169**, then #

Unless specifically noticed otherwise, this meeting and all other meetings of this body are open to the public. Proper notice has been posted and given to the media in accordance with Wisconsin Statutes so that citizens may be aware of the time, place and purpose of the meeting.

Link to Meeting Documents

AGENDA
Economic Development Committee
Tuesday, March 29th, 2022 – 5:15 PM
New London City Council Chambers

1. Call to Order, Roll Call, Pledge of Allegiance
2. Adopt agenda
3. Approve January 25th, 2022 Minutes
4. Discussion on the history of downtown riverfront alley
5. Update on the Mainstreet Bounce Back Grant
6. Update on TID Districts
7. Updates and reports
    a. Business Updates – April Kopitzke
    b. City Administrator Report – Chad Hoerth
8. Review potential agenda items for future meetings
9. Public comment
10. Review next meeting date
11. Adjournment

Dave Dorsey, Chairman
Economic Development Committee

It is the policy of the City of New London to comply in good faith with all applicable regulations, guidelines, etc. put forth in the Americans with Disabilities Act (ADA). To that end, it is the City's intent to provide equal opportunity for everyone to participate in all programs and/or services offered, to attend every public meeting scheduled, and to utilize all public facilities available. Any person(s) in need of an alternative format (i.e. larger print, audio tapes, Braille, readers, interpreters, amplifiers, transcription) regarding information disseminated by the City of New London should notify the City 48 hours prior to a meeting, etc., or allow 48 hours after a request for a copy of brochures, notices, etc. for delivery of that alternative format. Contact ADA Coordinator Chad Hoerth by telephone through: (Relay Wisconsin) – 920/ 982-8500 or (Voice) – 920/982-8500 and in person/letter at 215 N. Shawano Street, New London, WI 54961.

CITY OF NEW LONDON

Memorandum

TO: Economic Development Committee/City Council
FROM: Chad Hoerth, City Administrator
RE: March 29th, 2022 Committee Meeting
DATE: March 24th, 2022

Discussion on the history of downtown riverfront alley- at the January meeting a question of the river wall alley came up. I knew there were several studies and committee discussions in the past on the alley and thought this would be a good opportunity for some to revisit (and for me to be educated more) on this history. Below is what I have found on this topic (forgive me that this may not be a fully complete list, but this is what I have found thus far):

- Map of some plans for riverwall construction from 1910
- Correspondents from 1919 with the Army Corps of Engineering regarding an application for permission to construct the riverwall along the north bank of the Wolf River
- Riverfront Beautification plan from the 1970's
- Plans from 1982 regarding Retaining Wall Rehabilitation
- A page from the 2006 "EnVision" New London Strategic Plan" (I only found this page and not the full document yet of that 2006 plan).
- Memo which Kent Hager provided the Board of Public Works in 2007 on additional history of the wall/alley.
- A 2007 Inspection report on the Riverwall
- Documents from a study in 2009/2010 for a Waterfront Plan completed by Ayres Associates
- The 2012 Easement Agreement for the Alley and Riverwall
- A 2015 River Wall Rehabilitation Study Report
- Record drawings of the River Wall Rehab from 2017
- Record drawings of the River Wall Rehab from 2018

Like I stated there may be more documents/studies/reports but this is what I found so far. As you can see there has been quite a bit of discussion, resources and finances the city has put into the alley/ river wall thus far.

Update on the Mainstreet Bounce Back Grant-
As April and I have mentioned in the recent past, there has been a good amount of activity filling vacant commercial buildings in New London. We're to the point that we're struggling to find locations for some businesses. One thing that we believe has helped is the State's Main Street Bounce Back Grant program. Several businesses in New London have been successful in applying for and receiving this $10,000 grant. We'll present a list of the award recipients at the meeting.

215 N. Shawano Street ● New London, WI 54961
Phone: (920) 982-8500 ● Fax: (920) 982-8665 ● www.newlondonwi.org

Return to Agenda

Update on TID Districts- I recently had a conversation with an alderperson who asked a few questions on our TID districts and thought it may be a good opportunity to provide an update:

- TID 4: "Celestial Hills"/Retzlaff Development- Mr. Retzlaff broke ground last fall for the new multifamily development off of Beckert Rd. Most of his focus as of this point has been to install needed utilities to get some of the Multifamily developments built. I have not been given a timeline recently in when Mr. Retzlaff anticipates having his first apartments open.

- TID 5: Downtown Riverfront Development/SC Swiderski – Staff continues to work with SC Swiderski on planning of this development. City staff and the city's engineers have been working with SCS's staff/engineers to come up with a plan for the utility relocate project. That plan is pretty much set. We also collaborated on and came to an agreement about the CSM. That has been approved and is waiting to be recorded. SCS engineers have also determined that a large amount of site fill will be necessary for the development. The original plan was/is for the TID increment funding to pay for the utility relocate and part of the site fill costs. In November the city took the opportunity to write $1+ Million "Neighborhood Investment Grant" from the state to finance the entire cost for the new utilities and site fill. Originally the state advertised that the grants would be released in December of 2021. We patiently waited and finally when the award announcements came out in *March* unfortunately we found out that New London was not awarded. In the meantime, our attorney was working on the developer's agreement for this project but was waiting until we heard about the grant award. Once we found out that we did not receive the grant our attorney finished up the draft developer's agreement and sent it to me in the last week. As of the timing of this memo I need to review the agreement myself and then continue negotiations with SCS. Timing for the project as of now appears that if we can come to and both sign off on a developer's agreement, I'm hopeful we can break ground and have the utility relocate project completed this year along with SCS working on adding the necessary site fill. If all goes well as of this time I anticipate SCS breaking ground for their buildings in the spring of 2023.

- TID 6: Proposed, Industrial Loop Road: staff is currently proposing and working through a TID #6 in the Lyons Industrial Park off of Industrial Loop Road. This proposed TID is to assist with a Titan Industries Expansion as well as to help fund a storm water improvement project for a nearby culvert and ditch which is deteriorating. The project plan for this TID was presented to a Joint Review Board and the Planning Commission on March 24th and will be presented to the Common Council on April 12th.

City Administrator Report

- On April 7th and 8th Dave Dorsey and I will be attending the TDCON (Talent Development Council) sponsored by the Wisconsin Workforce Development Association. The focus on this year's event it titled "*Resetting for the Future of Work: Uncovering ways to deal with the worker shortage in Wisconsin*". We'll plan on bringing back a report on the workshop.

- On February 16th the Fox Cities Chamber hosted a webinar titled "Hidden Workers and the Post-Covid Workforce". The presenter, Joseph Fuller is a professor of management practice from Harvard Business School. It was a very interesting presentation. Fortunately, this presentation was recorded and is currently available on the FC Chamber's You Tube page if you'd like to view it. https://www.youtube.com/watch?v=kQf9SihtCe4

- I don't recall what meeting I picked this up at, but was provided information on a Mobile Career Lab that the Job Center of Wisconsin is offering to individuals and businesses throughout the state. http://wisconsinjobcenter.org/mobile/. April and I will be promoting this service as we meet with local business leaders.

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New London Economic Development Committee Minutes

Tuesday, January 25th, 2022

Members present: Chairman Dorsey, Bishop (via zoom), Faucher, Kopitzke, Thompson, Wolf, Zaug, Hass

Excused: Lathrop

Others present: Mayor Mark Herter, Tim Roberts, Bob Besaw, Steve Groat, Bernie Ritchie, City Administrator Chad Hoerth, Jeff Handschke, Josh Viste, Ann Hunt, Christine Cross, Ginny Schleis

1. The meeting was called to order by Chairman Dorsey at 5:17pm. Kopitzke/Zaug approved the agenda. Carried by all.

2. The November 30th, 2021 minutes were reviewed and approved by Zaug/Kopitzke. Carried by all.

3. To kick off the new year, the committee held introductions for new members and alderpersons. Each individual introduced themselves and provided examples of how they would like to see New London advance in an economic development sense within the next 5 years. Many members focused on the 2024 downtown reconstruction project and continue efforts to attract new businesses but not to forget supporting existing businesses.

4. John Faucher brought to the committee's attention a Talent Development Conference sponsored by the Wisconsin Workforce Development Association on April 7th and 8th. The focus on this year's conference is dealing with worker shortages in Wisconsin. Several members expressed interest in attending.

5. Hoerth introduced Josh Viste, the city's new Video and Marketing Producer then talked about some branding ideas that Viste, Koptizke, Park and Rec Director Ginger Arndt and he have been thinking about to market the city. The slogan and marketing campaign would illustrate and show why New London "is the address" for great shopping, dining, business opportunities as well as a great place to live. Staff will work on video and digital marketing ideas and report back to the committee with some of the concepts.

6. Chamber Director's Business Report:
    a. Business Update:
        i. Bos Optimal, a business assistance and consulting company, opened up a new office at N3762 Cty Rd T
        ii. Family Flipper opened up a new pallet flipping store at 1200 N Shawano St Suite #4
        iii. A new wedding and event planning business opened at 307 W North Water Street and is planning a Ribbon Cutting on Feb 3rd at 4:00pm
        iv. El Patron Mexican Restaurant opened at 203 N. Shawano Street
        v. Fox Valley Trailers opened at 1200 N Shawano Street.

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vi. Consignment Store, Brikaro LLC, opened at 304 W. North Water Street
vii. Wolf River Propane opened a new office location at 315 Burton Road
viii. Beacon Street Deli (422 E Beacon Ave) has new owners and now is called Emily's Café.
ix. MK Flooring is relocating to the old Dollar General Store at 105 Henry Street.
x. Cozy & Sweet Pop Up Candy Shop will be closing at the end of the summer 2022.
xi. Bom Bom Boutique at 1923 N Shawano St is closing their retail store and reopening as a hair salon.

b. The chamber and city continue to promote the Main Street Bounce Back grant and know of at least 5 businesses in New London that have received the grant.

7. City Administrator's Report:
   a. Staff have been working on the potential development of a TID #6 in the southeast portion of the city to assist some local business development. More information will be presented as staff work on a proposal and with the businesses near that location.
   b. Hoerth also answered committee member questions on the status of the other recently formed TID districts, the downtown riverfront property, downtown river alley and the 2024 downtown reconstruction project.

8. The committee reviewed speakers and agenda items for future meetings.

9. Public Input: None

10. The next committee meeting is scheduled for Tuesday, February 22nd, 2022 at 5:15pm.

11. Zaug/Hass moved to adjourn at 6:17 pm. Carried by all.

Chad Hoerth

City Administrator

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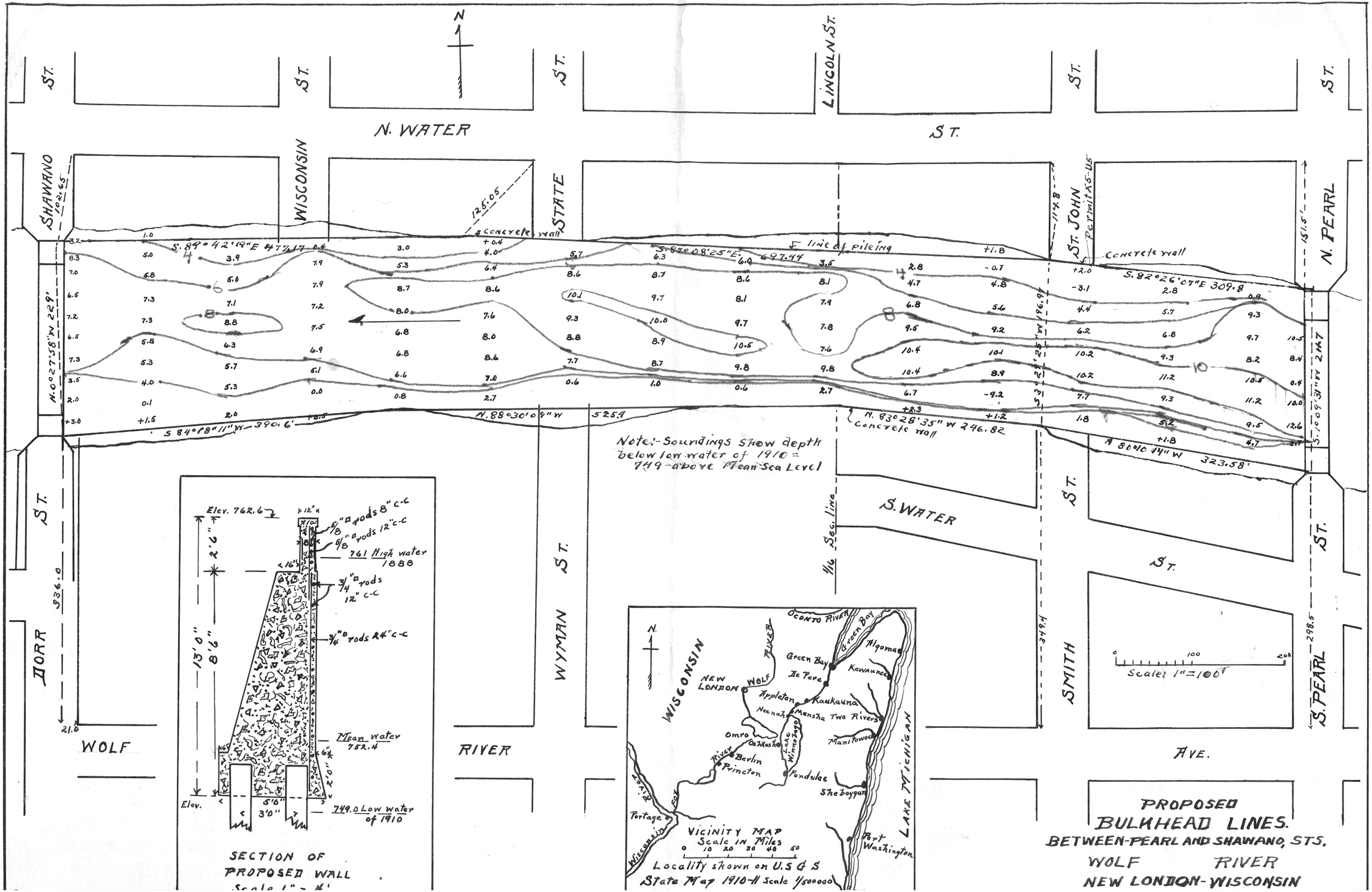
N
ST.
N. WATER
ST.
LINCOLN ST.
S. WATER
SHAWANO
WISCONSIN
STATE
ST. JOHN
N. PEARL
S. PEARL
HORR
WOLF
RIVER
WYMAN ST.
SMITH
AVE.
Concrete wall
Line of piling
Permit X5-U5
S. 89°42'19" E 477.17
S 87°08'25" E 697.44
S. 82°26'07" E 309.8
N. 0°27'58" W 229'
S 84°18'11" W 390.6'
N. 88°30'09" W 525.4
N. 83°28'35" W 246.82
N 80°10'14" W 323.58'
S. 1°09'38" W 247
Note:- Soundings show depth below low water of 1910 = 749 above Mean Sea Level
Sec. line
Scale: 1" = 100'
Elev. 762.6
761 High water 1888
Mean water 752.4
749.0 Low water of 1910
SECTION OF PROPOSED WALL
Scale 1" = 4'
VICINITY MAP
Scale IN Miles
Locality shown on U.S.G.S. State Map 1910-11 Scale 1/500000
WISCONSIN
LAKE MICHIGAN
Green Bay
Oconto River
Algoma
Kewaunee
De Pere
Appleton
Kaukauna
Neenah
Menasha
Two Rivers
Omro
Oshkosh
Manitowoc
Berlin
Princeton
Fondulac
Sheboygan
Portage
Port Washington
PROPOSED BULKHEAD LINES.
BETWEEN-PEARL AND SHAWANO, STS.
WOLF RIVER
NEW LONDON-WISCONSIN

ADDRESS REPLY TO

THE DISTRICT ENGINEER
U. S. ENGINEER OFFICE
P. O. DRAWER 7
MILWAUKEE, WIS.

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

406 FEDERAL BUILDING
MILWAUKEE, WIS

G - E

FORM 44

Oct. 18, 1919.

REFER TO FILE No F.R.17/3.

Subject. Permit for construction of sea wall.

Mr. C. J. Thompson,
City Clerk,
New London, Wis.

Sir:

Referring to your application of Aug. 28, 1919, for permission to construct a sea wall along the north bank of the Wolf River at New London, Wis., there is inclosed a permit issued by the Division Engineer, Oct. 14, 1919, for the work proposed.

Respectfully,

Edward H. Schulz

Edward H. Schulz,
Lt. Col., Corps of Engineers.

1 Inclos.:
Permit.

Return to Agenda

WAR DEPARTMENT.

~~UNITED STATES ENGINEER OFFICE.~~

Office, Division Engineer, Northwestern
Division,
Chicago, Illinois,

EGG

October 14, 1919.

City of New London,
New London, Wisconsin.

Gentlemen:

Referring to written request dated August 28th, 1919,

I have to inform you that, upon the recommendation of the Chief of Engineers and under the provisions of section 10 of the Act of Congress approved March 3,1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of War,

to construct a sea wall
(Here describe the proposed structure or work.)

~~in~~ along the North Bank of the Wolf River,
(Here to be named the river, harbor, or waterway concerned.)

at between Pearl Street Bridge and St. John's place, New London, Wisconsin,
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawings attached hereto marked
(Or drawings; give file number or other definite identification marks.)
"Proposed Revetment Walls " etc " on the Wolf River at New London, Wis. (5-U-5)."

subject to the following conditions:

3—3115

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(*a*) That this authority does not give any property rights either in real estate or material, or any exclusive privileges, and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See Cummings *v.* Chicago, 188 U. S., 410.)

(*b*) That the work shall be subject to the supervision and approval of the engineer ~~officer of the United States Army~~ district Engr. Dept at Large, in charge of the locality, who may temporarily suspend the work at any time if, in his judgment, the interests of navigation so require.

(*c*) That if any pipe, wire, or cable is herein authorized, it shall be placed and maintained with a clearance not less than that shown by the profile on the plan attached hereto.

(*d*) That so far as any material is dredged in the prosecution of the work herein authorized it shall be removed evenly, and no large refuse piles shall be left. It shall be deposited to the satisfaction of the said engineer ~~officer~~ district and in accordance with his prior permission or instructions, either on shore above high water or at such dumping ground as may be designated by him, and where he may so require, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material into the waterway; and so far as the pipe, wire, or cable is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, Army Building, New York City.

(*e*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*f*) That if inspections or any other operations by the United States are necessary in the interests of navigation, all expenses connected therewith shall be borne by the permittee.

(*g*) That the permittee assumes all responsibility for damages to the work or structure herein authorized, and for damage caused by it or by his work in connection therewith to passing vessels or other craft, and that he shall not attempt in any way to prevent free use by the public of the area at or adjacent to the work or structure.

(*h*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of War, it shall cause unreasonable obstruction to the free navigation of said water, the permittee will be required, upon due notice from the Secretary of War, to remove or alter the structural work or obstructions caused thereby without expense to the United States so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the permittee, ~~at his own expense~~, shall without expense to the United States, and to such extent and in such time and manner as the Secretary of War may require, ~~shall~~ remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*i*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the Bureau of Lighthouses, Department of Commerce, shall be installed and maintained by and at the expense of the permittee.

(*j*) That the permittee shall notify the said district engineer ~~officer~~ at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer ~~officer~~ may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*k*) That if the structure or work herein authorized is not completed and written notice of completion is not filed with the aforesaid district engineer ~~officer~~ on or before the end of the third full calendar year after the date hereof, this authorization, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of War:

W. V. Judson

W. V. JUDSON

COL., Corps of Engineers,
DIVISION Engineer
Northwestern Division.

FORM 96.
War Department,
Office Chief of Engineers,
Amended December 18, 1916.

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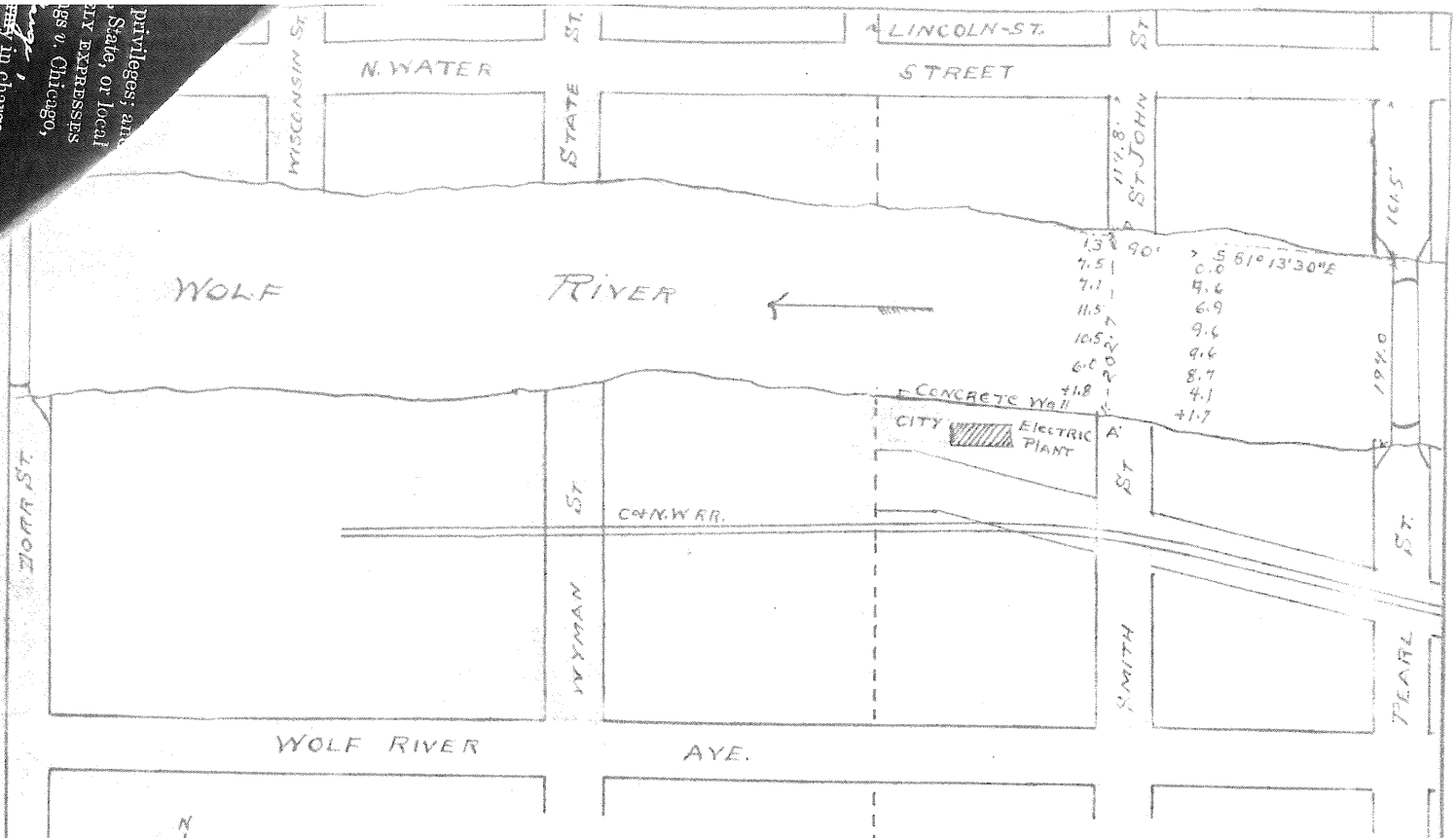
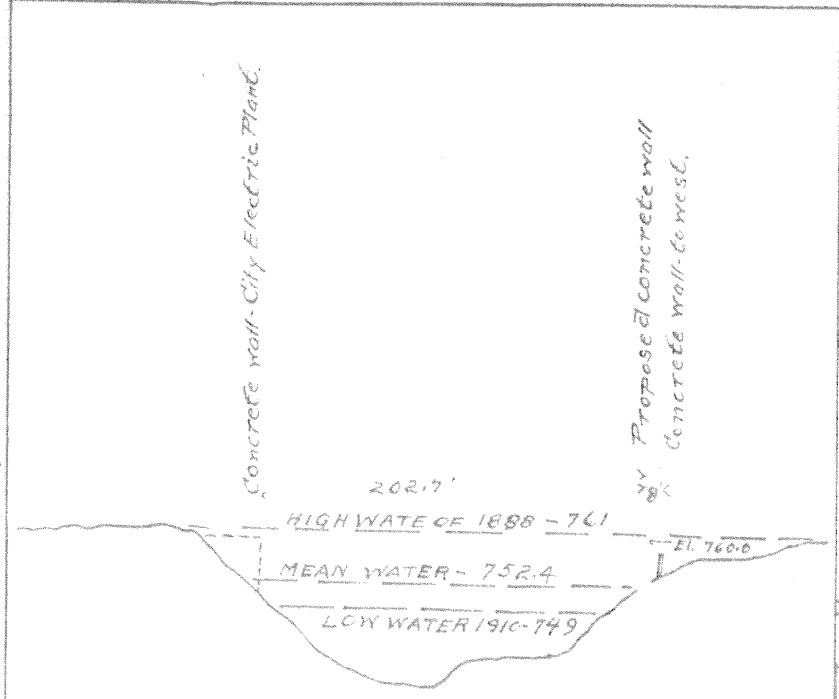


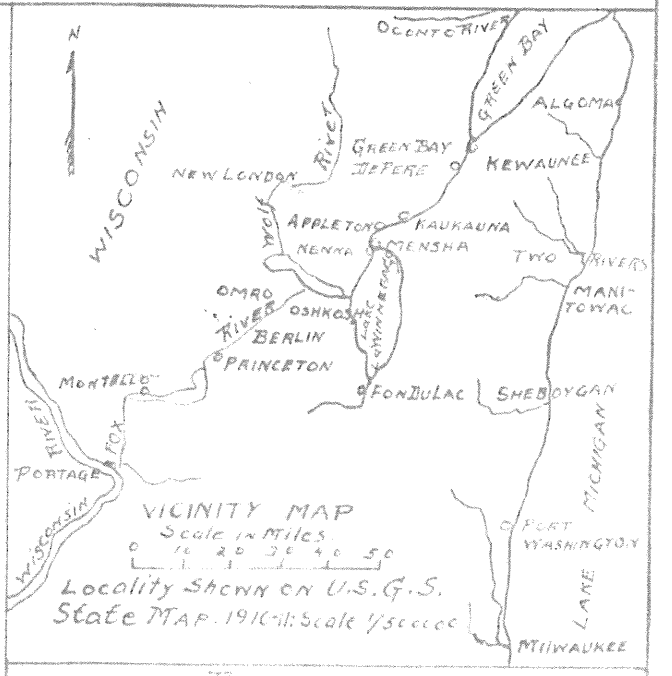


CROSS-SECTION AT A-A'.

HOR. SCALE: 1" = 100'

VER. SCALE: 1" = 30'

NOTE:- All elevations on above are above mean sea level.



Proposed RIVER WALLS between Smith and Pearl Streets on the WOLF RIVER at NEW LONDON, WIS.

IN 2 Sheets

Sheet 1

Oct. 6. 1919.

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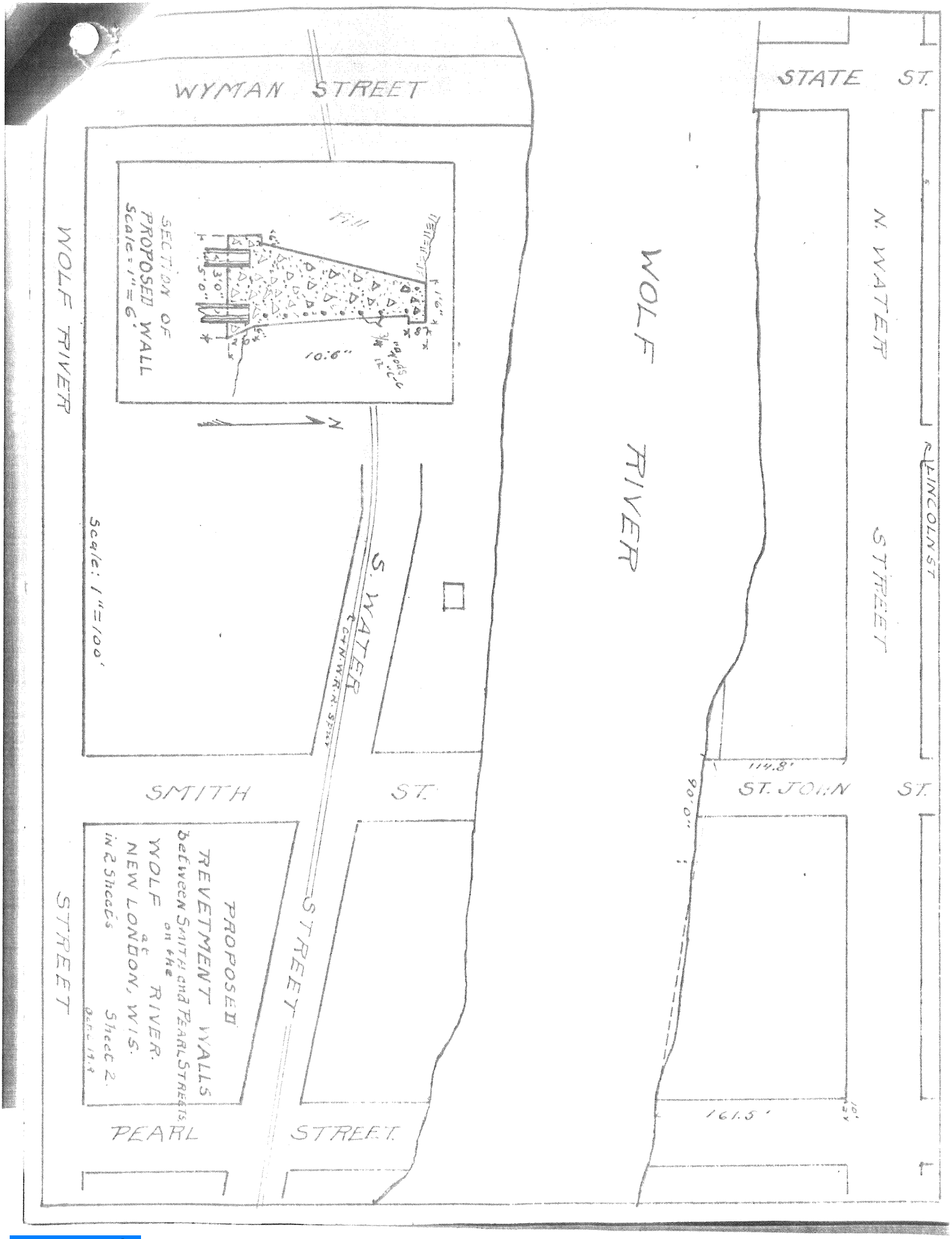

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FORM 36A

ADDRESS REPLY TO
THE DISTRICT ENGINEER OFFICER,
U. S. ENGINEER OFFICE,
P. O. DRAWER 7,
MILWAUKEE, WIS.

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
406 FEDERAL BUILDING
MILWAUKEE, WIS.

HBF/P

August 10, 1916.

Refer to File No. Fox R. 17/

Subject: Improvements at New London, Wis.

Mr. C. J. Thompson,

City Clerk,

New London, Wisconsin.

Dear Sir:-

1. Your letter of August 8th has been received. You are respectfully referred to my letter of December 10, 1914, addressed to Hon. A. H. Herrmann, Mayor of City of New London. This letter requested certain additional information required by the Department. No reply has been received. I inclose a copy of the letter.

2. In this connection, it would seem that the question of narrowing the river at New London should be seriously considered. I note on our survey maps that for several miles above New London the average width is about 230 feet. At the present time it is not clear why any structures should be permitted that will not leave an open water way at least 200 feet wide.

Very respectfully,

H B Fraser

Major, Corps of Engineers.

1 inclosure.

Return to Agenda

FORM 36A

ADDRESS REPLY TO
THE DISTRICT ENGINEER OFFICER,
U. S. ENGINEER OFFICE,
P. O. DRAWER 7,
MILWAUKEE, WIS.

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
406 FEDERAL BUILDING
MILWAUKEE, WIS.

G/w

Dec. 10, 1914.

Refer to File No. Fox R. 17.

Subject: Improvements at New London.

Hon. A. H. Herrmann,
Mayor of City of New London,
New London, Wis.

Dear Sir:-

1. Referring to the application of the City of New London for permission, on behalf of the property owners, to improve the water front along the banks of the Wolf River between South Pearl and Shawano streets by the construction of a dock, please furnish a plan and cross-section of the proposed dock.

2. If it is intended to build the dock of two different types the particular types and locations of same should be shown.

3. One copy (a blue print) accompanying your application is inclosed herewith. When you have definitely decided upon the type or types of dock proposed to be built, please return the inclosed blueprint, together with the sketch of plan and cross-section requested. The plan should show the height of the proposed dock above mean high water.

4. It is assumed that the city has obtained the consent of the property owners to build the dock. This fact should be stated in writing.

Very respectfully,

Major, Corps of Engineers.

1 inclosure.

Return to Agenda

ADDRESS REPLY TO

THE DISTRICT ENGINEER
U. S. ENGINEER OFFICE
P. O. DRAWER 7
MILWAUKEE, WIS.

WAR DEPARTMENT

G - E

FORM 44

UNITED STATES ENGINEER OFFICE
406 FEDERAL BUILDING
MILWAUKEE, WIS

Sept. 8, 1919.

REFER TO FILE NO F.R.17/3.

Subject. Retaining wall along river.

Mr. C. J. Thompson,
City Clerk,
New London, Wis.

Sir:

1. Referring to your letter of Sept. 6, 1919, relative to permit for retaining wall along the river at New London, I beg to state that it is necessary to show both banks of river between State and Pearl Streets, and indicate retaining wall on north bank from St. John Street to Pearl Street. It is not necessary to show buildings.

2. For permit on south bank, show to include Dorr and Wyman Streets.

By direction of the District Engineer:
Respectfully,

S. R. Hartwell

S. R. Hartwell,
Inspector.

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ADDRESS REPLY TO

THE DISTRICT ENGINEER
U. S. ENGINEER OFFICE
P. O. DRAWER 7
MILWAUKEE, WIS.

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

406 FEDERAL BUILDING
MILWAUKEE, WIS

FORM 44

N- R

July 17, 1919.

REFER TO FILE NO. Fox R.

Subject. Permit regulations.

Mr. C. J. Thompson,
City Clerk,
New London, Wis.

Sir:

As requested in your letter of July 12, 1919, there is sent herewith a copy of instructions for preparation of plans for wharves and revetments, also blue print illustrative of the type of drawing required. Additional information is given in pencil notes on back of the blue print.

By direction of the District Engineer.
Respectfully,

Earl M. Nisen,

Earl M. Nisen,
Assistant Engineer.

Inclos.:
B.pt.
Instructions.

OVERHEAD & SUBMARINE CROSSINGS. File 5-Y-1

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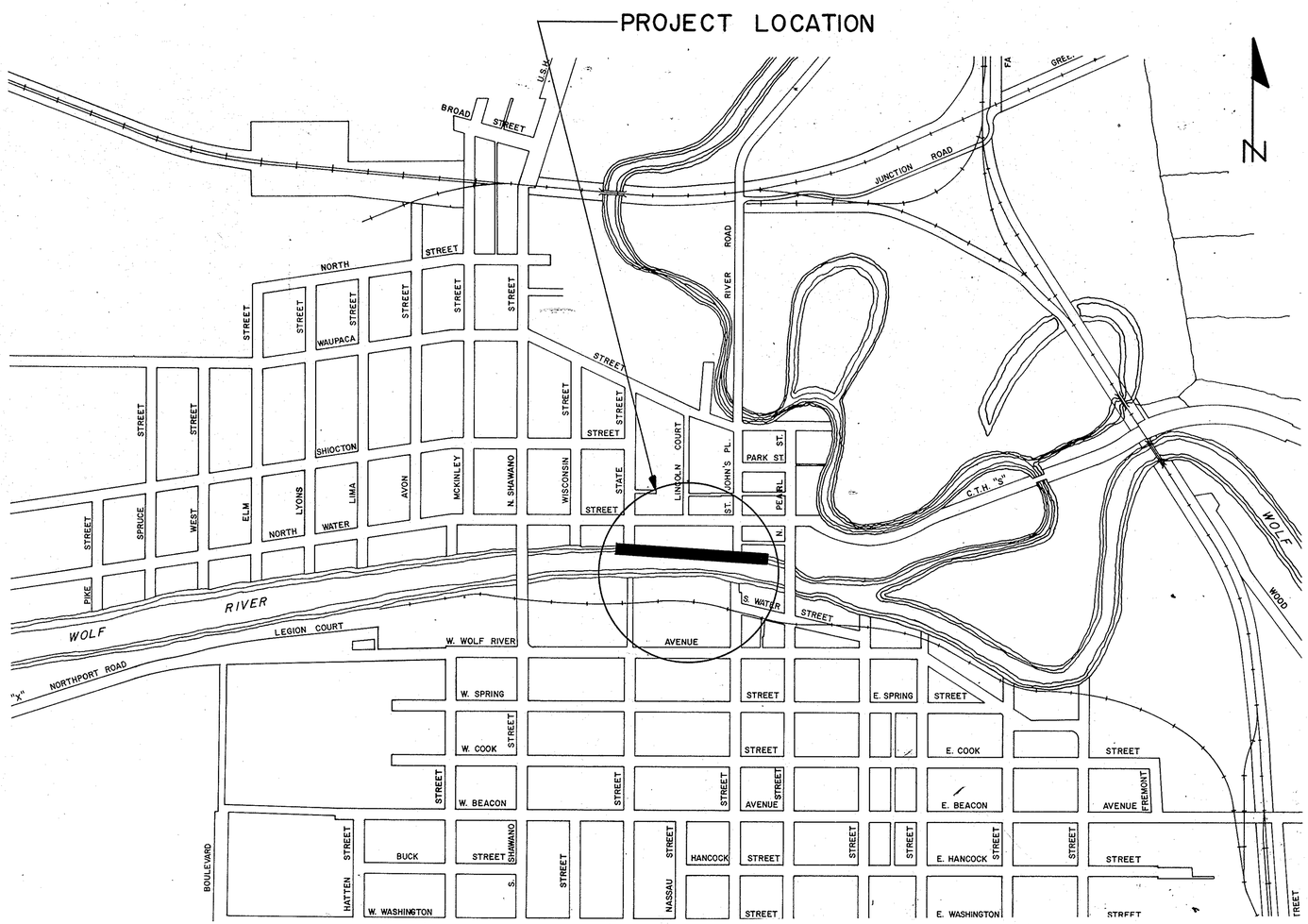
Return to Agenda

WOLF RIVER SHORELINE IMPROVEMENTS
RETAINING WALL REHABILITATION
CITY OF NEW LONDON
WAUPACA COUNTY, WISCONSIN

WISCONSIN
ANTHONY P. LANDINI
E-16430
MADISON, WIS.
PROFESSIONAL ENGINEER

Anthony P. Landini
7-9-82



GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL SHALL BE EMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
ALL STEEL SHALL BE CARBON STRUCTURAL STEEL A.S.T.M. DESIGNATION A36 EXCEPT WHERE NOTED OTHERWISE.
ALL AREAS OF CONCRETE REPAIR SHALL BE OUTLINED BY A 1" DEEP SAWCUT. REMOVAL SHALL BE TO SOUND CONCRETE OR AS DIRECTED BY THE ENGINEER. EXISTING AND NEW CONCRETE SHALL BE BONDED TOGETHER WITH AN EPOXY CONCRETE ADHESIVE APPROVED BY THE ENGINEER.
ALL NEW STEEL PILING SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 30 TONS PER PILE.

	RID ITEM	UNIT	QUANTITY
1.	REPAIR STAIRS, STATION 9+25 AND STATION 17+10	L.S.	1
2.	WEAR PLATE, STATION 9+80	L.S.	1
3.	REMOVING RAIL POSTS	E.A.	130
4.	CONCRETE REPAIR, STATION 9+95	L.S.	1
5.	CONSTRUCTION JOINT REHABILITATION	E.A.	20
6.	WING WALL REMOVAL, STATION 15+50	L.S.	1
7.	WALL REPAIR, STATION ~~14+00~~ OK, 15+80	S.F.	32
8.	WALL PATCHES	S.F.	20
9.	CURB REPAIR, STATION 16+00 TO STATION 17+80	L.F.	190
10.	PEDESTRIAN RAILING	L.F.	960
11.	EXCAVATION AND BACKFILL	C.Y.	110
12.	BITUMINOUS PAVEMENT	S.Y.	80
13.	TEMPORARY SHEET PILING	S.F.	3600
14.	CONCRETE MASONRY, SEAL	C.Y.	105
15.	STEEL PILING, HP 10 INCH X 42 POUND	L.F.	480
16.	HEAVY RIPRAP	C.Y.	235

Donohue
Engineers & Architects

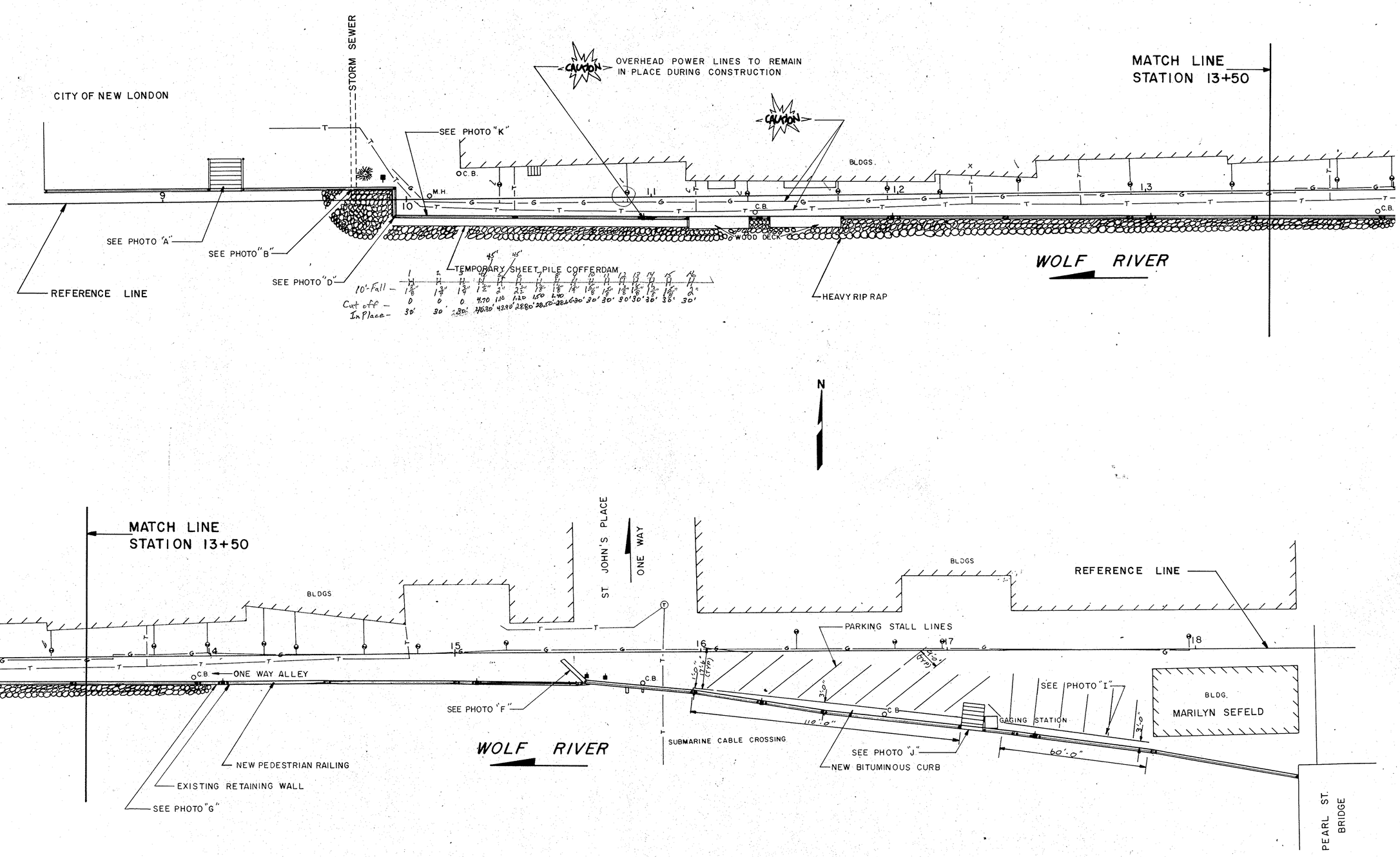
Scale	NTS
Date	7-8-82
Designer	APL
Drafter	JTT
Checker	APL
Approver	JRL

No.	Revision	By	Date

RETAINING WALL REHABILITATION
CITY OF NEW LONDON

Project No 11636.201
File No MA 1354
Sheet No 1 OF 6

FFA-10-21



Revision	By	Date

Scale	NTS
Date	7 8 82
Designer	APL
Drafter	JTT
Checker	APL
Approver	JRL

Donohue
Engineers & Architects

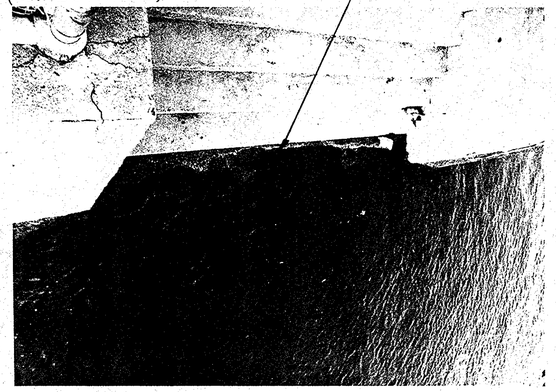
RETAINING WALL REHABILITATION
CITY OF NEW LONDON

Project No 11636.201

File No MA 1355

Sheet No 2 OF 6

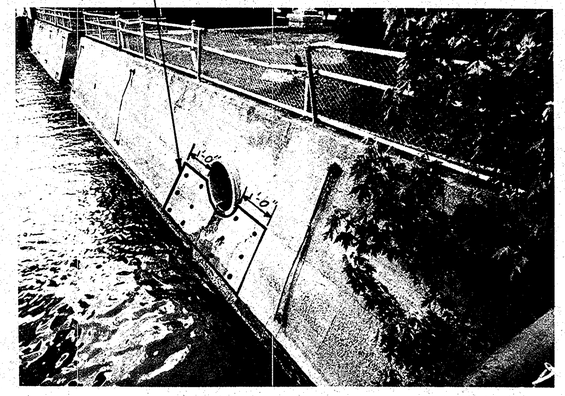
REPAIR WITH REINFORCED CONCRETE PLACED WITHIN PLYWOOD FORMS (SEE DETAIL 1)



REPAIR STAIRS, STATION 9+25

PHOTO A (1)

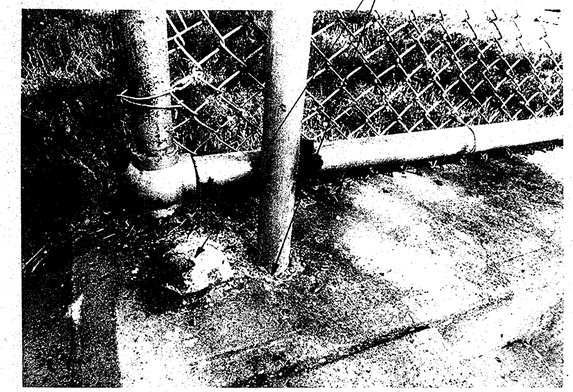
1/4" STEEL PLATE (SEE DETAIL 2)



WEAR PLATE, STATION 9+80

PHOTO B (2)

REMOVE RAIL POSTS IN CONCRETE AND FILL HOLE WITH NON SHRINK GROUT



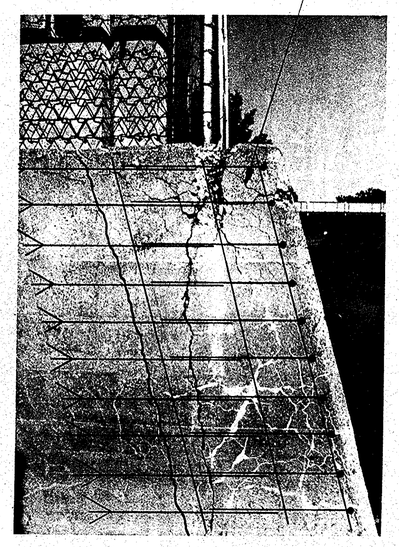
REMOVING RAIL POSTS

PHOTO C (3)

LEGEND

⬡ INDICATES BID ITEM NUMBER

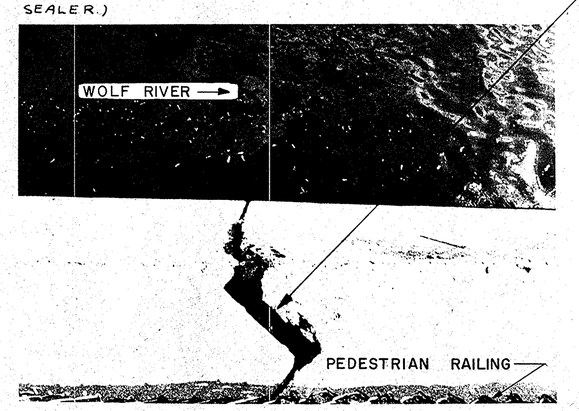
REMOVE TO SOUND CONCRETE AND REPLACE (SEE DETAIL 3)



CONCRETE REPAIR, STATION 9+95

PHOTO D (4)

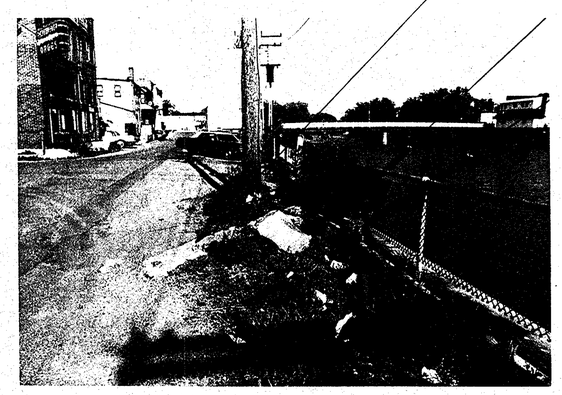
CLEAN CONSTRUCTION JOINT AND FILL WITH HOT POURED ELASTIC TYPE, CONCRETE JOINT SEALER. (RIVER SIDE OF WALL WILL REQUIRE A TEMPORARY FORM TO CONTAIN SEALER.)



CONSTRUCTION JOINT REHABILITATION

PHOTO E (5)

REMOVE EXISTING CONCRETE WING WALL TO ONE (1) FOOT BELOW SURFACE. RESTORE SURFACE TO EXISTING CONDITION



WING WALL REMOVAL, STATION 15+50

PHOTO F (6)

No.	Revision	By	Date

Donohue
Engineers & Architects

Scale	NTS
Date	7-8-82
Designer	APL
Drafter	JTT
Checker	APL
Approver	JRL

RETAINING WALL REHABILITATION
CITY OF NEW LONDON

Project No 11636.201

File No. MA 1356

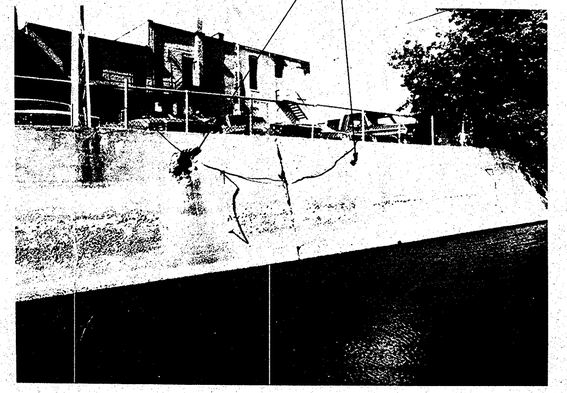
Sheet No 3 OF 6

REPAIR WITH REINFORCED CONCRETE (SEE DETAIL 4)

WALL REPAIR, STATION ~~14+00~~ 15+80

PHOTO G (7)

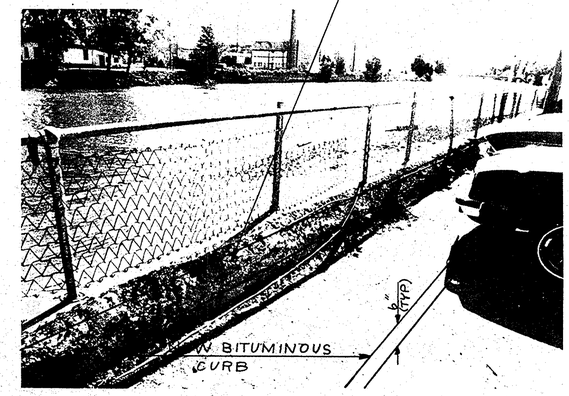
TYP. WALL PATCHES (SEE DETAIL 5 AND TABLE THIS SHEET)



WALL PATCHES

PHOTO H (8)

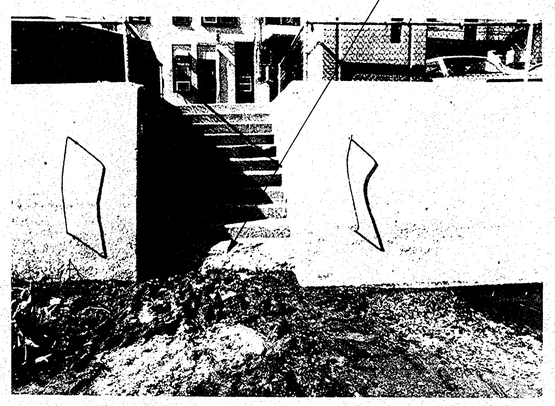
CURB REPAIR (SEE DETAIL 6)



CURB REPAIR, STATION 16+00 TO STATION 17+80

PHOTO I (9)

REPAIR WITH REINFORCED CONCRETE PLACED WITHIN PLYWOOD FORMS (SEE DETAIL 1)



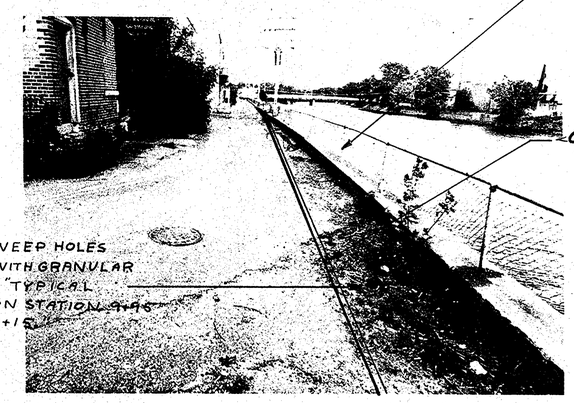
REPAIR STAIRS, STATION 17+10

PHOTO J (1)

WALL PATCHES

STATION	AREA (SQ. FT.)
9+14	1
10+02	2
10+10	4
12+00	2
13+44	5
14+50	4
15+00	2

REMOVE EXISTING RAILING AND REPLACE WITH 3'-6" HIGH PEDESTRIAN RAILING (SEE DETAIL 7)



EXCAVATE TO WEEP HOLES AND BACKFILL WITH GRANULAR MATERIAL. SEE TYPICAL CROSS SECTION STATION ~~9+45~~ TO STATION 11+15

EXCAVATION AND BACKFILL

PHOTO K (11)

Donohue
Engineers & Architects

Scale	NTS			
Date	7-8-82			
Designer	APL			
Drafter	TTT			
Checker	APL			
Approver	JRL	No.	Revision	By / Date

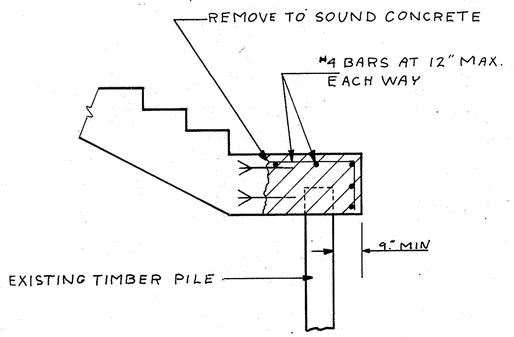
RETAINING WALL REHABILITATION
CITY OF NEW LONDON

Project No 11636.201

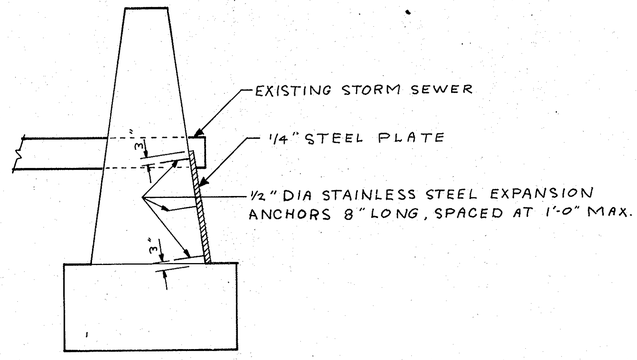
File No MA 1357

Sheet No 4 OF 6

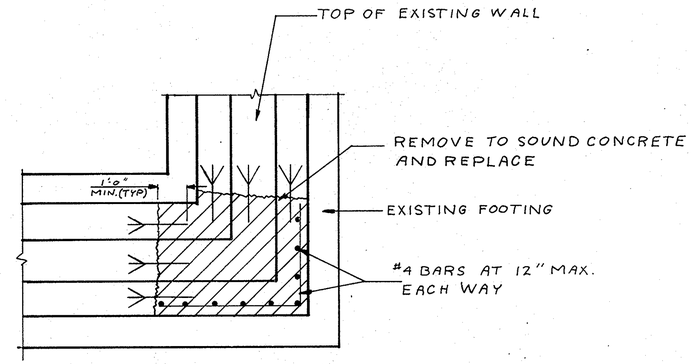
FFA-10-21



DETAIL 1
STAIR SECTION



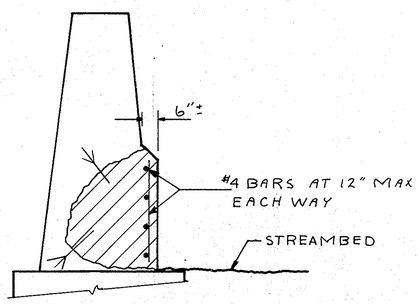
DETAIL 2
WALL SECTION



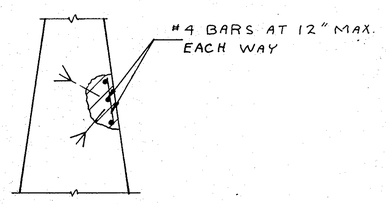
DETAIL 3
PLAN

LEGEND

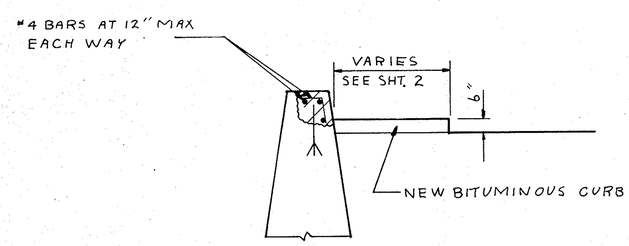
#4 BAR - GROUTED INTO 1½" DIAMETER HOLE DRILLED 1'-0" INTO EXISTING CONCRETE SPACE BARS AT 12" MAX. EACH WAY



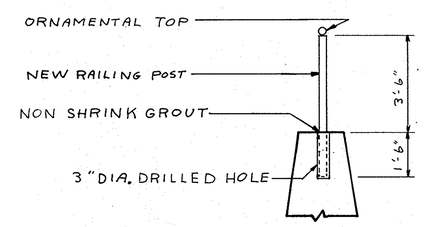
DETAIL 4
WALL SECTION



DETAIL 5
WALL SECTION



DETAIL 6
SECTION



DETAIL 7
NEW RAILING POST

NOTE: FOR ADDITIONAL DETAILS OF PEDESTRIAN RAILING SEE SPECIFICATIONS

No.	Revision	By	Date

Scale NTS
Date 7-8-82
Designer APL
Drafter JTT
Checker APL
Approver JRL

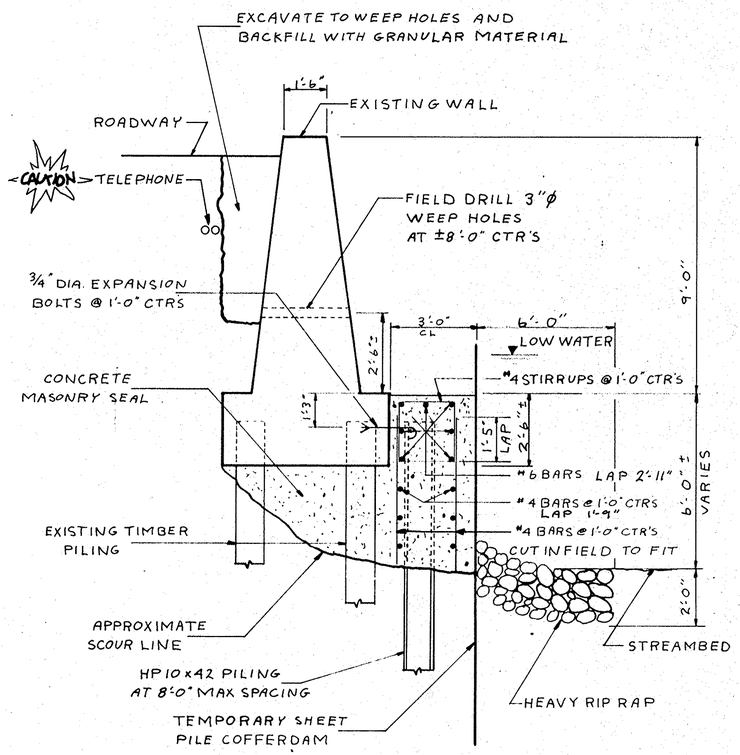
Donohue
Engineers & Architects

RETAINING WALL REHABILITATION
CITY OF NEW LONDON

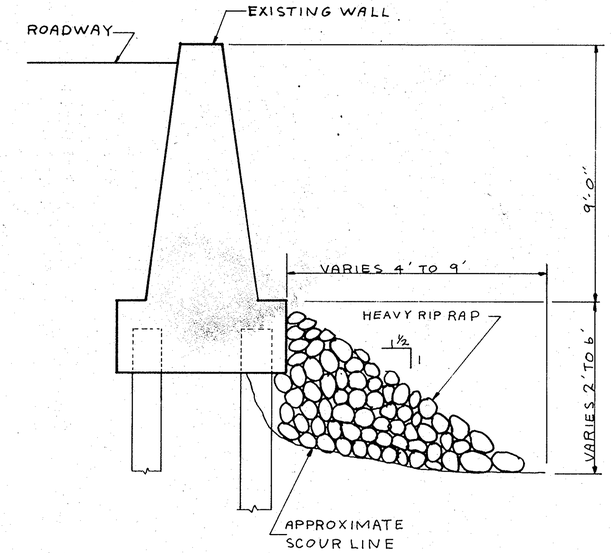
Project No 11636.201
File No MA 1358
Sheet No 5 OF 6

9.00
1.75
7.25

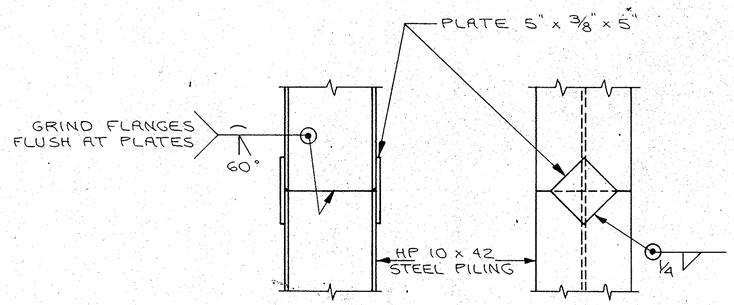
30.00
7.25
22.75



TYPICAL CROSS SECTION
STA. 9+95 TO STA. 11+15



TYPICAL CROSS SECTION
STA. 11+15 TO STA. 14+00



PILE SPLICE DETAILS

No.	Revision	By	Date

Scale NTS
Date 7-8-82
Designer APL
Drafter JTT
Checker APL
Approver JRL

Donohue
Engineers & Architects

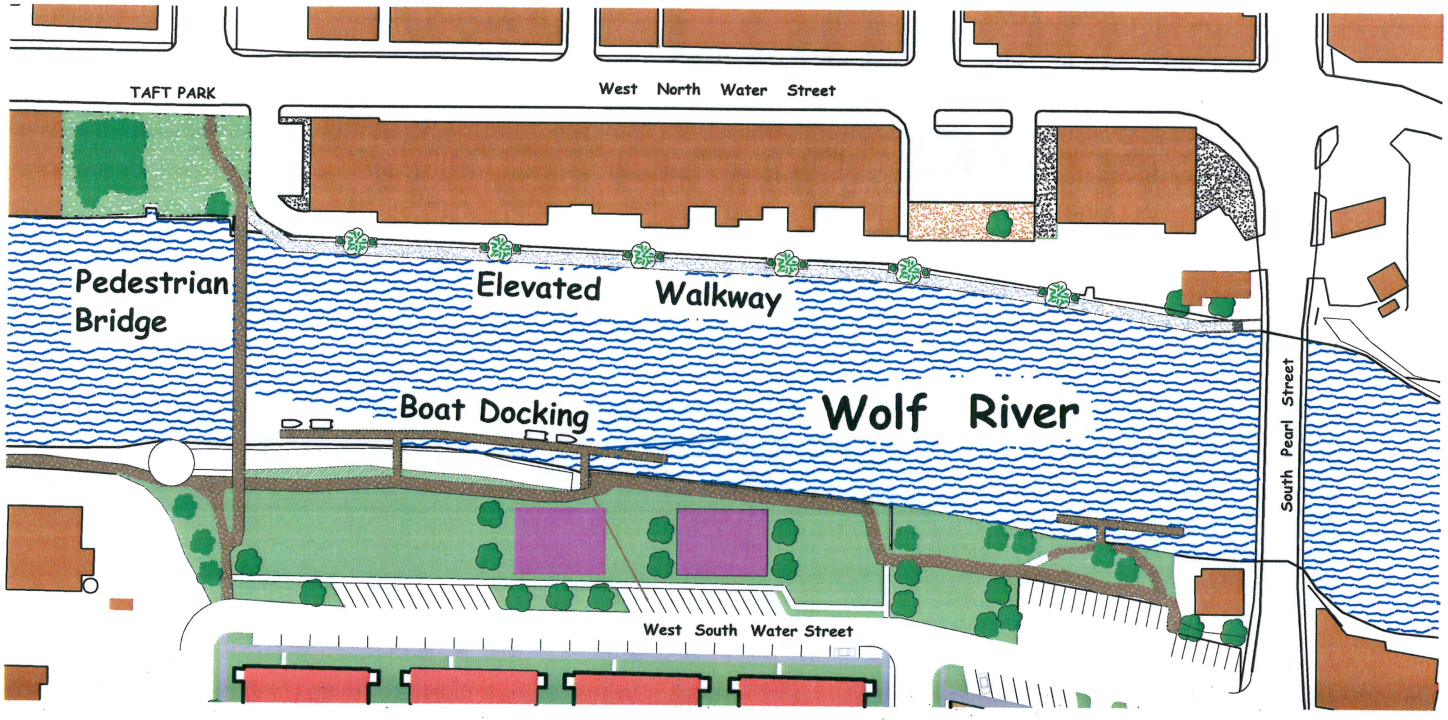
RETAINING WALL REHABILITATION
CITY OF NEW LONDON

Project No 11636.201
File No MA 1359
Sheet No 6 OF 6

"EnVision" New London Strategic Plan: Appendix B

Strategy iv -- Develop a lighted walkway along both sides of the Wolf River.

This walkway should includes an ample amount of green space and uses landscape architecture to create an attractive amenity. The design should incorporate a number of sitting areas and connect to existing walkways along the river and other pedestrian thoroughfares. The walkway should connect both sides of the river not only via Shawano and Pearl streets, but also via a pedestrian bridge that connects the South side to the heart of the North side's at Taft Park.



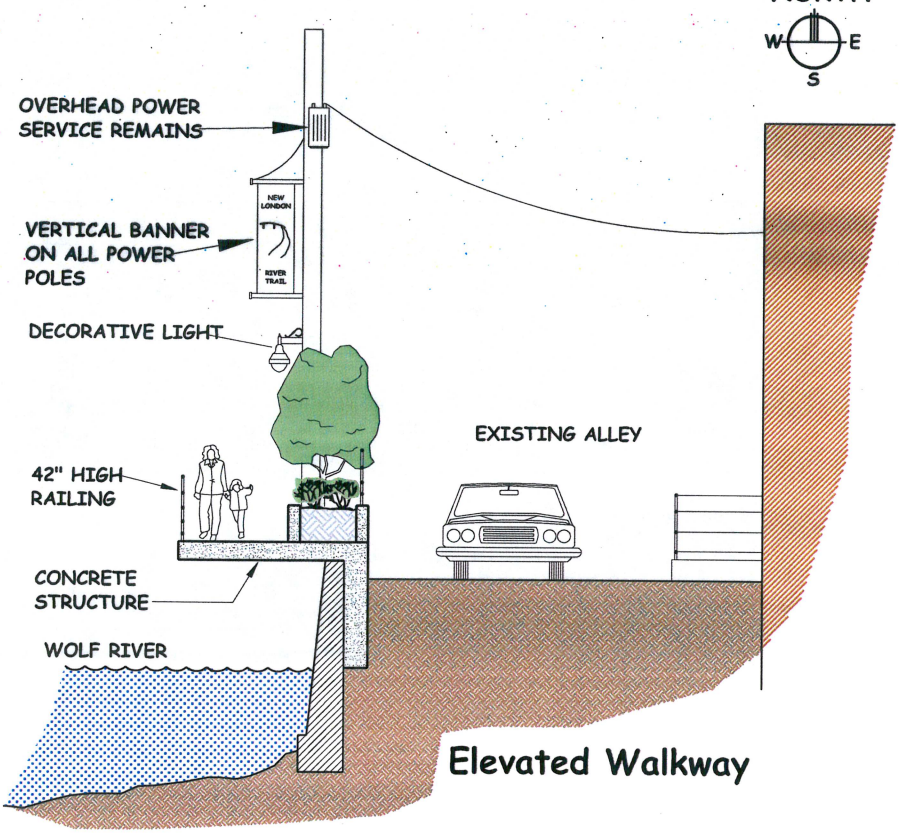
Drawing Key

- New Residential
- Special Commercial
- Existing Building
- Green Space

NORTH

W E S

A similar bridge could span 175 feet



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Kent Hager, City Administrator
920-982-8500 Ext. 113
khager@newlondonwi.org

City of New London

Memo

To: Public Works Committee

From: Kent Hager

Date: 11/2/2007

Re: River Wall/Alley How to Proceed

Lets review a few historical facts regarding the river retaining wall and the alley. This by no means a complete history, but rather some of the more important points in the wall's history. Thank you to Tom O'Connell for some of the early research he provided me regarding this matter some time ago.

- On February 12, 1924 a City Council meeting was held in part "for the purpose of giving the owners of the property lying South of North Water street and between St. Johns Place and Taft Park an opportunity to be heard on the matter of building a concrete retaining wall along the North bank of the Wolf River between the said St. Johns Place and Taft Park." A motion was made and passed unanimously that read as follows: "The matter of payment of the cost of the retaining wall was taken up and found to be the feeling of the majority of the property owners present that the City should bear one half of the expense and the property owners the balance. The aldermen all believed one half the cost too much for the City to bear and it was moved by Meinhardt seconded by Froehlic that the City furnish and drive the piling upon condition that the property owners give the City a right-of-way of sufficient width along the wall as a public alley."

- At the same February 12, 1924 meeting a motion was made and passed unanimously that read "Moved by Meinhardt seconded by Froehlich that the City Attorney be instructed to secure easements from the several property owners granting the City a right-of-way of sufficient width between St. Johns Place and Taft Park, and to secure same as soon as possible to do so."

- It appears that it was not until a June 11, 1929 City Council meeting when Resolution Number 1 regarding construction of the retaining wall was put into place. A copy of the resolution is attached. The City "expended approximately $2,000.00 in having piles driven for use as a

Stat. S.S. 82.13 (*) - Talk to Attorney

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base upon and around which said Retaining Wall shall be constructed" and the resolution ordered construction of the wall and "to charge the costs of same to the property owners in proportion to the frontage of such owners..."

- The attached October 3, 1929 newspaper article notes that the "total cost for the construction of the wall was placed at $11,513.47 of which $10,476.60 is to be assessed against property owners." From this it appears that the City picked up about 10% of the total cost of the wall.

- In September of 1982, the City entered into a contract with International Erectors, Inc. to do a repair job on the river wall. Donohue & Associates did the design work. The contract was for $94,423. Two change orders were made for a project total cost, less engineering services, of $122,703. The major portions of the job were as follows: 130 rail posts removed, concrete repair and construction joint rehabilitated, new pedestrian railing, curb repair, excavation and backfill, pavement, 105 cubic yards of concrete masonry seal, 480 lineal feet of steel piling, and 235 yards of heavy riprap. This work was paid for utilizing Tax Increment Finance district one (TIF 1).

General Observations

- Research was conducted in the past showing that there was an alley dedication on the property that lies in the Reeder Smith plat of 1856. This is the area from the St. John's park east to Pearl St.

- Research shows that there was no dedication of an alley in the Taff and Millerd's plat of 1855. This is the property lying generally west of the Reeder Smith plat and represents a majority of the property along the north side of the river.

- According to the 1929 minutes quoted above, easements were suppose to have been obtained by the City for the wall and the alley. After researching the public record, no easements have been found as of this date.

- Given the above, it appears that the river wall and the alley lie on private property although a dedicated alley does exist on the Reeder Smith property.

- When the wall was originally built in 1929, it appears that the City paid for approximately 10% of its construction cost.

- When the wall was repaired in 1982, the City funded the project utilizing Tax Increment Financing and in effect did not pay for any repair costs.

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- The benefit to the public for expenditure of tax funds to repair and maintain the wall is questionable. In the above two construction/maintenance situations, the City's financial obligations were minimal.

- The public benefit for having a public alley along the river in this area is minimal. While the alley was originally established with the public benefit of fire protection, this is no longer the case. I have been informed that the fire department will not take a piece of equipment down the alley due to its narrowness and the overhead electric lines.

- There may be a future public benefit for the alley and the wall in the form of public river front access and fishing access.

- There may be a public benefit to the wall by protecting the banks of the river and allowing for safe river travel.

- The electric poles and lines occupying the top of the river wall benefit the adjacent property owners.

- Information for discussion purposes: The wall is 905 feet long. The September 28, 2007 Preliminary Engineer Report for the retaining wall repair project done by EarthTech estimates the probable cost of repair at nearly $500,000. If we assume that alley repairs will be an additional $150,000 then the total cost would be about $650,000 or $718 a lineal foot. Refer to the attached map of the river front properties for specific lot widths. You will see that the majority of the lots are 20 feet wide. Some are in the 40's with one at 60' and the largest at 71.5'.

- At 20 feet times $718 = $14,360. An 80/20 split would be $11,488/$2,872.

- At 40 feet times $718 = $28,720. An 80/20 split would be $22,976/$5,744.

- At 60 feet times $718 = $43,080. An 80/20 split would be $34,464/$8,616.

- The total split 80/20 on $650,000 would be $520,000/$130,000.

Alternatives and Recommendation

- Alternatives that are available:

    1. Repair the wall and the alley utilizing general fund revenues and in turn obtain an easement from each property owner establishing a public alley and a public river wall, at the same time negotiate a reasonable amount of financial participation from the benefiting property owners;

    2. As I have mentioned several times in the past, it may be of enough benefit to the future development of the property that lies to the south across the river to utilize future tax revenue from the development of

Return to Agenda

this property to pay for the river wall improvements. If this were the case, it argues for the establishment of a TIF.

3. Do nothing and leave the wall and alley situation as is.

- Recommendation:

1. Work with Morgan Title and the Municipal Attorney's office to assure that none of the following in place: no document of record that dedicates/establishes an alley to the public; there is no document that establishes a pubic river retaining wall; there is no legal document of record placing an obligation on the City to repair and maintain the river wall. If this is in fact the case, my recommendation is to pick from the following:

    a. Do nothing given there is no public dedication for an alley or a retaining wall and the limited public benefit to be realized. I am concerned that by selecting this alternative, the public will most likely have to deal with this situation again in the somewhat distant future when catastrophic failure of the alley/wall occurs due to the inability of the approximately 24 adjacent property owners to address the long term maintenance of the alley/wall among themselves.

    b. Negotiate with the property owners to obtain an easement establishing a public alley and a public river retaining wall. At the same time, get a reasonable financial participation commitment from the benefiting property owners and repair the alley and the wall utilizing City finances without a TIF. Research and secure grant funding if available.

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11 b O'Connell Sum — Wall and Ingress

Council Chamber, New London, Wis. June 11th.1929

Council met as per adjournment of June 4th.1929 with all of the aldermen present excepting Neff & Thomas and with Mayor Wendlandt in the chair.

The Council proceeded to take up the consideration of a retaining wall on the No.side of Wolf River between St. Johns St and Taft's Park.

Resolution "No.1" read and adopted a copy of which is here-with attached

Resolution No.1

Construction of Retaining Wall along Wolf River

WHEREAS the public good and convenience demand the construction of a Retaining Wall along the North bank of the Wolf River between St.John's Place and Taft Park for the purpose of protecting the banks of a navigable stream and for the protection of the property located along said river bank on North Water St. because of the soil along said river bank being washed away to the serious injury and damage to the said building located thereon and

WHEREAS, The construction of said Retaining Wall will greatly lessen the fire hazzardto such business district and largely prevent the spread of fires such as the last two conflagrations which caused great loss of prpperty in providing a means of ingress to the firemen and fire appratus on such occassions and

WHEREAS, at the request of a large majority Of the prpperty owners in such district the City of New London has secured surveys and the required Government plans and specifications for such wall and in accordance with such plans has expended approximately $ 2000.00 in having piles drivenfor use as a base upon and around which said Retaining Wall shall be constructed Now therefore be it

Resolved, By the Common Council of the City of New London, that the public good and convenience demand the construction of a Retaining Wall along the bank of the Wolf River between St.John's PlaceXXX and Taft Park for the purpose of protecting the banks of a navigable stream, the protection of the property along such banks because of the washing away of the soil by the waters of said river, and for the purpose of providing better fire protection to such district by providing means whereby firemen and fire appratus can be made use of in such district in event of necessity and be it further

RESOLVED, By the Common Council of the City of New London, that the Board of Public Works be and they are hereby directed to give Notice to all property owners efected by such Retaining Wall lying between St. John's Place and Taft Park to proceed to the construction of such Retaining Wall in accordance with the plans and Specifications of the Government on file in the City Clerks office of the City of New London, at the earliest possible time when the waters of the Wolf River will permit of such construction work, and to give further Notice that if such property owners shall fail to build and construct such Retaining Wall during the season of 1929 as early as the said waters of the Wolf River will permit of such work , then the said Board of Public Works be, and they are hereby directed to proceed to the building and construction of said Retaining Wall in accordance with the Government plans and specifications, and to charge the costs of same to the property owners in proportion to the frontage of such owners, in accordance with the provisions of the statutes in such cases provided, and with further authority to amend said plans and specificationsand to advertise for bids on the construction of said

Assessment

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work and upon the opening of said bids and before the letting thereof to extend to the property owners another hearing thereon.
Adopted this 11th. day of June 1929

E.W.Wendlandt Mayor

J.CFreeman Clerk

The following property owners were present and no objections were made

Louis Wainer
R.A.Blank
Art Zuehlke
G.A.Sawall
C.W Hickey
Krause Bros.
W.J.Sader
Frank Wagner
John Wagner
Jacob Werner
M.J.Heinz
Herman Bonnin
Farmers State Bank by Jacob Werner

Moved and carried that Ordinance No 162 pertaining to the licensing and regulating of Vendors of Non-intoxicating liquors and beverages inthe City of New London, Wisconsin. be adopted under suspension of the rules

Moved and carried that the petitions for Calcium Chloride on Waupaca St. and W Wolf River Ave..and E Cook be granted and cost charged to abbuttin property owners

There being no further business it was moved and carried to adjourn

Signed
J.C.Freeman
City Clerk

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Oct 3, 1929

...AM IS ...ANNED FOR ...ULTRY SHOW

... Hayes, Gustav ...nd G. A. Gelb-...e To Speak

...titute program of out-...merit is one of the chief ...of the Second Annual ...and Rabbit Show to be ...New London January 9-11. ...Hayes, Extension Special-...e College of Agriculture, ...ar on the program on Fri-...noon, January 10. His ...be devoted to care, breed-...culling of poultry, and it ...ed that it will include a ...ation in poultry culling. ...yes is an outstanding au-...n this subject, and it is ...his appearance on the ...will prove to be very ...o the farmers of this vi-...His methods of breeding ...ng have materially in-...profits for thousands of ...raisers throughout the

...r feature is an address by ...lbke, of Appleton, Secre-...the National Rex Rabbit ...Association. Mr. Gelbke ...ar on the program on ...afternoon. ...bject will be "How To ...er Profits from Rabbits." ...n authority recognized ...t the country. He has ...a breed of rabbits of ...known as American Sa-...has imported more rab-...breeding purposes than ...group of rabbit breeders. ...st started to develop

COST IS GIVEN ON RIVER WALL BEFORE COUNCIL

City To Reimburse Werner For Cost Of Section

The total cost of the retaining wall along the North Bank of the Wolf River extending from Taft Park to St. John's Place was announced at the meeting of the city council on Tuesday evening.

These figures were submitted in a report by City Engineer Alberts. The total cost for the construction of the wall was placed at $11,-513.47 of which $10,476.60 is to be assessed against property owners. It was also moved that the cost of the storm sewers, which is not included in the above figure, be assessed against the abutting property.

In accordance with an agreement previously made with Jake Werner to reimburse him for the cost of the construction of the retaining wall at St. John's street the council voted to reimburse him for the cost, amounting to $1,-268.60. In accordance with action taken when the retaining call ordinance was first enacted, the council also voted to make an adjustment with Mr. Werner and the Farmers State Bank for the work back of their property previously completed by them.

A resolution was enacted and submitted to the state Highway Commission urging the construction of a bridge opening on Highway 54 about one half mile west of New London.

Salvation Arm... Appeal Start... In New Lon...

Committee Meeting at E... On Wednesday Noon

The campaign for funds f... Salvation Army is under w... New London this week.

At a meeting of intereste... zens in the Elwood Hotel, W... day noon, plans were made ... the campaign under way. ... extend throughout the bala... this week and to the end o... week.

The work of the Salvation ... among the needy, in maint... a maternity hospital in Milw... for unmarried mothers, and i... rying on its various charitab... social services is financed by ... annual appeal. It was exp... at the meeting that people c... ing funds throughout the y... are imposters, that this app... the name of the Salvation ... the only campaign for funds ... the army puts on.

The local committees that ... solicit contributions in New ... don is as follows:

M. C. Trayser, J. W. Hick... H. Putnam, W. T. Comstock ... Cline, Mrs. J. W. Monsted, M... C. Jost, Reverend H. P. Fr... Mrs. Austin Dexter, Mrs. ... Runnels, Mrs. Richard G... Mrs. Walter Smith, Mrs. ... Nemschoff, A. L. Severance.

Girl Scout Troup Organized In ...

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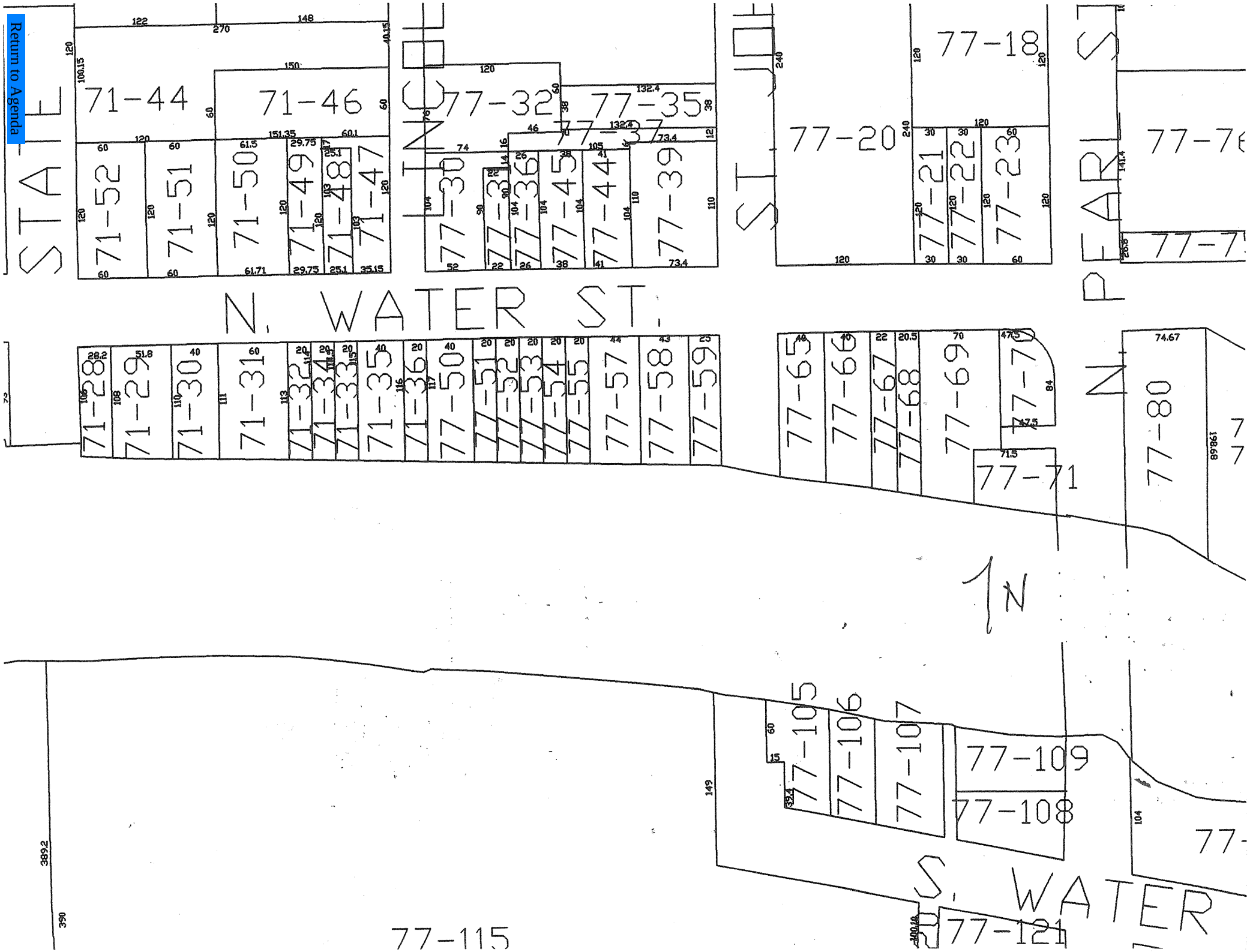

JSG

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History
- DNR
- Overview Assessment
- Preliminary Eng. Report

Report
- 7 Primary Deficiencies
- Photos / Examples
- Area / Stationing of Probs.
- Develop Recommendat.
- Costs
- Options -

September 28, 2007

Carol Radtke, Director of Public Works
City of New London
Municipal Building
215 North Shawano Street
New London, WI 54961

Subject: **Preliminary Engineering Report**
Retaining Wall Repair Project
City of New London, Wisconsin
Earth Tech Project No. 64296.04

Dear Ms. Radtke:

INTRODUCTION

The sea wall on the north side of the Wolf River, between Taft Park and Pearl Street was inspected and evaluated by Jeff Galbraith and Kevin Hagen, of Earth Tech, Inc. on August 8, 2007. The sea wall was constructed in the 1930s and the westerly portion of the wall was added in the 1960s. Sections of the wall were rehabilitated, and the utility pole supports were added in the early 1980s. The sea wall is in fair condition, with some cracking and spalling of concrete. Presently, the wall is not at risk of failure, but is in need of general maintenance and repair. This letter report catalogues the wall deficiencies that were observed during Earth Tech's evaluation, recommends possible options for repair, and provides a preliminary opinion of probable costs for the repair options.

WALL DEFICIENCIES

Prior to Earth Tech's evaluation of the wall on August 8, 2007, horizontal control along the length of the retaining wall was established. This control was used to locate and catalogue wall deficiencies. The station at the east end of the wall, at the Pearl Street Bridge, is 7+05. The station at the west end of the wall is 17+00. Wall deficiencies as documented by Earth Tech are listed below:

1. **Spalling and Deterioration of Vertical Wall Joints -** Vertical joints are present in retaining walls at approximately 50-foot intervals. During Earth Tech's evaluation of the retaining wall, a number of these joints were noted as needing repair. The concrete around these vertical joints is spalled and deteriorated, and in some cases, reinforcement is exposed. See Attachment 1 for a catalogue of deficient wall joints, as well as photos showing examples of deficient points.

2. **General Spalling and Cracking of Wall Concrete –** Due to the age of this retaining wall, there are many locations of cracking and spalling along its length. One common deficiency is spalling at the top of the retaining wall with cracks protruding downward from

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these spalls. General cracking of concrete was also observed regularly along the length of the wall.

Station 8+45 is the location of stairs from the alleyway down to the bottom of the sea wall. The concrete stairs are spalling and deteriorating, and should be repaired along with the retaining wall concrete at other locations.

Efflorescence was noted on the outside face of the wall from Station 7+05 to approximately Station 9+00. This efflorescence consists of a whiteness that surrounds the crack, indicating that salt water is seeping through the wall concrete. Cracks containing efflorescence should be cleaned similar to other cracks and then repaired in a similar fashion to other areas of the wall.

See Attachment 2 for a catalogue of general wall deficiencies and representative photos.

3. **General Spalling/Deterioration of Footing Concrete –** Some areas of the wall footing show signs of general cracking and deterioration. Also, where outfalls are present, or where the footing is subject to erosion, there are signs of minor undermining. See Attachment 3 for a listing of footing deficiencies and photos.

4 **Poor Concrete Quality/Segregation/Voids -** At various locations along the retaining wall, poor concrete quality was observed. It appeared that in some locations concrete may have been poured under water when the wall was originally built, causing some segregation between the aggregate and the cement in the concrete mixture. Also, there are several regions along the wall where aggregate is exposed at the base of the wall from repeated wet/dry cycles resulting in reduced reinforcement cover. This type of deterioration is common beneath outfalls. Poor quality concrete was also observed at locations that had been previously patched. Many such areas showed signs of separation between concrete layers indicating poor adhesion of the patch material. In and around stormwater outlets the concrete is typically in poor condition. Attachment 4 shows locations and descriptions of areas exhibiting poor concrete quality, and contains representative photos.

5. **Vegetation –** Locations on the eastern portion of the wall have trees and brush growing in close proximity to the wall. Tree root systems can penetrate the smallest cracks, and over time expand fractured surfaces and promote major failures. Vegetation along the sea wall should be restricted to grass and small shrubbery. Attachment 5 details the location of trees and excessive brush, and contains photographs.

6. **Chain Link Fence -** For the safety and protection of pedestrians along the alleyway, the chain link fencing, including posts, should be removed and replaced. While sections of the fence have been damaged, some areas of the fencing are beyond repair. Attachment 6 lists the length of the fence, and contains a photo of the fence.

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7. **Alley Grading -** Drainage problems along the alleyway are having an adverse affect on the wall. An existing storm drain system was designed to direct runoff away from the structure. Low spots have developed in several areas and should be addressed. Preliminary indications suggest that minor soil infiltration into the storm drain system is causing differential settlement behind the wall. These settlements cause water to pond behind the wall, and then infiltrate the back of the wall. This is apparent by the presence of efflorescence in a number of cracks on the face of the wall as explained in Point 2. These problem areas should be addressed, and the alleyway regraded and paved to ensure proper containment of runoff. Attachment 7 shows the length of the alley to be regraded, and contains a photograph.

RECOMMENDED REPAIRS

The following repairs are recommended for this retaining wall in order to extend its life, and to improve its appearance.

1. Remove trees and shrubs in close proximity to the wall. As noted in the Wall Deficiencies Section, root systems from adjacent trees will speed deterioration of the wall. Vegetation along sea wall should be restricted to grass and small shrubs.

2. Replace chain link fence. This fence is damaged and irreparable in various locations. Replacing it will improve the safety and appearance of the wall.

3. Regrade alleyway. In general, the alley slopes toward the wall from Station 9+25 to 14+80. We recommend regrading at least an 8-foot width adjacent to the wall directing runoff to the existing stormwater system. Preventing water from infiltrating behind the wall is important to extending its life.

4. Add geotextile and riprap where the foundation is regularly exposed to water. Evidence of erosion beneath the wall and accelerated deterioration of the wall base was noted in several areas during the wall evaluation. It is suggested that riprap be placed along the footing, and in areas below outfalls to protect the foundation from further undermining.

5. Clean and patch voided and segregated concrete. Poor quality concrete in noted areas of the wall should be removed to sound concrete. Reinforcement should be replaced where necessary. A bonding agent should be applied prior to patching.

6. Cracks greater than 1/8-inch in width should be sealed using epoxy injection. Sealing will prevent moisture from infiltrating these cracks, and decrease the rate of deterioration.

7. To protect the integrity of the exposed wall face, sandblast wall, and apply a polymer modified Portland Cement coating material, such as Sikatop Seal 107 or equivalent. This coating will seal micro-cracking along the wall, and will give the wall a uniform color. Once this seal has cured, it can be coated with an acrylic paint if a different color is desired.

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Cracks and voided concrete, referenced in Recommended Repairs, Nos. 5 and 6 above, could alternatively be repaired by cleaning/removal and then applying either a shotcrete or formed concrete overlay. However, these repairs are much more expensive than patching and sealing, and are subject to the same risk of separation. Therefore, cleaning and patching is recommended for the concrete repair. An opinion of probable repair costs for the recommended repairs is shown in the next section.

The presence of efflorescence at the eastern portion of the wall indicates that saltwater is passing through the wall. As a result, corrosion of reinforcement and concrete inside of the wall is probable. Therefore, it is also recommended that a long-term replacement plan be considered for this segment of wall.

OPINION OF PROBABLE COST

The table below shows our opinion of probable costs for the recommended retaining wall repairs. This estimate assumes repair activity will occur during a period of low water.

PROBABLE OPINION OF COST - RETAINING WALL REPAIR

Item	Unit	Unit Price	Quantity	Cost
Mobilization	LS	$19,000.00	1	$ 19,000.00
Chain Link Fence	LF	$ 20.00	775	$ 15,500.00
Remove Asphatic Surface	SY	$ 5.00	500	$ 2,500.00
Grade Alleyway	SY	$ 12.00	500	$ 6,000.00
Asphalt Pavement	TON	$ 110.00	95	$ 10,450.00
Clear/Remove Vegetation	LS	$ 4,000.00	1	$ 4,000.00
Epoxy Seal Cracks > 1/8" Wide	LF	$ 50.00	728	$ 36,400.00
Cleaning & Patching <2" Thick	SF	$ 60.00	243	$ 14,580.00
Cleaning & Patching 2" - 4" Thick	SF	$ 80.00	247	$ 19,760.00
Cleaning & Patching 4" - 8" Thick	SF	$ 100.00	386	$ 38,600.00
Sandblast Wall	SF	$ 5.00	12500	$ 62,500.00
Polymer Coating (Sika Top Seal 107 - 2 Coats, or equivalent)	SF	$ 5.00	25000	$ 125,000.00
Painting	SF	$ 2.50	12500	$ 31,250.00
Geotextile (1000' x 10')	SY	$ 3.00	1110	$ 3,330.00
Riprap (Medium)	CY	$ 35.00	500	$ 17,500.00
SubTotal				**$ 406,370.00**
Design Engineering				**$ 28,500.00**
15% Contingency & CRS				**$ 60,955.50**
Total				**$ 495,800.00**

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Thank you for the opportunity to prepare and present this report for your consideration. Should you have any questions regarding this matter, please do not hesitate to call.

Sincerely,

Earth Tech, Inc.

Kevin R. Hagen
Project Engineer

Jeffrey S. Galbraith, P.E.
Project Manager

Enclosures: As Noted

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ATTACHMENT 1

SPALLING AND DETERIORATION OF VERTICAL WALL JOINTS

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TABLE 1
VERTICAL JOINT DEFICIENCIES
PRELIMINARY ENGINEERING REPORT
RETAINING WALL REPAIR PROJECT
CITY OF NEW LONDON, WISCONSIN
EARTH TECH PROJECT NO. 64296.04

Stationing	Joint Opening (in)	Epoxy Crack Repair (LF)	Concrete Patching (SF)			Exposed Rebar	Comments
			<2" *	2"-4" *	>4" *		
7+05	Beg. Wall 1	--	--	--	6	No	Spalling from top to 6 feet down
7+50	1	4	--	2	--	No	Replace joint material
8+05	½	5	--	--	25	No	Previous patch deteriorated
8+55	½	--	--	5	--	No	Loose concrete at top
9+00	1	--	--	8	--	No	Top spall
9+50	1	--	2	--	--	No	
10+00	>6	--	--	--	30	Yes	Severe deterioration
10+50	2-4	--	--	8	--	No	
11+00	2-4	--	--	--	6	No	
11+50	2-4	--	--	--	12	No	
12+00	1	--	--	--	5	No	
12+50	2-4	--	--	10	--	No	
13+00	2	--	--	--	2	No	Bottom spalling
13+50	1-2	--	--	5	--	No	Top spalling
14+00	1-2	--	--	2	--	No	Bottom spalling
14+t50	1-2	--	--	--	10	Yes	Top and bottom spalling
15+00	3	--	2	--	--	No	
Sum		**9**	**4**	**40**	**96**	**---**	**---**

*Required depth of removal and patching.

Figure 1
Deteriorated Joint and Previous Patch, Station 8+05

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Figure 2
Deteriorated Joint, Station 10+00

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Figure 3
Deteriorated Joint, Station 12+50

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Figure 4
Deteriorated Joint, Station 14+58

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ATTACHMENT 2

GENERAL SPALLING AND CRACKING OF WALL CONCRETE

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TABLE 2
GENERAL WALL CRACKING/SPALLING
PRELIMINARY ENGINEERING REPORT
RETAINING WALL REPAIR PROJECT
CITY OF NEW LONDON, WISCONSIN
EARTH TECH PROJECT NO. 64296.04

Station	Spall Location	Crack		Concrete Patching (SF)			Exposed Rebar	Comments
		Dir (H/V)	Epoxy Length (LF)	<2" *	2"-4" *	>4" *		
7+05–7+12	Top	H and V	30	--	--	8	No	Clean and coat micro-cracks
7+20	---	V	10	--	--	--	No	Full height
7+26	Top	V	10	--	--	--	No	
7+32	---	V	10	--	--	--	No	
7+40	Top	V	10	--	--	--	No	
7+75–8+15	Top	H and V	40	--	8	--	No	Previous patch deteriorating
7+97	2 feet from top	---	--	1	--	--	No	
8+23–8+28	Under light	V	4	1	--	--	No	
8+40	---	H	3	--	--	--	No	
8+45	Stairs	H and V	12	--	6	--	No	
8+65	Top	V	4	--	2	--	No	
8+75	Top	V	8	--	4	--	No	
8+85	Top	V	8	--	2	--	No	
9+00–9+15	Top	H	15	--	--	--	No	Soon to spall
9+25	Top	V	8	--	--	2	Yes	
9+36	---	V	8	--	--	--	No	
9+45–9+50	---	H	5	--	--	--	No	Soon to spall
9+70	Top	V	5	--	--	6	No	
9+60–9+80	Bottom to mid	H	30	--	--	--	No	
9+80–10+00	Top	---	30	--	--	40	No	
9+75–10+00	Bottom	---	--	--	20	--	No	
10+20	---	V	8	--	--	--	No	
10+10	Top	V	3	2	--	--	No	

TABLE 2 (cont.)								
Station	Spall Location	Crack		Concrete Patching (SF)			Exposed Rebar	Comments
		Dir (H/V)	Epoxy Length (LF)	<2" *	2"-4" *	>4" *		
10+30	Top	V	6	--	4	--	No	
10+43	Top	---	--	--	--	6	Yes	
10+48	Top	---	--	4	--	--	No	
10+55–10+75	Top	---	--	--	--	40	No	
10+85	Top	V	6	--	--	6	No	
10+90	Top	---	--	--	4	--	No	
11+00–11+10	---	H	5	--	--	--	No	
11+35	Top	V	10	--	--	--	No	
11+40–11+50	Top	---	--	--	20	--	No	
11+65	Top	V	4	--	--	4	No	
11+70	Top	V	3	--	--	3	No	
11+75	Top	V	4	--	--	4	No	
11+85	---	V	3	--	--	--	No	
12+25	Top	V	8	--	5	--	No	
12+42	Top	V	5	--	3	--	No	
12+50–13+05	---	V	15	--	--	--	No	
13+10	Top	V	5	--	--	--	No	
13+18	Bottom	---	--	4	--	--	No	Voids
13+22–13+30	Top	---	--	20	--	--	No	Voids/segregation
13+45	Top	---	--	--	5	--	No	
13+55	---	V	4	--	--	--	No	
13+70	Top	V	3	--	2	--	No	
13+80	Top	---	--	--	2	--	No	
13+95	---	V	3	--	--	--	No	
14+05	Top	---	--	--	2	--	No	
14+15	Top	V	2	2	--	--	No	
14+35	Top	V	7	--	4	--	No	
14+60–14+65	Top	---	--	5	--	--	No	Minor spalls
14+70	Top	V	5	--	2	--	No	

TABLE 2 (cont.)								
Station	Spall Location	Crack		Concrete Patching (SF)			Exposed Rebar	Comments
		Dir (H/V)	Epoxy Length (LF)	<2" *	2"-4" *	>4" *		
14+80	Top	V	5	--	2	--	No	
14+90	Top	V	5	2	--	--	No	
15+18	Top	V	7	1	--	--	No	
15+25	Top	V	4	--	2	--	No	
15+30	Top	V	4	--	2	--	No	
15+36	Top	V	6	--	2	--	No	
15+40	Top	V	3	--	2	--	No	
15+50	Bottom	V	15	--	--	--	No	
15+90	---	V	6	--	--	--	No	
16+10	---	V	6	--	--	--	No	
15+75–16+25	---	H	50	--	--	--	No	
16+25	---	---	0	--	30	--	No	Dock location
16+25–16+75	---	H	50	--	--	--	No	
16+75	---	V	8	--	--	--	No	
15+60–17+00	Bottom	V	140	--	15	--	No	Footing-wall interface
Sum			**668**	**42**	**150**	**119**	**---**	**---**

*Required depth of removal and patching.

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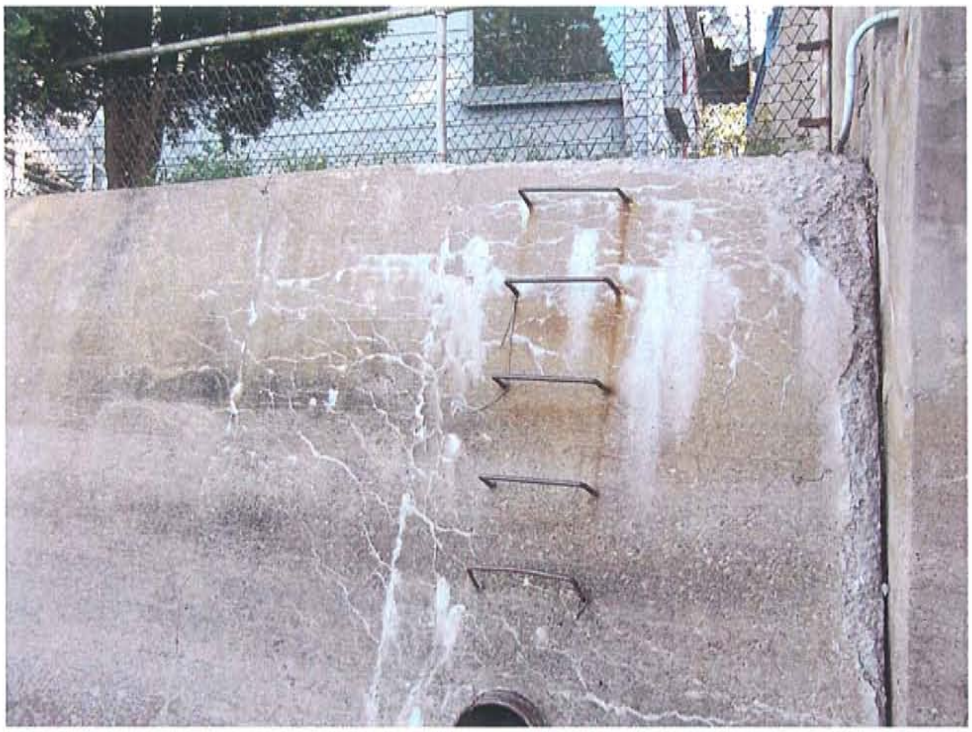

Figure 1
Cracking/Efflorescence, Station 7+05–7+10

Figure 2
Vertical Crack, Station 7+26

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Figure 3
Cracking/Efflorescence, Station 7+75–8+15

Figure 4
Stairs, Station 8+45

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Figure 5
Spalling at Outside Corner of Stairs, Station 8+45

Figure 6
Cracking/Spalling with Efflorescence, Station 8+65

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Figure 7
Spalling/Cracking at Top of Wall, Station 10+42

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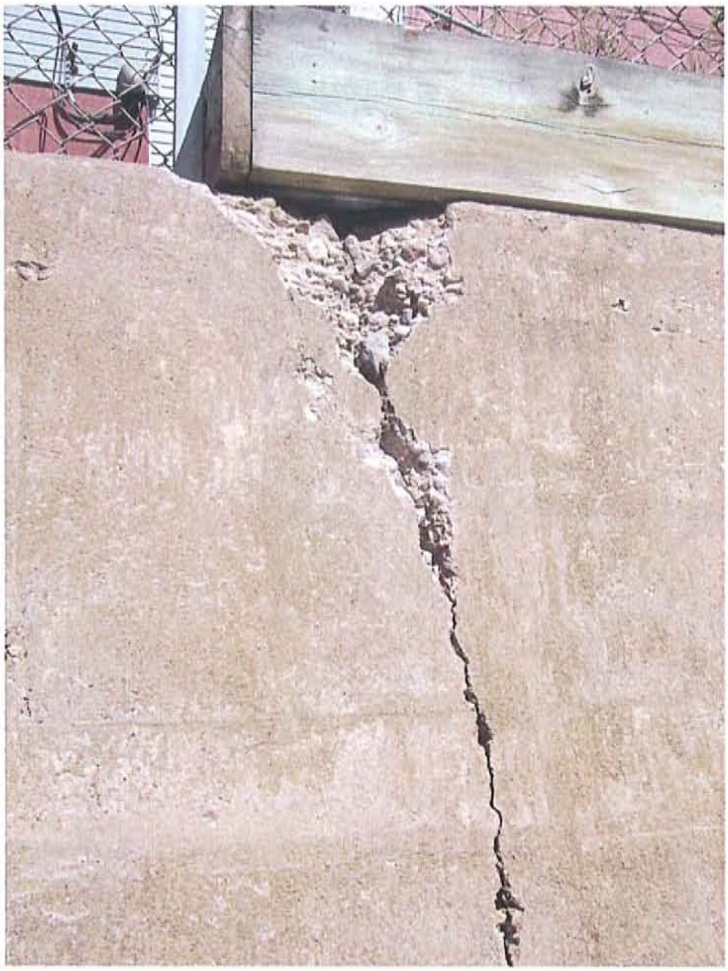

Figure 8
Cracking/Spalling, Station 14+35

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Figure 9
Spalling, Station 15+40

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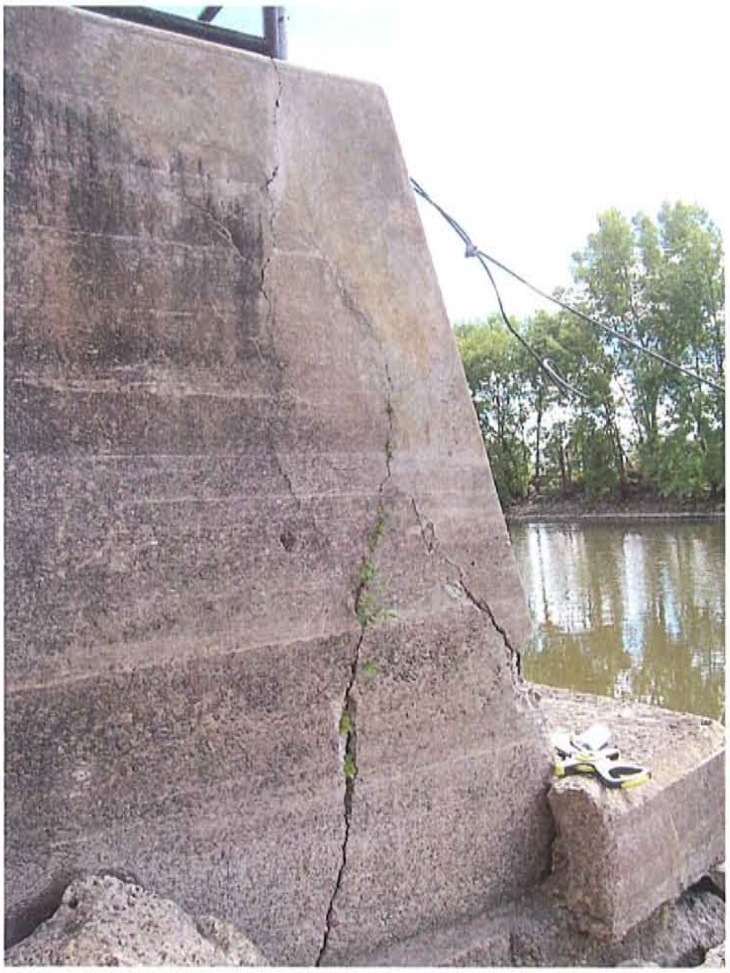

Figure 10
Cracking/Deteriorated Patch, Station 15+50

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ATTACHMENT 3

GENERAL SPALLING/DETERIORATION OF FOOTING CONCRETE

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TABLE 3
FOOTING SPALLING/DETERIORATION
PRELIMINARY ENGINEERING REPORT
RETAINING WALL REPAIR PROJECT
CITY OF NEW LONDON, WISCONSIN
EARTH TECH PROJECT NO. 64296.04

Station		Epoxy Crack Repair (LF)	Concrete Patching (SF)			Exposed Rebar	Undermining	Comments
From	To		<2" *	2"-4" *	>4" *			
9+85	9+85	--	--	--	5	No	Yes	Under outfall
10+35	10+50	--	15	--	--	No	No	
11+00	11+35	--	70	--	--	No	No	
12+25	12+25	4	2	--	--	No	No	
12+50	12+50	2	--	--	--	No	No	
15+50	17+00	45	15	--	--	No	No	
Sum		**51**	**102**	**--**	**5**	**---**	**---**	**---**

*Required depth of removal and patching.

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Figure 1
Footing Spalling, Station 10+50–11+25

Figure 2
Footing Spalling/Inplace Wood Forms, Station 11+00–11+50

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Figure 3
Footing Deterioration/Voids, Station 13+10

Figure 4
Vertical Footing Cracks, Station 15+75–16+50

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ATTACHMENT 4

POOR CONCRETE QUALITY/SEGREGATION VOIDS

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TABLE 4
POOR CONCRETE QUALITY – SEGREGATION/VOIDS
PRELIMINARY ENGINEERING REPORT
RETAINING WALL REPAIR PROJECT
CITY OF NEW LONDON, WISCONSIN
EARTH TECH PROJECT NO. 64296.04

Station		Location (from top)	Concrete Patching (SF)			Exposed Rebar	Outfall Present	Comments
From	To		<2" *	2"-4" *	>4" *			
7+09	7+09	Bottom	--	--	1	No	Yes	Deterioration under outfall
9+60	9+85	Bottom	--	10	--	No	Yes, 9+75	Previous patch
9+85	10+00	Bottom	--	--	30	No	Yes, 9+85	Previous patch
10+10	10+25	6 to 8 feet from top	5	--	--	No	No	Segregation/voids
10+50	10+65	4 to 6 feet from top	--	10	--	No	No	Segregation/voids
10+80	10+80	2 feet from top	--	2	--	No	Yes	Segregation/voids
11+00	11+65	Bottom	50	--	--	No	Yes, 11+50	
11+65	12+00	Bottom	30	--	--	No	No	
12+00	12+50	Bottom 6 feet	--	--	--	No	No	Segregated concrete (300 SF)
12+50	13+05	Bottom	--	--	110	No	No	
13+22	13+50	Bottom 6 feet	--	--	--	No	No	Segregated concrete (300 SF)
14+08	14+30	Bottom	--	25	--	No	No	
14+85	15+00	Bottom 3 feet	--	--	25	No	Yes	Hollow concrete
15+50	15+50	Exterior corner	--	10	--	No	No	
15+75	15+75	Under outfall	10	--	--	No	Yes	
Sum			**95**	**57**	**166**	---	---	---

*Required depth of removal and patching.

Figure 1
Deterioration/Voiding and Undermining at Outfall, Station 7+10

Figure 2
Poor Concrete/Deteriorated Patch, Station 9+80–10+00

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Figure 3
Voiding at Bottom of Wall, Station 9+90

Figure 4
Minor Voiding/Loss of Cover, Station 10+90

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Figure 5
Segregation/Loss of Cover, Station 12+50

Figure 6
Voids/Segregation, Station 14+10–14+30

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Figure 7
Concrete Voids and Segregation, Station 14+50–14+40

Figure 8
Concrete Voids and Segregation Around Weep Hole, Station 15+00

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Figure 9
Deterioration Under Outfall, Station 15+75

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ATTACHMENT 5

VEGETATION

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TABLE 5 VEGETATION PRELIMINARY ENGINEERING REPORT RETAINING WALL REPAIR PROJECT CITY OF NEW LONDON, WISCONSIN EARTH TECH PROJECT NO. 64296.04		
Station		Description
From	To	
7+75	7+75	Large tree at top of the wall
8+85	8+85	Maple sapling
9+00	9+10	Saplings
9+20	9+80	Saplings

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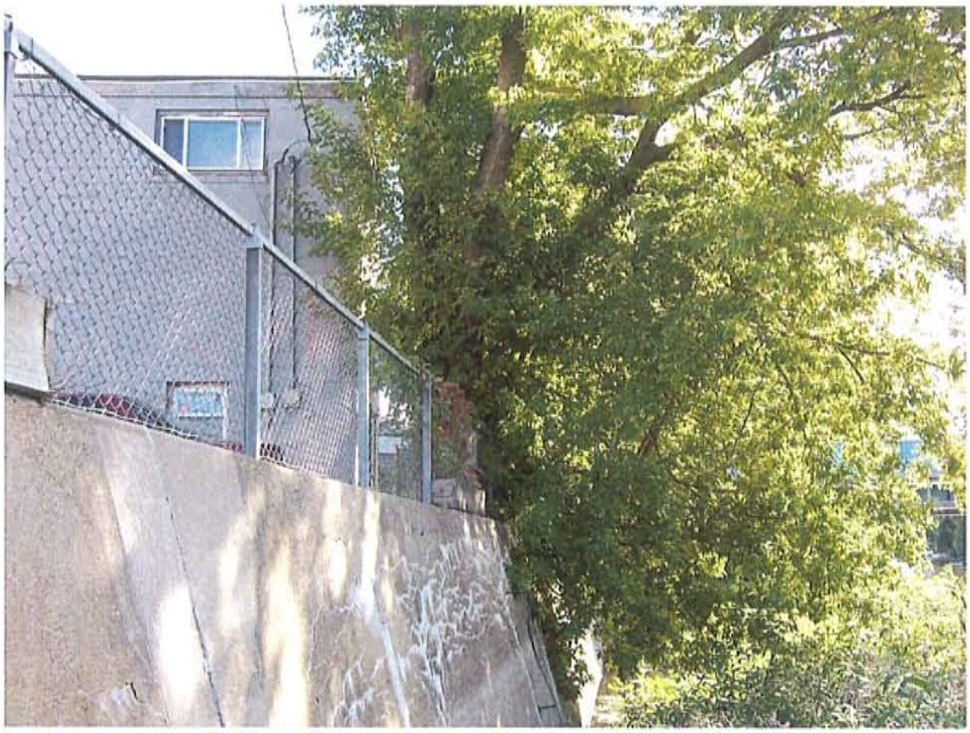

Figure 1
Tree, Station 7+75

Figure 2
Sapplings/Shrubs, Station 9+20–9+80

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ATTACHMENT 6

CHAIN LINK FENCE

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TABLE 6 CHAIN LINK FENCE PRELIMINARY ENGINEERING REPORT RETAINING WALL REPAIR PROJECT CITY OF NEW LONDON, WISCONSIN EARTH TECH PROJECT NO. 64296.04		
Station		Comments
From	To	
7+05	14+80	Replace all

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Figure 1
Fence, Station 13+00

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ATTACHMENT 7

ALLEY GRADING

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TABLE 7 ALLEYWAY GRADING PRELIMINARY ENGINEERING REPORT RETAINING WALL REPAIR PROJECT CITY OF NEW LONDON, WISCONSIN EARTH TECH PROJECT NO. 64296.04		
Station		Comments
From	To	
9+25	14+80	Assume 8-foot wide grading next to the wall

L:\work\Projects\64296\wp\r1\sea wall\tables_krh.doc

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Figure 1
Alley, Station 13+50

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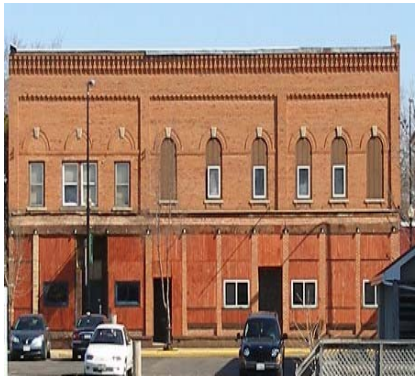
CITY OF NEW LONDON

WATERFRONT PLAN

Preliminary
August, 2009



AYRES ASSOCIATES

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Section 1. Introduction

In February of 2009, the City of New London hired Ayres Associates to prepare a Waterfront Plan. The project will result in identifying desired improvements along the Wolf River waterfront and portions of the central business district. In addition the plan will evaluate elements of the Central Business District as it relates to drawing residents and tourists to the waterfront and business district.

The plan is intended to serve as a guide to assist the City, public and private agencies, and private developers for long and short term development activities. The content of the plan has been as a result of working with an advisory committee comprised of community stakeholders, a public involvement process discussed below and city officials. The process is summarized below:

- The project area is located between the two bridges of Shawano Street and Pearl Street. The Wolf River separates the area and North Water Street represents the main street commercial area of New London. The southern boundary of the project area is West Wolf River Avenue. Map 1 identifies the project area and land uses within it.

Public Involvement Process

- An Advisory Committee was established comprised of stakeholders representing various interests of the City of New London. The committee was given the responsibility to oversee the planning process, provide input, review data, and provide feedback to initial recommendations as presented.

- Site Awareness Visit, March 25, 2009

  After the first meeting of the Advisory Committee, members of the committee visited locations of the project study area with the consultant to provide feedback regarding existing conditions and other information about the site(s) and the waterfront.

- Advisory Committee Meetings:

  March 25, 2009
  May 13, 2009
  June 17, 2009
  July 15, 2009

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- Public Involvement Meeting(s):

    - April 21, 2009
      A Visioning Workshop was held open to the general public, stakeholders in the community and city officials to provide feedback regarding the existing conditions, constraints and opportunities of the waterfront project area as well to provide their “vision” of the waterfront for the future.

    - August 26, 2009
      A second meeting was held to gather additional feedback regarding the final waterfront planning effort.

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Section 2. Guiding Mission Statement for Waterfront Planning

The City is participating in an ongoing economic development process called *Forward New London.* During the *Forward New London* work, a visioning exercise was completed. To be consistent with that effort and to provide a sense of purpose and overall guidance for the waterfront planning process, the waterfront planning committee created a Guiding Mission Statement based on the *Forward New London* vision statement.

Here is the statement:

The Wolf River will attract residents and visitors to the City of New London's downtown and the riverfront as there will be a variety of businesses to patronize, recreational and entertainment opportunities to participate in and enhanced use of the riverfront improving access to all of these amenities.

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Section 3. Market Area Demographics

An evaluation of the market area in terms of current demographic information and how these data may change over time has potential to affect retail investment within the community. Information as it relates to drive time from the New London waterfront/downtown area is the location from which this initial analysis for the waterfront was completed.

Table 1. Market Area Identification

	10 Minute Drive	15 Minute Drive	30 Minute Drive
2000 Population Census	10,098	16,266	96,437
2009 Population Estimate	10,268	16,950	105,129
2014 Population Projection	10,381	17,353	109,752
2009 Household Estimate	4,080	6,546	41,427
2014 Household Projection	4,165	6,776	43,721
2009 Household Income (median) Estimate	$51,729	$56,418	$57,360

Source: Claritas Inc. Site Reports, 2009.

Population increases have not occurred at the same rates when evaluated over time. The positive indicator is, however, that population is increasing and that household incomes are also increasing as the market area expands as indicated in Table 2-1 above.

Table 2. Population Growth Trends

	10 Minute Drive	15 Minute Drive	30 Minute Drive
Growth 2009-2014	1.10%	2.38%	4.40%
Growth 2000-2009	1.68%	4.21%	9.01%
Growth 1990-2000	8.62%	12.55%	18.93%

Source: Claritas Inc. Site Reports, 2009.

Retail Opportunity Analysis

Claritas provides information that allows for the evaluation of an area for “gaps” and “opportunities”. The data offers the comparison of the existing volume of retail sales in a specific area, or the *supply*, and compares it with the expected retail expenditures by persons living in the area, or the *demand*. The evaluation is based on the idea that a “gap” indicates that there is a surplus of demand and that local expenditures are forced to take place outside of the market area in order to be met. In terms of the local economy, this is called a leakage from the area. Capturing this leakage by providing the service or retail need is a way of keeping the dollars invested within the community.

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There are many factors that determine retail location decisions such traffic volumes, property availability, type of access, type of market consumers, surrounding land uses and other considerations. However, in terms of gaps and therefore *opportunities* within the driving time market areas, this evaluation identifies areas where the demand exceeds the supply of goods and suggests there are possibilities within the retail markets listed in the next few tables. Tables 3 – 5 provide potential opportunities by driving distance from New London's waterfront project area.

Table 2. Retail Market Area Opportunities Identified by an "X"

North American Industry Classification System	***10 Minute Drive***
Non-Store Retailers	**x**
Food Service and Drinking Places	**x**
Building Material, Garden Equip Stores	**x**
Motor Vehicle and Parts Dealers	**x**
General Merchandise Stores	**x**
Clothing and Clothing Accessories Stores	**x**
Miscellaneous Store Retailers	**x**
Furniture and Home Furnishings Stores	**x**
Sporting Goods, Hobby, Book, Music Stores	**x**
Electronics and Appliance Stores	**x**

*Source: Claritas Inc. Site Reports, 2008.**

*Claritas' RMP data is derived from two major sources of information. The demand data is derived from the Consumer Expenditure Survey (CE Survey) which is fielded by the U.S. Bureau of Labor Statistics. The supply data is derived from the Census of Retail Trade which is made available by the US Census.

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Table 4. Retail Market Area Opportunities Identified by an "X"

North American Industry Classification System	*15 Minute Drive*
Motor Vehicle and Parts Dealers	***x***
Non-Store Retailers	***x***
Food Service and Drinking Places	***x***
Building Material, Garden Equip Stores	***x***
Clothing and Clothing Accessories Stores	***x***
General Merchandise Stores	***x***
Miscellaneous Store Retailers	***x***
Sporting Goods, Hobby, Book, Music Stores	***x***
Health and Personal Care	***x***
Furniture and Home Furnishings Stores	***x***
Electronics and Appliance Stores	***x***
Food and Beverage Store	***x***

Source: Claritas Inc. Site Reports, 2008.

Table 5. Retail Market Area Opportunities Identified by an "X"

North American Industry Classification System	*30 Minute Drive*
Non-Store Retailers	***x***
Food and Beverage Store	***x***
Health and Personal Care	***x***

Source: Claritas Inc. Site Reports, 2008.

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Section 4. Land Use

Existing Land Use

The land uses within the planning area include a variety of uses. The Wolf River divides the planning area with North Water Street, a primary portion of the City's central business district located on the north side of the planning area. In this area are retail, restaurant, entertainment, and some office uses. Within the central business district along N. Water Street there are some vacant storefronts. In addition there are seasonal docks accessible at the City's Taft Park. On the southern side of the Wolf River waterfront, there is an industrial use represented by Saputo Cheese. There is also a city owned property to be redeveloped. This property is the former Wolf River Lumber Company site which is 5.5 acres in size and is estimated to be nearly one quarter of the downtown riverfront in the planning area. There are 3 fishing piers on the south side of the Wolf River waterfront and a public seasonal dock system located near the Pearl Street Bridge. Map 1 provides general land locations for the purposes of this planning effort.

Zoning

The City currently maintains a general Zoning Ordinance located within Chapter 17 of the Municipal Code of the City of New London. The planning area to the north is zoned primarily Central Business District (B-1). This district is intended to provide for a full range of commercial uses in a compact environment. The south side of the waterfront planning area is primarily zoned Manufacturing on the Saputo Cheese portion of the planning area. The Manufacturing district is intended to provide for manufacturing, warehousing and general commercial uses including most of those requiring outdoor storage The Wolf River Lumber site is zoned Highway Commercial (B-2). This district is intended to accommodate an extended pattern of commercial development with setbacks, single purpose trips, some outdoor storage needs and off street parking. There is a small area on the south side zoned B-1 next to the Pearl Street Bridge.

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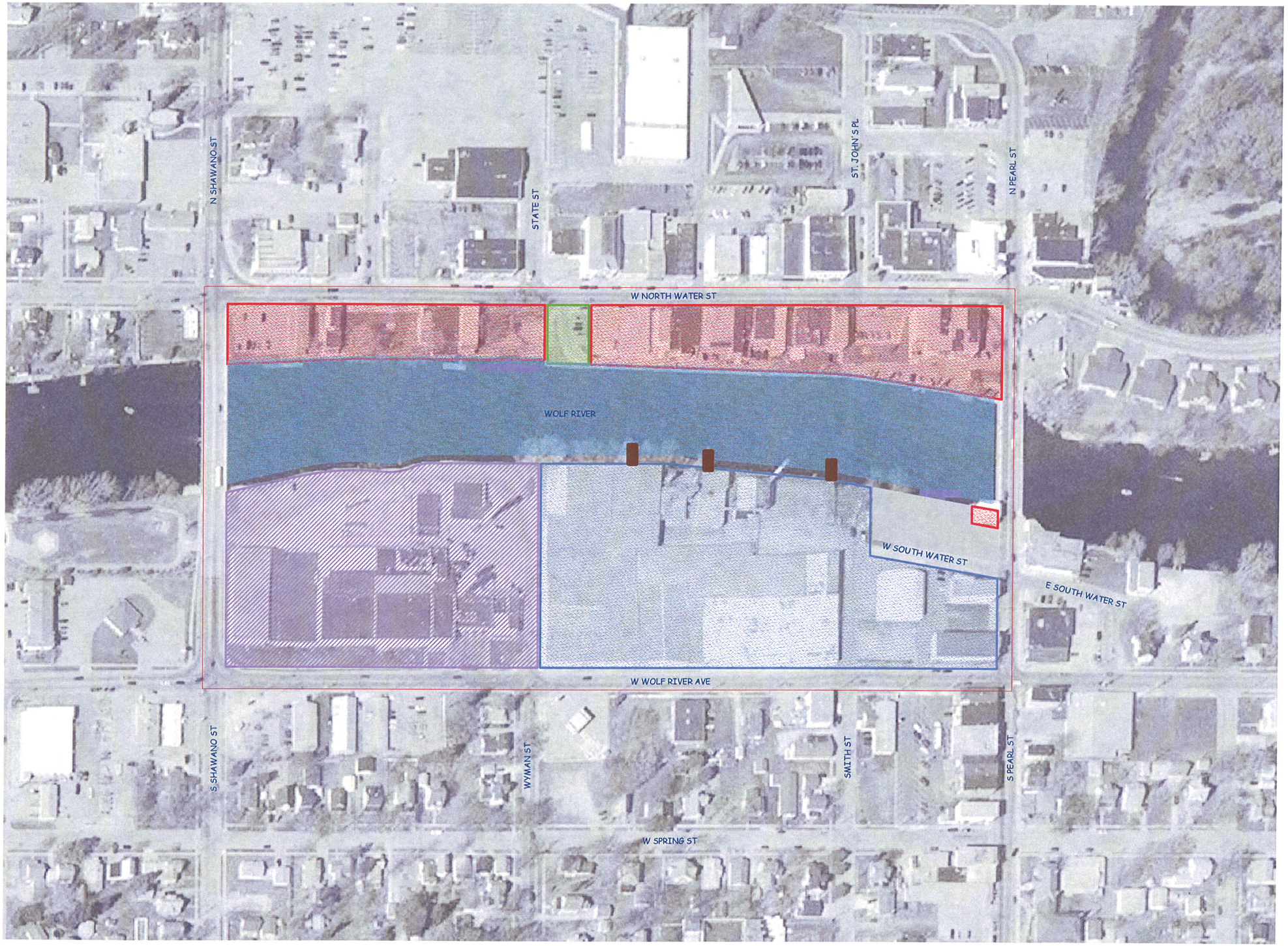

NORTH

LEGEND

- RIVERFRONT PLANNING AREA
- MAINSTREET COMMERCIAL
- REDEVELOPMENT OPPORTUNITY
- INDUSTRIAL
- PARK
- TRANSPORTATION\PARKING
- PIERS
- DOCKS

NEW LONDON, WISCONSIN	AYRES ASSOCIATES GREEN BAY, WISCONSIN	PLANNING AREA LAND USES	MAP NO. 1

Central Business District and Waterfront Connection

The proximity of the central downtown area to the waterfront makes both areas a natural draw for visitors and residents. Using this geography as an advantage to provide services, employment, housing and waterfront recreation together is the challenge in this interconnected area. A sample of photos taken within the project area provides examples of the structures and conditions within and around the waterfront.

Figures 1 - 4. Existing Downtown Business along N. Water Street

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Figures 5 & 6.

North Water Street – view from the Wolf River

The appearance of downtown properties, particularly from the vantage point of the Wolf River, has been raised during this planning process. This has been an ongoing area of concern and the impetus behind the development of multiple funding sources made available for the purpose of building improvement. Building and façade improvements can have a transformative effect on the surrounding environment. As one building owner makes improvements, another may begin and then a domino effect starts to follow.

In addition to structural improvements to buildings, communities can employ landscaping for beautification and greening techniques. Landscaping can also serve as green infrastructure for stormwater filtration purposes. A photo comparison is shown below in Figures 7 and 8 of a non-landscaped and landscaped parking area. Figure 7 shows an area in New London of a parking lot with an exposed dumpster without surrounding landscaping or screening techniques. It is located along a connecting route to N. Water Street into the downtown. This is an area that serves as an secondary entry point into the waterfront and into the central business district area.

Figures 7 & 8.

Existing New London parking area without landscaping or screening

Example of parking lot with landscaping

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Building Improvement Program Benefits

Building improvements are beneficial to both business owners and the community. Improving the value of these structures positively impacts the overall community's tax base and the perception of what type of priority the downtown is to a community. Generally, downtowns are the recipients of a great deal of public investment. This investment should be maximized as central business districts can be the heart of a community by offering services and retail opportunities unlike any other downtown.

Building improvement programs are designed to assist the property owners in reaching business goals as well as improving the value of their buildings through improvements. Although the City of New London is not going to pursue the Wisconsin Department of Commerce Main Street Program, the data available from this program demonstrates the role of investment in property and how it can spur economic development benefitting both the building owner and the community. The information presented in Table 6 from the program shows that investment created jobs, buildings were rehabilitated and buildings were sold. The goal in New London is to improve buildings but also to encourage business development. These data indicate that through investment both of these activities can occur over time.

Table 6. Wisconsin Main Street Program Results, 1988 – 2007

Public Improvements	1,243
Public Investment	$172,657,272
Building Rehabilitated	4,353
Private Investment	248,425,071
New Businesses	3,325
New Jobs	15,097
Buildings Sold	1,300
Private Investment in New Buildings	$255,533,579
Private Investment in Buildings Sold	$184,848,265
Total Public and Private Investment	$861,465,188

Source: Wisconsin Department of Commerce,http://commerce.wi.gov/CD/CD-bdd-impact.html

Tools Available for Local Implementation

Addressing building upkeep and landscaping that would be beneficial in the planning area can be done with existing programs the City has created and with additional tools available to municipalities.

4.1 Increase the marketing of the Existing Building Improvement/Facade Programs

There are three available funding sources that have been developed to assist property owners with improvements:

a. The city has established a $25,000 grant program using general fund dollars to encourage rear facade improvements in this waterfront planning area along the Wolf River.

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b. The Community Development Corporation in cooperation with the local banks has re-established the general façade improvement loan program with nearly $500,000 of low interest, private financing available for general exterior business improvements throughout the City.

c. The third funding source is the Waupaca County Revolving Loan Fund which can be used toward building remodeling improvements. The loan amount is subject to availability of funds.

To encourage participation in building improvement(s) program as well as to elicit participation in other aspects of the central business/waterfront revitalization effort the City should consider the following:

4.2 Recruit local design firm(s) to provide design services for property owners that are interested in making façade improvements.

During the Forward New London exercise the City worked with a local firm to engage in some preliminary work. This indicates there is local interest and this may be one area to begin linking the Forward New London effort with this planning exercise. The key to this recommendation, however, is that consistent architectural standards for façade improvements are employed. Architectural standards are discussed in greater detail in item 5.

Local design firms interested in offering their design expertise may be willing to offer discounted rates or sliding fee scales for the purposes of getting the downtown improvement activity occurring. In return, the design firm and property owner both benefit by being promoted as a local program success story. The effort will demonstrate local services and materials were purchased and, very importantly, demonstrate the strength of local businesses helping each other within their areas of expertise.

4.3 Seek volunteer groups to “adopt a parking lot” for plantings and maintenance.

If this occurs, be sure to have a sound, attractive design in place for these areas. Local Master Gardeners Clubs/Programs may be willing to share their talent and expertise for the design, Rotary – type clubs may be willing to help with labor for these activities.

4.4 Provide information materials and outreach regarding the City’s Building Code

The City’s façade improvement funding is tied directly to building code compliance. However, the issue of safety and structural integrity for some of the properties along North Water Street is a relevant topic of discussion to this process. From an outside view, there are upper windows and doors that appear to have inadequate protection should these points of entry/exit be accessed. Preventable tragedies have occurred in other communities under similar circumstances.

4.5 Expand the City’s Design Review Process

The City’s Comprehensive Plan, adopted in 2007, recommends the additional provisions of an architectural design review process. A design review process is also a recommendation resulting from this planning effort. Architectural design standards

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provide criteria for building design, materials used, lighting and other elements. It is suggested that specific architectural design guidelines be developed.

The design review process can come under the purview of City's Plan Commission. Optimally, the Commission would eventually include an expert(s) such as an architect or landscape architect to become a member or be available to review the designs proposed to meet the architectural standards that become developed by the city for the Central Business District and the Highway Commercial District.

The planning area to the north of the Wolf River is zoned Central Business District (B-1). This district is intended to provide for a full range of commercial uses in a compact environment. The south side of the waterfront planning area is primarily zoned Manufacturing (M) which is intended to provide for manufacturing, warehousing and general commercial uses including most of those requiring outdoor storage. The Wolf River Lumber site is zoned Highway Commercial (B-2). This district is intended to accommodate an extended pattern of commercial development with setbacks, single purpose trips, some outdoor storage needs and off street parking. There is a small area on the south side zoned B-1 next to the Pearl Street Bridge.

Modifying the Central Business District and the Highway Commercial District zones with the addition of architectural standards will achieve a more cohesive and enhanced waterfront and downtown area as revitalization occurs in the area along N. Water Street. The Wolf River redevelopment property is currently zoned Manufacturing. However, for this site, the City may consider using the Overlay Planned Development District to maximize the City's role and ability to provide input regarding the redevelopment of this key riverfront property. Again architectural standards applied to the development of this site would also be appropriate to achieve a standard of building quality and character that is appropriate to this prime location on the waterfront.

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Section 5. Streetscape Zones

Streetscaping improvements are meant to be built upon steps already taken by the City. The suggestions are targeted for the Streetscape Enhancement Areas identified on the Waterfront Concept Map which are the access points leading into the City of New London. Tying together the amenities within the Central Business District and the waterfront for a unified approach to beautification efforts within the planning area will provide a cohesiveness and increased level of functionality.

Streetscaping Recommendations

5.1 Enhanced pedestrian crossings, streetscaping amenities should include street trees, benches, bicycle racks, consistent choices of trash receptacles, larger planters, and continued use of banners.

5.2 A streetscaping program should be in place and include the aformentioned items. It should also be coordinated with wayfinding improvements discussed in the next section.

Figures 9 & 10.

Seasonal banners and hanging baskets in New London

5.3 To identify the areas for the streetscaping program, Map 2, has classified these areas as Streetscaping Zones. These are the areas where the applications listed in above recommendations should be applied to visually and functionally upgrade the City's main street area and areas leading into to the waterfront.

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Figures 11 & 12.

Examples of planters that may supplement existing plantings in downtown.

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Section 6. Wayfinding Signage

Signage plays many roles in informing the public. Signs provide the location of available access, indicate where particular destinations are, and relay cultural and historical information about communities.

During the public input process, there were comments received that expressed a lack of awareness about some of the City's waterfront amenities. One way to address this is to develop a comprehensive signage system that will identify more clearly various amenities that are present along the riverfront in the downtown area.

Briefly listed below are general categories of signs for developing a sign program. These definitions are followed by some examples of existing signs in the community as well as some examples from other locations that may be of assistance in the development of a sign program in the future.

Types of signs and the role each plays**:**

Directional: These signs indicate users' current location and providing notice of what other facilities and destinations can be found in various directions. Directional signage should also be used to help visitors access the other areas in the community when not necessarily on the New London Waterfront per se.

Interpretive: These signs should be placed along the waterfront indicating historic facts about the site, or pointing out sites of note along the harbor.

Situational: A map showing key locations along the waterfront. A "You are here" would help the visitor know where they while at the same time show linkages to other areas in the City of New London, such as the Chamber, the boat landings(s), other key locations, etc.

Temporary: If signage is determined to be inadequate in an area along the waterfront and central business district, there should be signs directing the public on the route

Some signs that can be found in New London:

Figure 13. Existing New London Signage

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Figure 14 & 15. Other Existing New London Signage

N.Water Street

W. Wolf River Avenue

Figures 16 - 18. Example of Directional and Informational Signs in other communities

Story board Sign

Situational Sign

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Wayfinding Signage Improvements

There are some improvements for the downtown and waterfront that can be implemented in conjunction with the city's existing signage system. The improvements are intended to create a more comprehensive signage system addressing all four types of signs mentioned earlier to guide visitors and customers around the waterfront and downtown. The signage should be easily used by those traveling in vehicles, as well as pedestrians and bicyclists. Areas identified for potential locations for new/modified signage are indicated on the Waterfront Map 2. Some of the issued addressed are listed below.

Key components the wayfinding improvements should address:

6.1 The development of a comprehensive signage program

It is recommended that the City engage in an inventory of the types of existing signs within the city. By examining the types of signs present that provide information for residents and tourists, it may become more apparent where information is lacking. When completing this evaluation, an attempt should be made to complete this exercise from the perspective of a visitor so there are no assumptions made about locations and amenities. Using informational signs to identify amenities more effectively, residents and visitors benefit from increased awareness of resources and businesses.

In terms of the sign quality, a consistent design should be applied throughout the waterfront area and the downtown for a cohesive signage program.

Specific Sign Needs:

6.2 Enhanced public parking signage with consideration given to a consistent color – such as the universal blue sign around the letter "P" as shown in Figure 16 so that the sign can be seen from various distances.

6.3 Directional signage to dock and pier amenities.

6.4 Directional and informational signage for trail connections and "loops" of the trail along the waterfront and into downtown.

6.5 Situational and directional signage of water routes and location of boat rentals, and other water recreational opportunities during summer and winter months so it is clear where people can go to participate in these activities.

6.6 Signage to serve as a marketing and promotional tool by conveying community event information. Information will need to be updated as to when and where events will be occurring along the waterfront and downtown.

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Section 7. Land Transportation

The circulation of vehicles, pedestrians and bicyclists within and through the City of New London is important to the vitality of the waterfront and the central business district. Improving areas that are lacking pedestrian access is an opportunity to enhance the quality of life for all New London residents. Enhanced access and the feeling of safety will encourage more walking and the patronizing of businesses.

Along the Wolf River are parallel, east-west roadways, W. North Water Street and W. Wolf River Avenue. Crossing the river, to the north and south are the bridges S. Shawano Street and S. Pearl Street. There are pedestrian crossings along these roadways that could benefit from enhancements to increase safety. There are trails along portions of the Wolf River that the City is working hard to provide connections for as well. Increases in connectivity for pedestrian and bicycle traffic create an opportunity for seamless interaction between waterfront visitors and downtown business visits.

Safe accommodation for pedestrians at intersections is extremely important by minimizing points of conflict with vehicles. The Federal Highway Administration's *Flexibility in Highway Design* indicates two parallel painted lines generally are not enough of a distinguishing marking because often motorist confuse these lines with the stopping line and pull up to the edge of the crosswalk. At a minimum, some type of striping or painting inside the crosswalk is recommended to improve safety.

Figures 19 – 22 on these two pages provide an idea of crossings for the City's consideration.

Figure 19.

Crossing to Taft Park located on North Water Street

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Figures 20 -22. Intersections to be maintained for pedestrians

This crosswalk shown just above is being updated.
The curb cut placement is in advance of the crosswalk painting.

Safe Crossings

Recommendations for pedestrians in downtown and around the waterfront:

7.1 Recommended enhancements for increased pedestrian (and bicycle) friendliness are along N. Water Street. In addition, streets within the planning area that intersects with N. Water Street and surround the Wolf River. The following options are suggested:

- At a minimum additional crosswalk stripping
- Enhanced (colored) curb ramps/curb cuts like what is shown in Figure 22 with truncated domes at the base of the cross walks for handicapped accessibility

Figures 23 and 24 on the next page show examples of intersection enhancements that have significant visual impact and some additional streetscaping treatments.

7.2 The City has a crosswalk and roadway painting schedule within the public works department maintenance program(s). It is suggested that within this program the city incorporate a more visual and enhanced pedestrian crossing system. The

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goal is to incorporate pedestrian walking areas that are just as apparent as the vehicle safe areas to facilitate an ease of movement. That is what the downtown main street is designed to attract and the transportation facilities surrounding it need to support that function. Please see below for crosswalk treatments.

Figures 23 & 24. Examples of Crosswalk Treatments

Block painting for the crossing

Another choice of a brick pattern in white

Additional intersections that would benefit from more visual treatments for all roadway users are marked on the Waterfront Concept Map 2.

Trail Connectivity

Providing and enhancing pedestrian connectivity along the waterfront is a priority identified by the City. There is gap in the connectivity on the southern side of the Wolf River between the trail in progress (Figure 25) and the Saputo Cheese property (Figure 26). Saputo is unable to dedicate any of their property along the waterfront for use as a public trail because the company uses all of the land. Therefore other alternatives are under consideration by the City to have a walkway along the Wolf River. Trail users currently have the option to walk south toward Wyman Street, then west to continue on a trail once safely crossing the Shawano Street Bridge (Figure 27).

Figures 25 & 26.

Trail in progress and Saputo is to the west

Saputo property is a gap in the linear trail along the south side of the Wolf River

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Figure 27

Trail users can continue on this trail (shown above) once safely crossing the Shawano Street Bridge at the intersection with Wolf River Avenue (not shown)

7.4. Concurrently with the waterfront planning process, trail connection alternatives to address the break in the trail due to the Saputo location are under consideration. With the circumstances of not being able to use any Saputo property for trail access, other pathway accommodations will have to be made. The City will make a decision in the future for trail connections based on alternatives developed.

Alternatives receiving further attention:

- Under further consideration is whether the trail can continue under the Shawano Street Bridge. The determining factors are the fluctuating water levels of the Wolf River. Water flow and water levels which require further analysis. This is currently being assessed for a trail alternative.

- At this time, access to the Saputo property is not possible. Therefore a structure parallel to the Saputo property secured on the bank of the Wolf River is under consideration and being further studied for a possible trail alternative.

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Section 8. Waterfront Area

Wolf River

The Wolf River basin lies in northern and central Wisconsin. The river basin includes all of Waupaca County and parts of Forest, Langlade, Marathon, Menominee, Oneida, Outagamie, Portage, Shawano, Waupaca, Waushara and Winnebago Counties. Almost the entire 233,384-acre Menominee Indian Reservation (Menominee County) is within the basin. A portion of the 655,000-acre Nicolet National Forest extends into the northern part.

The Wolf River flows though the planning area and bisects the City from the east to the west. It flows in a southerly direction until it joins the Upper Fox River just above the Lake Winnebago Pool lakes.

Fishing, Boating and Recreation

The Wolf River is known for sturgeon found in this river and in Upper Fox River Basin. The sturgeons spawn between approximately April 15 and May 5, as they swim upstream from Lake Winnebago. White bass or sand bass also spawn in the Wolf River in the spring. During spawning season there is a very active fishing season boating and on the shore in the area.

To facilitate boating opportunities, there is Riverside Park on W. Wolf River Avenue which is just to the west of the planning area. At Riverside Park there are public boat landings and launches, a bait shop, shelter house, docks, and restrooms. There are also docks placed in the River seasonally downtown at Taft Park on the north side where not only are boats docked there is swimming in the summer months. There are also docks at Loss Park.

Figure 28

Docks at Taft Park

There are three fishing piers located on the south side of the Wolf River offering additional opportunities for fishing from the shore. There is waterfront trail access along most of the south side of the Wolf River within the planning area to access the piers by walking or parking on the southside to access the piers. In addition, there is also a boating lifestyle that is very present in the New London community. Many residents along the Wolf River have fishing shanties and personalized fishing areas at their home where they dock their boat, spend time with their families to fish and boat along the river to destinations within New London and beyond.

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During the winter months there are still many recreational activities that occur on the Wolf River. Snowmobiling, ice bowling and ice fishing, and dedicated trail users are all recreational enthusiasts and appreciate the varied uses of the Wolf River.

Figures 29 & 30.

Winter activities on and along the Wolf River

North Side Dock Wall Amenity

Like the Wolf River Trail Connection alternatives (see page 25), the system for future docking on the north river wall along the Wolf River in the planning area is also in the process of further study by the Ayres Associates. The City and the waterfront advisory group have an interest in additional docking for boaters. The docking is to be located along the north side of the Wolf River dock wall in the area directly behind the businesses. This area is the location chosen to facilitate docking in the central business district and then providing access for boaters to walk into the area to patronize businesses.

The docking system is under further study by Ayres Associates for a docking system that will be accessible to all populations. It will be located to the east of Taft Park behind the concentration of businesses along the main street are on North Water Street. Engineering solutions will have to take into consideration the fluctuating water levels of the Wolf River. The results of the dock system alternatives will be provided to the City as a separate analysis from the Ayres Structural Engineering group.

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Waterfront Recommendations

The recommendations listed below and the items listed in previous sections are identified on the Waterfront Concept Map 2.

North Side of the Wolf River

8.1 The city would like to pursue the provision of a docking system along a portion of the north dock wall behind businesses located along N. Water Street.

The City would like to see an additional docking system along a portion of the north dock wall. An engineering assessment is on-going for an accessible dock to be located behind the concentration of businesses located on N. Water Street. The docking system will encourage boating traffic along the Wolf River and provide a convenient stopping point for boaters to patronize the City's main street businesses.

8.2 Removal of a property just to the west of the Pearl Street Bridge.

In this location is there is currently a property that the County is in the process of acquiring as the property is in foreclosure. The County is involved because of the 2010 Pearl Street Bridge replacement that is scheduled to occur. The building will eventually be removed. During the public involvement process and committee discussion, there was input regarding the possibility of a gazebo and observation area to passively enjoy river activities as a possibility for this space. At this time, the property must be removed for the bridge replacement and a tree must be removed to maintain the integrity of the north river wall.

8.3 Place a snowmobile ramp and fishing pier on the east side of Pearl Street Bridge.

The snowmobile ramp is located near a service station to provide easy access to and from the river with the ability to access gas and other provisions. The fishing pier addition is to provide additional shoreline fishing opportunities. In the vicinity of these two proposed amenities is a dedicated trail easement for future access providing additional pedestrian connectivity throughout the City.

South Side of the Wolf River

Preferences for the redevelopment of the city owned former Wolf River Lumber property have been identified.

8.4 The City plans to issue a Request for Proposals for development of the site. Already in place is a riverfront trail that is the result of a Wisconsin Department of Natural Resources grant and City of New London matching funds. During this waterfront planning exercise, land use preferences were identified for the City's consideration as development opportunities are presented to the City in the future. They are listed below:

- Commercial / Office
  Space is identified for retail, other commercial, services and office use.

- Mixed Use: Recreation and Commercial

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This preference for this would be a single structure housing both commercial and residential uses. Dining with the opportunity to take advantage of river views, specialty retail, and office use has been identified as the preferred use combined with condominiums for a mixed use development on a portion of the site.

- Recreation Based Commercial
  Targeting rental for outdoor recreation activities renting equipment for water sports such as canoeing, kayaking, and fishing.

- Additional Residential

- Outdoor Event Location
  Taft Park on the north side of the river is often used for events involving live music. The parking lot at the Festival grocery store is used for a Farmers Market. In some cases both of these venues have been described as not meeting the needs of these uses and for other City celebrations. A larger outdoor, waterfront location may serve as new location for these gatherings.

- Possible Location for New Library
  The City's Library Commission has conducted a study for additional space needs. There has been some interest expressed in relocating the library on a portion of this redevelopment site. The discussion regarding the library included building the library upward into a multi-storied structure to reduce the footprint of the new building should it be built here. Discussion also included having the museum remain in its current location and expand into the old library space if a new library is built on the redevelopment site.

<u>Site Sustainability and Qualities</u>

In addition to these uses above, the committee expressed the application of green building techniques as an additional design quality they would like to see brought forward in proposals. The sustainable building applications that can be applied to redevelopment including but not limited to the following:

- Efficient lighting and window systems
- Efficient heating and cooling systems including geothermal applications
- Landscaping and drainage design to minimize stormwater runoff and minimization of impervious surfaces

In terms of the design at the site, pedestrian connectivity within the site should be incorporated to continue that priority all around the riverfront. Internally on the site a campus like environment will encourage trail users and others within the surrounding area to walk or bicycle in to shop or dine and continue on their way into downtown and around the river area.

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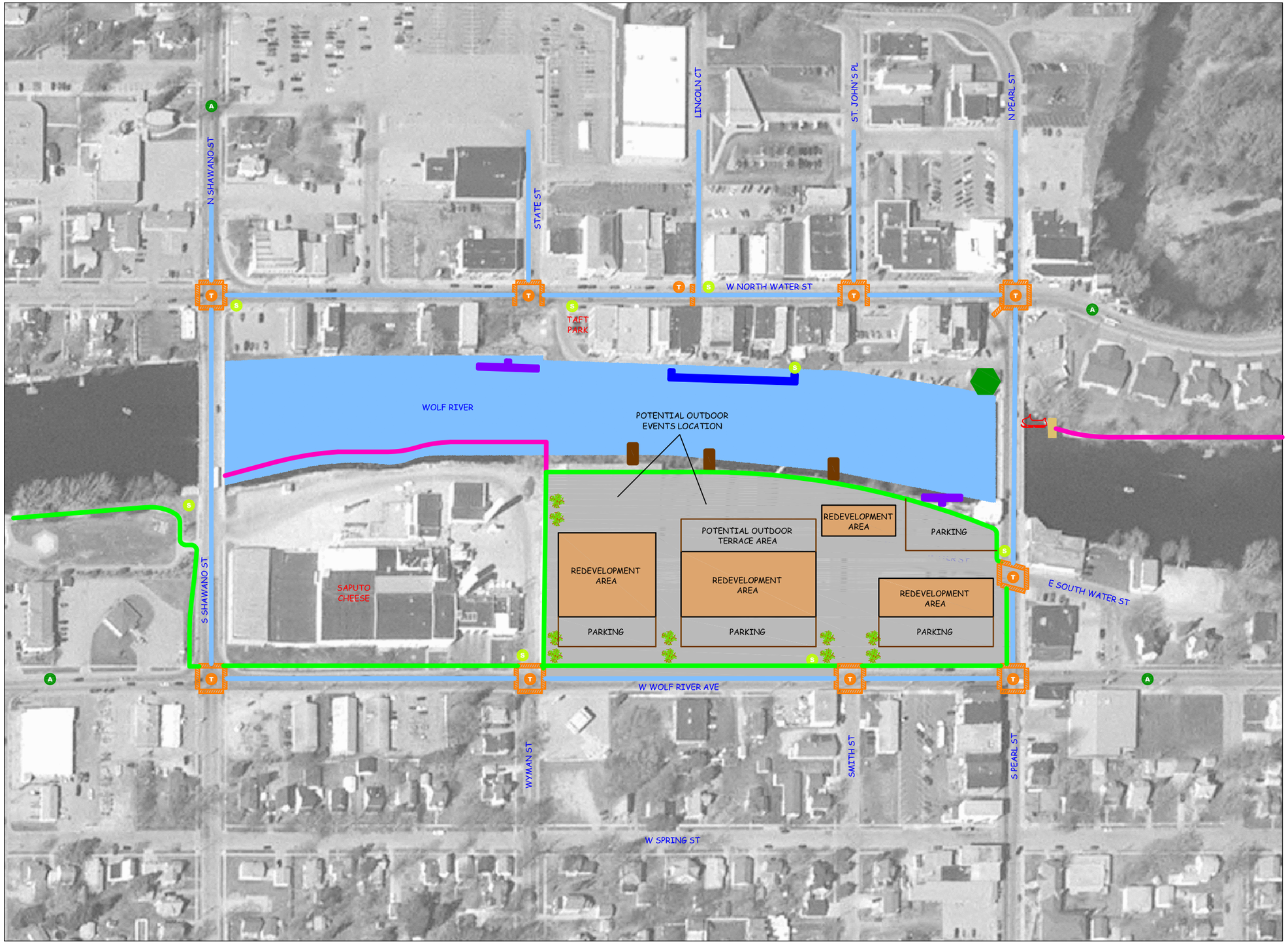

NORTH

LEGEND

- PEDESTRIAN WALKWAYS (EXISTING)
- TRANSPORTATION ENHANCEMENT
- COMMUNITY ACCESS POINTS
- DOCK SYSTEM (EXISTING)
- FISHING PIERS (EXISTING)

PROPOSED REDEVELOPMENT USES

- COMMERCIAL/OFFICE SPACE
- MIXED USE: RESIDENTIAL AND COMMERCIAL
- RECREATION BASED COMMERCIAL
- RESIDENTIAL
- POSSIBLE NEW LOCATION FOR LIBRARY

- STREETSCAPE ZONE
- PEDESTRIAN WALKWAYS/EASEMENT
- SIGNAGE ENHANCEMENTS
- DOCK SYSTEM
- SNOWMOBILE RAMP
- GAZEBO/ OBSERVATION AREA
- FISHING PIER

NEW LONDON, WISCONSIN	AYRES ASSOCIATES GREEN BAY, WISCONSIN	PRELIMINARY WATERFRONT CONCEPT	MAP NO. 2

Section 9. Funding

Funding alternatives listed on the next pages are intended for use by local units of government and in some cases by non-profits.

Local Funding:

- *Tax Incremental Financing (TIF)*
  Tax Incremental Financing is a local tool that is available that provides a municipality with the ability to capture new development taxes within an identified area. Projects using TIF funding generally include redevelopment projects public infrastructure, building and facade improvement, streetscaping, design and planning activities supporting the improvements.

For Infrastructure funding:

- *Community Development Block Grant for Public Facilities (CDBG-PF)*
  CDBG-PF is intended for public building projects. To be eligible the project must specifically 1.) benefit individuals of low to moderate income, 2.) eliminate blight, and 3.) meet an urgent local need, typically following a disaster. The commerce website is http://commerce.wi.gov/CD/CD-index-gov.html.

- *Community Development Block Grant for Economic Development (CDBG-ED)*
  This program is specifically intended to help fund public infrastructure projects, to result in business development and increase jobs within the community. Commerce website is: http://commerce.wi.gov/cd/CD-bcf-cdbg-pfed.html.

- *Wisconsin State Trust Fund Loan Program:*
  The State Trust Fund Loan Program allows schools and municipalities to borrow money from the state trust fund and repay it at below market rates. The loans can be used for infrastructure improvements, and some non-infrastructure programs. The website is: http://bcpl.state.wi.us.asx/

Economic Development Funding:

- *Community Development Block Grant -Economic Development (CDBG-ED)*
  The goal of this program is to invest in local business in order to create jobs. To do this, the program provides local government with funds that the government then loans to local businesses. The loan repayments remain in the community as a revolving loan program. The Commerce website is: http://commerce.wi.us/MT/MT-FAX-0806.html.

- *Blight Elimination and Brownfield Redevelopment Grants (BEBR)*
  The BEBR grant is administered through the Wisconsin Department of Commerce. This funding source is usually is the course of action once assessments have been made, demolition occurs and developer agreements are in place. The website for this program is: http://commerce.wi.gov/CD/CD-bfi-grants.html.

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- *Wisconsin Housing and Economic Development Authority (WHEDA)*
  WHEDA provides creative financing resources for residents and businesses. The WHEDA foundation receives and administers grants and programs that include small businesses. The WHEDA website is: http://www.wheda.com/

For Natural Resources and Recreational Funding:

Wisconsin Department of Natural Resources (WDNR)

- *Acquisition and Development of Local Parks (ADLP)*
  This program allows up to 50 percent grant through the WDNR. Funds can be used to develop recreational facilities including park areas, sanitary and shelter buildings, signs, interpretive items, and disabled accessibility improvements. An approved comprehensive outdoor recreation plan is required prior to the application. Applicants compete on a regional basis for a 50 percent grant.

- *Urban River Program*
  Funds are available to acquire land, rights to land, and to enhance shorelines on or adjacent to rivers that flow through urban or urbanizing areas, in order to preserve or restore urban rivers or riverfronts for the purposes of nature based outdoor recreation activities. Eligible activities include land acquisition, shoreline enhancement such as stabilization, lighting, open shelters, fences, signage, access, and the removal of retaining walls, roads, buildings, and overhead wires. Engineer and design costs of enhancement projects are also eligible. This program can assist up to 50 percent of the total project costs, competing statewide.

- *Urban Greenspace Program*
  A 50 percent grant is available through this program to protect scenic or ecological features, acquire lands for natural space within or near urban areas, and to provide land for nature based outdoor recreation. This is not for redevelopment projects but to protect natural areas with scenic, ecological or natural values. Applicants compete on a statewide basis for a 50 percent grant.

- *Acquisition of Development Rights*
  This program helps purchase development rights ir easements in areas where restrictions on residential, industrial or commercial development could improve outdoor recreation by protecting natural, agricultural, or forestry areas. Funding criteria includes proximity to other permanently protected land, having frontage on a river of other body of water, provides or enhances nature based outdoor recreation opportunities, acquisition of land threatened by development pressures, and other criteria. Applicants compete on a statewide basis for a 50 percent grant.

- *Recreational Boating Facilities*
  This program provides cost sharing up to 50 percent for eligible projects. Eligible programs include ramps and service docks required to gain access to the water, bulkheads and breakwaters. Dredging for safe water depths for recreational boating (not as a part of a maintenance program), support facilities such as parking lots, lighting and feasibility studies are also eligible under this program. Grants are becoming highly competitive under this program and while applications are quarterly the DNR should be consulted about applying.

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Transportation Funding:

Wisconsin Department of Transportation

- *Local Transportation Enhancement Program*
  This highly competitive program funds up to 80 percent of project costs focusing on non-motorized transportation projects. Funds can be used for bicycle and pedestrian facilities, historic transportation structures, streetscaping and scenic beautification, and tourist or welcome centers.

Arts and Culture Funding
The programs below are usually intended for non-profits. If the City partnered with a qualified organization the funds below could be pursued.

- *Wisconsin Humanities Council*
  The Humanities Council awards various types of grants to public programs that are engaged in activities that represent some for of art and/or cultural experience. There are planning grants, mini grants (less than $2,000), major grants ($2,000-$10,000) and media grants. The website for more information is: http://www.wisconsinhumanities.org/resources/html.

- *National Endowment for Humanities*
  The National Endowment offers 25 different grant programs intended to support and expand arts activities. For a complete listing the website is: http://www.neh.gov/grants/

State Historical Society – Division of Historic Preservation

- *Historic Preservation Funding*
  These funds provide matching grants to communities to prepare historic surveys necessary for nominations to the National Register on State Historic Districts. The preparation for nominations and educational activities related to historic surveys are eligible activities.

- *Federal Historic Preservation Tax Credits*
  This program offers 20 percent of the cost of rehabilitating registered historic buildings or historic buildings in a registered historic district to owners as a direct reduction of their federal income taxes. Wisconsin also has a supplemental historic preservation tax credit that returns an additional 5 percent of the cost of rehabilitation to owners as a discount on their Wisconsin State income taxes. Buildings must be rehabilitated to standards established by the Department of Interior to earn the tax credit. The program and grant site is http://www.wisconsinhistory.org/hp/grants/.

- *Preserve America Program*
  Communities must become a designated Preserve America community to apply for funds under this program. This program supports planning, development, and implementation of heritage tourism such as surveying and documenting historic resources, interpreting historic sites, marketing and training. Planning could involve tourism plans, adaptive reuse of existing historic resources and feasibility studies to determine if historic structures can become future tourism assets. For further details the website is http://www.preserveamerica.gov/communities.html

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Private Source:

- *Jeffris Family Preservation Fund for Wisconsin:* http://www.jeffrisfoundation.org/

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Appendix A: Public Involvement Results

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Public Involvement Meeting held April 21, 2009

There were 27 in attendance at the meeting and the summary results are reflected below. Overall, many detailed responses were provided regarding existing conditions and suggestions for the future of the waterfront.

Exercise 1: Existing Conditions

1.Taft Park
Use of the park was perceived to be by mostly locals with some other area users.

"Memorial Day program (4)
"Summer concerts, community events (4)
"Boat docks, tables to sit and relax, nice monument to veterans"
"Area is OK, main use is for daily seasonal activities"
"Unknown to visitors, not promoted".

2. Seasonal Docking amenities at Taft Park:
Use was perceived to be by both local (3) and tourist (6) fishermen and boaters

"Used by some tourists traveling up river. Some kids fish from the dock area. At times inaccessible because of lower water levels." (3)
"I was not aware of any docking amenity" (3)
"Boating – pontoons, personal watercraft, fishing tubing – from Embarrass River to Dairy Queen. Boaters; locals, tourists stop for shopping. Good condition"

3. Other areas on the north side:
Most responses addressed the following:

Appearance of the north side of the Wok River (8)
"Needs improvement in looks"; "Back sides of buildings need update; some areas have begun improvement but it needs to continue with all businesses…"

Access to the waterfront and/or businesses from this side of the river (8)
"Small steps near east end but are not accessible for boats due to sand bar"
"Need docks behind businesses."

Focusing on the South side of the Wolf River, this includes:

4. Seasonal Docking Amenities:
Use of the park was perceived to be by locals – kids as users was cited (4) for swimming and diving activities plus swimming and fishing.

"Youth hang out on docks. Boaters do not use it as there is no where to go – restaurants shopping, not near dock"

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“Good shape. Could use some better signage for parking. Mostly used by kids for swimming and fishing”
“I was not aware of this” – and (3) other of these types of comments
“Great condition and look. Lots of fishing mostly locals”

5. Fishing Piers:
Use of the piers was perceived to be by locals, fishermen and boaters.

“They exist?!” (5) – references to not knowing there were piers.
“Good shape. Could use some better signage for parking. Mostly used by kids for swimming and fishing”
“The piers are used by people at all times of the day and evening. I’ve noticed that it provides wonderful family recreation of fishing, sunbathing, just enjoying their bag lunch with a friend.”

6. Other areas on the south side:
Comments alluded to the areas state of transition at this point. Other comments addressed the trail – that it is just starting to get some use.

“A blank canvas with great potential” (2)
“Much of this area vacant and not developed. Walking trail just starting to get some use.”

7. General comments regarding existing conditions along the waterfront in planning area:

The comments in this sections addressed appearance concerns, design and beautification suggestions

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Exercise 2 - Preferences

Likes: #1	Dislikes: #1
Green space with trails, Walking trail along trail	The backs of the buildings on the north side of the river need improvement (7)
Would like piers, more like in Fremont, WI, so you don't have to wait for docking season	Would NOT like to see the north alley open up much other than to businesses by docks, because you'll have youth hanging around
The Taft Park view of river is very nice (2)	Want to repair wall and alley to stop damage (3)
Looking up/down the river when on the water is an attraction	Lack of a cohesive downtown business community that looks upon the river as a community/regional asset. (2)
Public access to the river front level is good but need further improvement – access from the river to downtown businesses.	The appearance of both sides of the river front
That the river is there, so we can use it properly (2)	High speed traffic on river. "Between the Bridges" could be a real social setting – paddle boats, canoes, etc – people stopping at bars/restaurants then going on a short cruise.
Can't think of anything other than the shoreline improvements on the south side and even these improvements are only fair.	South side of river has too much open space
Docking opportunity makes the river a source of recreation and people are thinking that way more and more (2)	The idea of tearing down more historic buildings is very disconcerting to me.
In general downtown is in fair shape and accessible for walking	That we can't dredge the river to make it usable. When the water is low not even small boats can safely make it here.
The historic buildings in the entire area should be preserved and maintained. (2)	Saputo cheese needs a lot of landscaping to hide/enhance building.
The south side of the river walking trail. It would be nice if the City could continue the Loss Park landscaping to include the brick trail walkway and connect the trail from the Pearl St. Bridge to the Shawano St. bridge with trees and flowers.	The City has not worked with the business owners for a long time – tend to bully.
Enhance landscaping - Aspen trees and large rocks (boulders) on river banks.	Not a pleasure boat river
The Wolf River Lumber site should enhance the downtown park – something interesting to bring in visitors	Dirty shore line, trees in the water
The south side should be used for commercial development and fun things for tourists and residents	

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Likes: #2	Dislikes: #2
Some of the buildings are of historical value and should be improved and preserved (2)	Too little green space
On second thought, if a walk bridge would take us to the south side and a library and/or snack shop were put in, I'd use it for good weather lunch breaks	Need to find out why people don't fix their businesses, equity position weak or what?
Some sites have made initial improvements to store fronts	Too many City owned buildings, ie. Garage on waterfront property and large industry
I like the New London has piers and docks for fishing and boating, although the utilization and promotion needs to be greatly improved. (2)	Streets are too drab – need a beautification program
Fishing and pleasure boating are wonderful on the river	The second area that needs work is the former Wolf River Lumber site. This area could be made into a beautiful area with apartments, green area and fishing or boating.
How the area outside the "outlined" area have been developed ie. The Sturgeon Trail	People either love the river of don't even know it is there – there needs to be more respect for what the river can do for our downtown and our community as a whole
User friendly…more docks = more patrons	The ability to be able to use any part of if and the areas near by
The area is safe and lighted so you feel safe walking	The remaining four buildings on the south side to be razed on the whole property. Move the cheese factory to the industrial park – then we could develop with a clean slate.
The retail business that is there should be kept (2)	The weed bed at the eastern end of river by bridge
The parks on the north side of the river are wonderful and should have a walking rail cantilevered out from the Sea Wall to connect the Pearl St. and Shawano St. bridge (actually over the river) so as not to interfere with the alley, but provide access to the north side businesses. Trees, lighting and proper landscaping could enhance the north side without interfering with the businesses. This could create more foot traffic to area businesses.	Would be nicer to have a better alley or walkway on the north side so you can look at the river
Taking out the Wolf River Lumber business opened up the south side for beautification projects along the river – more park space within the project area needed.	N. Water St. should be more attractive to walkers – benches, garbage cans – it's not inviting (2)
I like the cross-walks on N. Water Street	The water level is very low throughout the summer

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We have several unique shops, bring in tourists and more will open	The north side and south side don't connect for a user friendly environment. Between the bridges needs to be connected for everyone to enjoy the river and access to it.
Beauty of water through the City	The empty stores that are sitting without business. New businesses need to be developed to provide a vital retail district and keep business local
New London boat landing	That the City does not work with the people to make projects like this happen.
Taft Park – great start – needs enhancements	Sign ordinance – some building signs are too big
I could see the south side being developed into a time square. A fountain in the center in summer and somehow make it a campfire in winter.	Need no-wake zone downtown; No swimming
	The underdeveloped land on the south side of the river – it would be nice if there was some public green space
	No access to business from river
	Too much hard surface – cement, blacktop, and buildings
	I do not feel a library should be built on prime river property which I know is being pushed by the Library Committee.
	Parking situation on Water Street and Pearl Street is not user friendly. Would like to see angle parking or other ideas explored.

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Likes: #3	Dislikes: #3
The river (2)	Large industry on the river
A fixed up road on the north and even widened road could save on all the truck on main street!!	Look for ways to HELP property owners, NOT force
Opportunities for developing Wolf River Lumber property are a plus	Alley behind buildings needs to be closed to traffic, open to foot traffic instead. Safety along the alley on the north side of the river. A safe, yet aesthetically pleasing walkway needs to be developed. Plus other alley comments (4)
Green space, parking lot by bakery	Upstairs fronts of buildings on N. Water Street again are unpleasant to look at. Plus other clean up comments (3)
I like that New London has piers and docks for fishing and boating, although the utilization and promotion needs to be greatly improved.	Saputo Cheese is the least distasteful, but that whole area could be used for restaurants, apartments, park areas or green space that would enhance the river area.
People are trying to make a positive change	We all need to focus on preserving and improving our riverfront and not purposely find reasons to fight progress.
The recreation trail along the south (2)	The overall safety of use on both sides of the river (walks, banks, rocks, parking, roadway)
Taft Park, The green space (Taft Park) is a good area and should not be tampered with. Would like to see railing continued down alleyway to match – or close to it. (2)	Not enough docks more easterly on north where most businesses are
Some boating – drawing tourists, visitors, fishermen	Limited walking on north side of river – have to walk in front of stores. River trail should really be on north side of river behind stores.
Business on shoreline	Availability of parking particularly during dinner hours and businesses need rear entrances. (2)
The shops all around would be for novelty items. Cultural diversity items such as our Hispanic culture. Indian culture items could be brought back. Outdoor theater for family nights could be made to look like a village – early trading posts.	There is very limited retail downtown
	The City spent a lot of money for piers but they aren't in early enough to enjoy the early fishing season.
	Add waterfall?

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Summary Exercise 3: Visioning Exercise

What do you envision for the waterfront?

Imagine: **"If you were to leave the City of Kewaunee and come back in 20 years what would like to see changed along the waterfront in terms of…"**

Responses:
a. Waterfront activities and land use?

- Canoeing, kayaking, fishing, boating (Survey 1)
- North side a beautiful, backside of prosperous business. Southside a beautiful library with lots of reading areas. Fishing piers on the south also along the river and nice walkway. Removal of the manufacturing. (Survey 2)
- Look at comprehensive plan? Retail or develop ___ uses in some areas. Recreation type businesses? (Survey 3)
- Canoeing, kayaking, outdoor summer dining shops on river side. Museum to take over all of existing library. Move library to Curt's Barber building with view of River. Coffee shop is book reading area overlooking river. (Survey 4)
- Use river as accessibility to restaurants with additional boat docks. Turn Curts barbershop area into new 2 story library. Shopping mall with condos on open Wolf River Lumber area. Keep current library as a museum. (Survey 5)
- I would like to see a full use of the waterfront – updated with progressive ideas; including fishing, boating, canoeing, snow shoeing, etc. In terms of land uses, I would like to see park areas, walking trails, restaurants, shops, apartments – aesthetically pleasing places to sit, picnic, rest , play, Frisbee, etc. (Survey 6)
- Mapped response (Survey 7)
- A Community Center that would have: the Library, Adult education, Art Center with classes, gardening, wood and metal, dance studios, Live Theater with classes and performances, Multipurpose Room, outdoor area for Library Classes, picnic area, fishing, swimming areas, boat docks, with easy access to the down town and Community Building
(See North Hudson, WI). (Survey 8)
- Fishing piers, snowmobile ramps, outdoor vending stands – could be rented for fundraising (Survey 9)
- Docking, dining, businesses using the water. (Survey 10)
- More people sitting by the river, enjoying the scenery. More downtown events.. (Survey 11)
- Some fishing rafts. Upgrade the shoreline and railings possibly flower plant boxes. Put an attractive building in the open area that was Orts. (Survey 12)
- Mapped response (Survey 13)
- More areas to dock boats at bars and restaurants. Swimming area access from the river for snowmobiles. Some retail space on the southside (Survey 14)

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- On the south side of the river I would like to see the Riverwalk be a brick trail, well lit, landscaped with trees and flowers with a marina with boat rentals. Fishing boats, pontoons, jet skis, canoes, paddleboats, etc. It would be nice to have a restaurant and bar with outside dining that would have early morning to late evening service. A small bed and breakfast set back from the river yet allowing access to the trailway. Upscale condos that are 4-5 stories high utilizing the view of the river with patios, decks, and parking on the bottom level (Survey 15)

- Southside – Park with band shell and gazebo. (Corporate sponsored). And bike/walking path & green space next to river. Move Saputo to industrial park. Small shops and /or restaurant also the south side with docks for boating accessibility. Art shows in the south side and other activities to bring people downtown – concerts in the south side band shell. Use small building by bridge as a shop for canoe/kayak or bike rentals (Survey 16)

- Swing set area for kids 0-9, skateboard park, picnic area- rentals for jet skis and boats, Riverwalk (Survey 17)

- No response (Survey 18, 21, 23, 24)

- Campground and canoe and raft rental up on the Embarrass River. (Survey 19)

- Refer to southside exercise 1. Park ampitheater for music nights. Farm markets, flea markets, spring plant sale, winter skate rink, foot bridge iver river to connect nirth and south at Taft or St. John's Park or both. No library or mini-mall!! River too low for a lot of activities – no wake please. (Survey 20)

- Property to rent bicycles, kayaks, canoes. Amphitheatre for concerts and events. Waterfront eating and drinking places. Library? Condos? With retail space. (Survey 25)

- To be able to walk down a beautifully maintained riverwalk. Be able to sit and have a meal amidst cute novelty shops while viewing the river. View some historic sites or walk on the pier, take a canoe out for a while, view some museums- Irish, German, Indian any in the area. (Survey 26)

- More use of the river for recreation. (Survey 27)

b. Aesthetics, design qualities? i.e. appearance of the area

- Mixed use – residential & retial – Wolf River Lumber. Curtis Area – new public library- 39,000 visitors annually. (Survey 1)

- Lots of trees and walks on the the south. A beautiful mural on the river wall to beautify it. Bleachers behind the library for a water show. (Survey 2)

- They must be able to support the use with income. Income producing businesses. (Small water park type) Look down river for uses. (Survey 3)

- Historic preserve old buildings – vacated WR Lumber property – lower shopping, upper condos- " Fishing" Hall of Fame on City Garage property (Survey 4)

- Develop uniform back building style. Make the backs look like the front. Add flowers to street side and hanging baskets off ground, seasonal planters. Preserve historic old buildings. Redo study of original structures. Fishing Hall of Fame by old city garage. (Survey 5)

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- In 20 years, I would like to see the whole north and south section of the river completely redone with a totally progressive redone. Save some historic elements, but incorporate them into new; hopefully attracting locals, tourists and creating a bedroom community (Survey 6)

- Mapped response (Survey 7)

- The “backs” of all of the buildings need to become one of the “fronts”. Improve safety along the river for all activities. Male it wheelchair inviting. Have multi-lighting levels for different activities (Survey 8)

- Use 21st century design – stone – some natural wood passive and active solar. Geothermal diversion of water as a resource for heating and cooling of all new buildings music and artist studios. Open air markets – covered. (Survey 9)

- More inviting look from the river. A look that makes you want to park and walk the river. (Survey 10)

- More appealing look on north side of the river. Outdoor patios behind restaurants (Survey 11)

- Upgrade the sides of the buildings facing the river to make more attractive to the eye.

- We could use some off the road parking if possible. (Survey 12)

- Mapped response (Survey 13)

- Restored historic buildings front and back, trees on edge of alley on northside to soften the buildings. Extended walking trail along the southside that would go to the southside of Saputo, cross Shawano Street and connect with walking on the Westside of the river. (Survey 14)

- Incorporating the historical with contemporary flare yet always using landscaping to bring all areas together by design (Survey 15)

- Lots of green space and flowers. Improved appearance of backside of north buildings. (Survey 16)

- Saputo is gone. Buildings on the north side of the river are gone. Center of twon on the north side should be turned into a park on the water. Your area in red should all be park – walking bridge across river. (Survey 17)

- No response. (Survey 18, 21, 23, 24, 27)

- Downtown buildings restored to enhanced old world charm. Change light standards to old gas light style and painted medium teal. Join Main Street Wisconsin Program. Teal Green Bridges, professional murals – again old world charm. (Survey 19)

- Of course we want fancy buildings but who is going to pay for this? Don’t go overboard and in a hurry. Historic. (Survey 20)

- Trees, shrubs, grass area. Library – community center to look at river – study, read – take advantage. Building design to flatter the area. Leave river town of the 30s to become a river town of the year 2000, who knows (Survey 22)

- Green and color as in – trees, bushes, flowers, water fountain, garbage cans, hanging baskets, walkway extends over the river. More docks for sitting as well as fishing. (Survey 25)

- To have a vintage look maybe like a miniature French Riveria scene. Have some music. Sit with my grandchildren at an outdoor concert or movie. Eat some ice cream Take a walk. Do some fishing.

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Have a fountain in middle of brick patio area with tables. Along the riverwalk some flowers native to the state with information. (Survey 26)

c. Connectivity by transportation choices? i.e. walking, boating, etc.

- Foot bridge crossing north and south. Foot bridge along the shore with lights flowers, etc. (Survey 1)
- Access to eating places along the river that would be friendly for boaters. Dredge the river so it would be deeper and cleaner for the boat shows (Survey 2)
- Boat traffic isn't good year round. Fishing season (don't know how to change uses). (Survey 3)
- "Foot bridge" connecting north and south side of the river. Walking path extending on south side connecting bridge to bridge past the condos and shopping. Light up at night with decorative trees. (Survey 4)
- Walk bridge over the river connecting north and south sides of river. River lighted up at night. Flowers along river (Survey 5)
- Everything must be connected from walking trails to boating and docking – landscaped with flower gardens, etc. (Survey 6)
- Mapped response (Survey 7)
- Improve the walking, biking, boating, electric car uses. Get rid of the "The Road" on the north side of the river and provide a service area for deliveries. (Survey 8)
- Need trails that connect 4 wheelers and snowmobiles downtown kayaking. (Survey 9)
- Walkways, docks, docks, docks, docks, (eastern side on north side of the river) fishing piers. (Survey 10)
- Some type of taxi service for people arriving by boat to get around the city. Boat rental service – for out of town people.. (Survey 11)
- Have a few docks to tie up boats so people can out and walk around the town. This might encourage shopping or eating. (Survey 12)
- Mapped response (Survey 13)
- Walking bridge from Taft Park to south side of bridge (Survey 14)
- The river should be accessible from all sides and between the bridges. The river needs to be dredged in areas to allow bigger boats from the Fox Valley area with a marina and services …. Boaters wouldn't stop in Weyauwega. Navigation and depth is important (Survey 15)
- 1 or 2 walking bridges to connect north and south side between the bridges. Canoeing and kayaking downtown to Embarrass River, More docks on the river, and side walkway with lighting and trees on north side (Survey 16)
- Water needs to be deep enough to get from here to Oshkosh on any size boat. (Survey 17)
- No response. (Survey 18- 19, 21, 23 – 24, 27)

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- Foot bridge over the river to connect north and south at St John's or Taft Park with a map showing the downtown businesses. Parking in this area would help the whole downtown. (Survey 20)

- Walking paths to somewhere. Slow and fast boats. Waterskiing, Walking bridge pathway across the river – San Antonio- (Survey 22)

- Walking trails, biking and running (Survey 25)

- Mostly connected by walking with some boating, canoeing if water is low. (Survey 26)

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Appendix B: Demographic and Market Information

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Pop-Facts: Demographic Quick Facts Report

DrvTim 1: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, aggregate
DrvTim 2: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, aggregate
DrvTim 3: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, aggregate

Description	10 Minute(s) *DrvTim 1*	%	15 Minute(s) *DrvTim 2*	%	30 Minute(s) *DrvTim 3*	%
Population						
2014 Projection	10,381		17,353		109,752	
2009 Estimate	10,268		16,950		105,129	
2000 Census	10,098		16,266		96,437	
1990 Census	9,297		14,452		81,086	
Growth 1990 - 2000	8.62%		12.55%		18.93%	
Households						
2014 Projection	4,165		6,776		43,721	
2009 Estimate	4,080		6,546		41,427	
2000 Census	3,913		6,103		36,894	
1990 Census	3,457		5,200		29,750	
Growth 1990 - 2000	13.19%		17.37%		24.01%	
2009 Est. Population by Single Classification Race	10,268		16,950		105,129	
White Alone	9,888	96.30	16,380	96.64	99,860	94.99
Black or African American Alone	24	0.23	46	0.27	841	0.80
American Indian and Alaska Native Alone	52	0.51	69	0.41	439	0.42
Asian Alone	56	0.55	136	0.80	1,592	1.51
Native Hawaiian and Other Pacific Islander Alone	1	0.01	1	0.01	39	0.04
Some Other Race Alone	157	1.53	191	1.13	1,368	1.30
Two or More Races	91	0.89	126	0.74	990	0.94
2009 Est. Population Hispanic or Latino	10,268		16,950		105,129	
Hispanic or Latino	274	2.67	359	2.12	3,193	3.04
Not Hispanic or Latino	9,994	97.33	16,591	97.88	101,936	96.96
2009 Tenure of Occupied Housing Units	4,080		6,546		41,427	
Owner Occupied	2,898	71.03	4,924	75.22	30,255	73.03
Renter Occupied	1,182	28.97	1,623	24.79	11,173	26.97
2009 Average Household Size	2.46		2.54		2.50	

Pop-Facts: Demographic Quick Facts Report

DrvTim 1: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, aggregate
DrvTim 2: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, aggregate
DrvTim 3: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, aggregate

Description	10 Minute(s)		15 Minute(s)		30 Minute(s)	
	DrvTim 1	*%*	*DrvTim 2*	*%*	*DrvTim 3*	*%*
2009 Est. Households by Household Income	4,080		6,546		41,427	
Income Less than $15,000	415	10.17	576	8.80	3,225	7.78
Income $15,000 - $24,999	501	12.28	680	10.39	3,654	8.82
Income $25,000 - $34,999	460	11.27	635	9.70	4,072	9.83
Income $35,000 - $49,999	592	14.51	944	14.42	6,608	15.95
Income $50,000 - $74,999	1,040	25.49	1,707	26.08	10,715	25.86
Income $75,000 - $99,999	593	14.53	1,057	16.15	6,385	15.41
Income $100,000 - $149,999	380	9.31	735	11.23	5,055	12.20
Income $150,000 - $249,999	79	1.94	151	2.31	1,203	2.90
Income $250,000 - $499,999	17	0.42	48	0.73	377	0.91
Income $500,000 and over	2	0.05	13	0.20	133	0.32
2009 Est. Average Household Income	$58,089		$63,841		$67,080	
2009 Est. Median Household Income	$51,729		$56,418		$57,360	
2009 Est. Per Capita Income	$23,479		$24,976		$26,627	

RMP Opportunity Gap - Retail Stores 2008

DrvTim 1: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, 10 Minute(s) Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	175,858,128	127,366,584	48,491,544
Motor Vehicle and Parts Dealers-441	35,610,949	27,024,222	8,586,727
Automotive Dealers-4411	30,821,829	23,848,811	6,973,018
Other Motor Vehicle Dealers-4412	2,104,716	427,451	1,677,265
Automotive Parts/Accsrs, Tire Stores-4413	2,684,405	2,747,961	(63,556)
Furniture and Home Furnishings Stores-442	4,187,143	1,478,589	2,708,554
Furniture Stores-4421	2,257,357	1,021,184	1,236,173
Home Furnishing Stores-4422	1,929,786	457,406	1,472,380
Electronics and Appliance Stores-443	3,949,709	1,451,046	2,498,663
Appliances, TVs, Electronics Stores-44311	2,995,902	1,441,930	1,553,972
Household Appliances Stores-443111	667,309	981,777	(314,468)
Radio, Television, Electronics Stores-443112	2,328,592	460,153	1,868,439
Computer and Software Stores-44312	795,573	9,117	786,456
Camera and Photographic Equipment Stores-44313	158,235	0	158,235
Building Material, Garden Equip Stores -444	19,427,120	9,848,793	9,578,327
Building Material and Supply Dealers-4441	17,837,671	8,486,631	9,351,040
Home Centers-44411	7,109,355	0	7,109,355
Paint and Wallpaper Stores-44412	373,798	0	373,798
Hardware Stores-44413	1,479,773	568,113	911,660
Other Building Materials Dealers-44419	8,874,745	7,918,518	956,227
Building Materials, Lumberyards-444191	3,011,350	2,700,303	311,047
Lawn, Garden Equipment, Supplies Stores-4442	1,589,449	1,362,163	227,286
Outdoor Power Equipment Stores-44421	240,804	82,645	158,159
Nursery and Garden Centers-44422	1,348,645	1,279,517	69,128
Food and Beverage Stores-445	20,915,868	26,009,458	(5,093,590)
Grocery Stores-4451	19,030,660	24,017,767	(4,987,107)
Supermarkets, Grocery (Ex Conv) Stores-44511	17,993,525	23,911,076	(5,917,551)
Convenience Stores-44512	1,037,135	106,692	930,443
Specialty Food Stores-4452	570,164	804,306	(234,142)
Beer, Wine and Liquor Stores-4453	1,315,044	1,187,384	127,660
Health and Personal Care Stores-446	9,016,223	9,559,093	(542,870)
Pharmancies and Drug Stores-44611	7,798,369	9,210,670	(1,412,301)
Cosmetics, Beauty Supplies, Perfume Stores-44612	306,729	102,378	204,351
Optical Goods Stores-44613	365,340	0	365,340
Other Health and Personal Care Stores-44619	545,785	246,046	299,739

RMP Opportunity Gap - Retail Stores 2008

DrvTim 1: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, 10 Minute(s) Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	20,322,905	29,903,770	(9,580,865)
Gasoline Stations With Conv Stores-44711	15,381,880	28,990,502	(13,608,622)
Other Gasoline Stations-44719	4,941,026	913,268	4,027,758
Clothing and Clothing Accessories Stores-448	7,378,868	729,050	6,649,818
Clothing Stores-4481	5,369,025	2,999	5,366,026
Men's Clothing Stores-44811	365,670	0	365,670
Women's Clothing Stores-44812	1,305,452	0	1,305,452
Childrens, Infants Clothing Stores-44813	314,661	0	314,661
Family Clothing Stores-44814	2,924,802	0	2,924,802
Clothing Accessories Stores-44815	116,697	0	116,697
Other Clothing Stores-44819	341,743	2,999	338,744
Shoe Stores-4482	999,251	0	999,251
Jewelry, Luggage, Leather Goods Stores-4483	1,010,592	726,051	284,541
Jewelry Stores-44831	927,890	726,051	201,839
Luggage and Leather Goods Stores-44832	82,702	0	82,702
Sporting Goods, Hobby, Book, Music Stores-451	3,141,475	590,803	2,550,672
Sportng Goods, Hobby, Musical Inst Stores-4511	2,217,452	362,914	1,854,538
Sporting Goods Stores-45111	1,132,272	357,247	775,025
Hobby, Toys and Games Stores-45112	707,856	0	707,856
Sew/Needlework/Piece Goods Stores-45113	173,563	0	173,563
Musical Instrument and Supplies Stores-45114	203,760	5,667	198,093
Book, Periodical and Music Stores-4512	924,023	227,889	696,134
Book Stores and News Dealers-45121	602,095	227,889	374,206
Book Stores-451211	563,608	227,889	335,719
News Dealers and Newsstands-451212	38,487	0	38,487
Prerecorded Tapes, CDs, Record Stores-45122	321,928	0	321,928
General Merchandise Stores-452	20,622,009	13,652,463	6,969,546
Department Stores Excl Leased Depts-4521	9,654,153	7,423,424	2,230,729
Other General Merchandise Stores-4529	10,967,856	6,229,039	4,738,817
Warehouse Clubs and Super Stores-45291	9,431,514	5,964,203	3,467,311
All Other General Merchandise Stores-45299	1,536,342	264,836	1,271,506
Miscellaneous Store Retailers-453	4,577,896	1,000,443	3,577,453
Florists-4531	314,805	312,749	2,056
Office Supplies, Stationery, Gift Stores-4532	1,807,459	398,792	1,408,667
Office Supplies and Stationery Stores-45321	1,024,578	139,216	885,362
Gift, Novelty and Souvenir Stores-45322	782,882	259,576	523,306
Used Merchandise Stores-4533	364,098	111,742	252,356
Other Miscellaneous Store Retailers-4539	2,091,533	177,160	1,914,373

RMP Opportunity Gap - Retail Stores 2008

DrvTim 1: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, 10 Minute(s) Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Non-Store Retailers-454	10,987,437	0	10,987,437
Electronic Shopping, Mail-Order Houses-4541	7,610,305	0	7,610,305
Vending Machine Operators-4542	426,341	0	426,341
Direct Selling Establishments-4543	2,950,791	0	2,950,791
Foodservice and Drinking Places-722	15,720,525	6,118,852	9,601,673
Full-Service Restaurants-7221	7,231,028	557,956	6,673,072
Limited-Service Eating Places-7222	6,406,941	3,269,073	3,137,868
Special Foodservices-7223	1,319,773	1,689,659	(369,886)
Drinking Places -Alcoholic Beverages-7224	762,783	602,164	160,619
GAFO *	41,086,664	18,300,744	22,785,920
General Merchandise Stores-452	20,622,009	13,652,463	6,969,546
Clothing and Clothing Accessories Stores-448	7,378,868	729,050	6,649,818
Furniture and Home Furnishings Stores-442	4,187,143	1,478,589	2,708,554
Electronics and Appliance Stores-443	3,949,709	1,451,046	2,498,663
Sporting Goods, Hobby, Book, Music Stores-451	3,141,475	590,803	2,550,672
Office Supplies, Stationery, Gift Stores-4532	1,807,459	398,792	1,408,667

RMP Opportunity Gap - Retail Stores 2008

DrvTim 2: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, 15 Minute(s) Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	295,729,325	195,872,647	99,856,678
Motor Vehicle and Parts Dealers-441	60,651,024	33,097,625	27,553,399
Automotive Dealers-4411	52,543,913	29,710,184	22,833,729
Other Motor Vehicle Dealers-4412	3,588,435	639,480	2,948,955
Automotive Parts/Accsrs, Tire Stores-4413	4,518,675	2,747,961	1,770,714
Furniture and Home Furnishings Stores-442	7,160,058	2,775,576	4,384,482
Furniture Stores-4421	3,843,003	1,224,062	2,618,941
Home Furnishing Stores-4422	3,317,055	1,551,515	1,765,540
Electronics and Appliance Stores-443	6,666,473	3,223,516	3,442,957
Appliances, TVs, Electronics Stores-44311	5,035,707	3,214,303	1,821,404
Household Appliances Stores-443111	1,125,167	1,527,224	(402,057)
Radio, Television, Electronics Stores-443112	3,910,540	1,687,079	2,223,461
Computer and Software Stores-44312	1,361,014	9,213	1,351,801
Camera and Photographic Equipment Stores-44313	269,751	0	269,751
Building Material, Garden Equip Stores -444	33,435,386	18,563,152	14,872,234
Building Material and Supply Dealers-4441	30,723,863	12,533,870	18,189,993
Home Centers-44411	12,210,555	15,150	12,195,405
Paint and Wallpaper Stores-44412	652,632	0	652,632
Hardware Stores-44413	2,521,320	588,453	1,932,867
Other Building Materials Dealers-44419	15,339,357	11,930,267	3,409,090
Building Materials, Lumberyards-444191	5,223,938	4,068,355	1,155,583
Lawn, Garden Equipment, Supplies Stores-4442	2,711,523	6,029,281	(3,317,758)
Outdoor Power Equipment Stores-44421	412,605	125,645	286,960
Nursery and Garden Centers-44422	2,298,918	5,903,636	(3,604,718)
Food and Beverage Stores-445	34,285,575	32,683,514	1,602,061
Grocery Stores-4451	31,246,823	30,683,690	563,133
Supermarkets, Grocery (Ex Conv) Stores-44511	29,555,836	30,528,942	(973,106)
Convenience Stores-44512	1,690,987	154,748	1,536,239
Specialty Food Stores-4452	937,325	812,440	124,885
Beer, Wine and Liquor Stores-4453	2,101,427	1,187,384	914,043
Health and Personal Care Stores-446	14,702,879	10,197,789	4,505,090
Pharmancies and Drug Stores-44611	12,703,324	9,648,889	3,054,435
Cosmetics, Beauty Supplies, Perfume Stores-44612	498,673	144,759	353,914
Optical Goods Stores-44613	614,515	0	614,515
Other Health and Personal Care Stores-44619	886,366	404,140	482,226

RMP Opportunity Gap - Retail Stores 2008

DrvTim 2: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, 15 Minute(s) Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	34,301,490	56,721,506	(22,420,016)
Gasoline Stations With Conv Stores-44711	25,877,266	55,808,238	(29,930,972)
Other Gasoline Stations-44719	8,424,224	913,268	7,510,956
Clothing and Clothing Accessories Stores-448	12,690,677	1,145,266	11,545,411
Clothing Stores-4481	9,221,878	2,999	9,218,879
Men's Clothing Stores-44811	618,540	0	618,540
Women's Clothing Stores-44812	2,275,448	0	2,275,448
Childrens, Infants Clothing Stores-44813	529,805	0	529,805
Family Clothing Stores-44814	5,005,124	0	5,005,124
Clothing Accessories Stores-44815	203,070	0	203,070
Other Clothing Stores-44819	589,891	2,999	586,892
Shoe Stores-4482	1,702,854	0	1,702,854
Jewelry, Luggage, Leather Goods Stores-4483	1,765,944	1,142,267	623,677
Jewelry Stores-44831	1,622,291	1,142,267	480,024
Luggage and Leather Goods Stores-44832	143,653	0	143,653
Sporting Goods, Hobby, Book, Music Stores-451	5,369,760	749,938	4,619,822
Sportng Goods, Hobby, Musical Inst Stores-4511	3,817,681	522,049	3,295,632
Sporting Goods Stores-45111	1,961,390	477,552	1,483,838
Hobby, Toys and Games Stores-45112	1,213,851	30,852	1,182,999
Sew/Needlework/Piece Goods Stores-45113	300,362	0	300,362
Musical Instrument and Supplies Stores-45114	342,077	13,644	328,433
Book, Periodical and Music Stores-4512	1,552,080	227,889	1,324,191
Book Stores and News Dealers-45121	1,017,239	227,889	789,350
Book Stores-451211	954,619	227,889	726,730
News Dealers and Newsstands-451212	62,620	0	62,620
Prerecorded Tapes, CDs, Record Stores-45122	534,840	0	534,840
General Merchandise Stores-452	34,659,312	25,356,675	9,302,637
Department Stores Excl Leased Depts-4521	16,365,640	17,874,091	(1,508,451)
Other General Merchandise Stores-4529	18,293,672	7,482,583	10,811,089
Warehouse Clubs and Super Stores-45291	15,696,036	7,207,871	8,488,165
All Other General Merchandise Stores-45299	2,597,636	274,712	2,322,924
Miscellaneous Store Retailers-453	7,725,514	1,932,619	5,792,895
Florists-4531	538,161	566,139	(27,978)
Office Supplies, Stationery, Gift Stores-4532	3,037,263	874,924	2,162,339
Office Supplies and Stationery Stores-45321	1,721,343	335,204	1,386,139
Gift, Novelty and Souvenir Stores-45322	1,315,920	539,720	776,200
Used Merchandise Stores-4533	618,072	126,966	491,106
Other Miscellaneous Store Retailers-4539	3,532,018	364,590	3,167,428

RMP Opportunity Gap - Retail Stores 2008

DrvTim 2: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, 15 Minute(s) Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Non-Store Retailers-454	18,508,341	0	18,508,341
Electronic Shopping, Mail-Order Houses-4541	12,881,689	0	12,881,689
Vending Machine Operators-4542	698,551	0	698,551
Direct Selling Establishments-4543	4,928,101	0	4,928,101
Foodservice and Drinking Places-722	25,572,836	9,425,472	16,147,364
Full-Service Restaurants-7221	11,750,062	1,071,419	10,678,643
Limited-Service Eating Places-7222	10,450,609	5,036,701	5,413,908
Special Foodservices-7223	2,154,790	1,801,802	352,988
Drinking Places -Alcoholic Beverages-7224	1,217,376	1,515,550	(298,174)
GAFO *	69,583,543	34,125,895	35,457,648
General Merchandise Stores-452	34,659,312	25,356,675	9,302,637
Clothing and Clothing Accessories Stores-448	12,690,677	1,145,266	11,545,411
Furniture and Home Furnishings Stores-442	7,160,058	2,775,576	4,384,482
Electronics and Appliance Stores-443	6,666,473	3,223,516	3,442,957
Sporting Goods, Hobby, Book, Music Stores-451	5,369,760	749,938	4,619,822
Office Supplies, Stationery, Gift Stores-4532	3,037,263	874,924	2,162,339

RMP Opportunity Gap - Retail Stores 2008

DrvTim 3: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, 30 Minute(s) Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	1,831,121,787	2,646,416,001	(815,294,214)
Motor Vehicle and Parts Dealers-441	376,156,180	701,754,725	(325,598,545)
Automotive Dealers-4411	325,495,695	638,567,903	(313,072,208)
Other Motor Vehicle Dealers-4412	22,721,104	24,265,274	(1,544,170)
Automotive Parts/Accsrs, Tire Stores-4413	27,939,381	38,921,548	(10,982,167)
Furniture and Home Furnishings Stores-442	45,100,371	64,752,423	(19,652,052)
Furniture Stores-4421	24,282,717	25,572,363	(1,289,646)
Home Furnishing Stores-4422	20,817,653	39,180,059	(18,362,406)
Electronics and Appliance Stores-443	42,081,006	113,038,831	(70,957,825)
Appliances, TVs, Electronics Stores-44311	31,641,257	104,852,189	(73,210,932)
Household Appliances Stores-443111	7,027,010	25,930,402	(18,903,392)
Radio, Television, Electronics Stores-443112	24,614,247	78,921,787	(54,307,540)
Computer and Software Stores-44312	8,743,445	6,536,996	2,206,449
Camera and Photographic Equipment Stores-44313	1,696,304	1,649,646	46,658
Building Material, Garden Equip Stores -444	206,589,562	290,875,686	(84,286,124)
Building Material and Supply Dealers-4441	189,764,180	255,803,384	(66,039,204)
Home Centers-44411	75,574,051	72,954,351	2,619,700
Paint and Wallpaper Stores-44412	4,060,326	3,104,893	955,433
Hardware Stores-44413	15,609,603	18,008,272	(2,398,669)
Other Building Materials Dealers-44419	94,520,200	161,735,868	(67,215,668)
Building Materials, Lumberyards-444191	32,442,069	55,153,725	(22,711,656)
Lawn, Garden Equipment, Supplies Stores-4442	16,825,383	35,072,303	(18,246,920)
Outdoor Power Equipment Stores-44421	2,546,809	3,684,061	(1,137,252)
Nursery and Garden Centers-44422	14,278,573	31,388,241	(17,109,668)
Food and Beverage Stores-445	209,335,595	158,923,573	50,412,022
Grocery Stores-4451	191,128,314	154,304,444	36,823,870
Supermarkets, Grocery (Ex Conv) Stores-44511	180,876,906	151,741,893	29,135,013
Convenience Stores-44512	10,251,408	2,562,551	7,688,857
Specialty Food Stores-4452	5,733,432	1,637,056	4,096,376
Beer, Wine and Liquor Stores-4453	12,473,849	2,982,072	9,491,777
Health and Personal Care Stores-446	92,095,815	71,471,857	20,623,958
Pharmancies and Drug Stores-44611	79,536,686	50,887,879	28,648,807
Cosmetics, Beauty Supplies, Perfume Stores-44612	3,137,181	7,172,709	(4,035,528)
Optical Goods Stores-44613	3,863,238	8,932,078	(5,068,840)
Other Health and Personal Care Stores-44619	5,558,710	4,479,191	1,079,519

RMP Opportunity Gap - Retail Stores 2008

DrvTim 3: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, 30 Minute(s) Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	208,928,730	350,428,964	(141,500,234)
Gasoline Stations With Conv Stores-44711	157,451,298	309,107,763	(151,656,465)
Other Gasoline Stations-44719	51,477,432	41,321,201	10,156,231
Clothing and Clothing Accessories Stores-448	79,930,576	116,587,345	(36,656,769)
Clothing Stores-4481	57,868,648	77,839,768	(19,971,120)
Men's Clothing Stores-44811	3,864,168	2,210,713	1,653,455
Women's Clothing Stores-44812	14,350,261	14,353,631	(3,370)
Childrens, Infants Clothing Stores-44813	3,267,686	6,238,563	(2,970,877)
Family Clothing Stores-44814	31,379,565	51,542,610	(20,163,045)
Clothing Accessories Stores-44815	1,299,584	0	1,299,584
Other Clothing Stores-44819	3,707,383	3,494,251	213,132
Shoe Stores-4482	10,552,576	17,399,674	(6,847,098)
Jewelry, Luggage, Leather Goods Stores-4483	11,509,351	21,347,903	(9,838,552)
Jewelry Stores-44831	10,589,017	21,347,903	(10,758,886)
Luggage and Leather Goods Stores-44832	920,334	0	920,334
Sporting Goods, Hobby, Book, Music Stores-451	34,754,661	79,944,060	(45,189,399)
Sportng Goods, Hobby, Musical Inst Stores-4511	24,580,511	58,961,743	(34,381,232)
Sporting Goods Stores-45111	12,724,976	31,823,219	(19,098,243)
Hobby, Toys and Games Stores-45112	7,736,044	23,163,862	(15,427,818)
Sew/Needlework/Piece Goods Stores-45113	1,963,689	2,824,535	(860,846)
Musical Instrument and Supplies Stores-45114	2,155,801	1,150,127	1,005,674
Book, Periodical and Music Stores-4512	10,174,150	20,982,317	(10,808,167)
Book Stores and News Dealers-45121	6,809,370	16,475,356	(9,665,986)
Book Stores-451211	6,411,332	12,588,356	(6,177,024)
News Dealers and Newsstands-451212	398,039	3,887,000	(3,488,961)
Prerecorded Tapes, CDs, Record Stores-45122	3,364,780	4,506,961	(1,142,181)
General Merchandise Stores-452	216,167,018	397,675,716	(181,508,698)
Department Stores Excl Leased Depts-4521	102,791,754	336,050,938	(233,259,184)
Other General Merchandise Stores-4529	113,375,263	61,624,777	51,750,486
Warehouse Clubs and Super Stores-45291	97,060,248	43,568,140	53,492,108
All Other General Merchandise Stores-45299	16,315,015	18,056,637	(1,741,622)
Miscellaneous Store Retailers-453	48,034,000	62,600,107	(14,566,107)
Florists-4531	3,371,849	2,961,351	410,498
Office Supplies, Stationery, Gift Stores-4532	19,086,091	30,045,418	(10,959,327)
Office Supplies and Stationery Stores-45321	10,818,446	21,104,580	(10,286,134)
Gift, Novelty and Souvenir Stores-45322	8,267,644	8,940,839	(673,195)
Used Merchandise Stores-4533	3,905,147	2,563,780	1,341,367
Other Miscellaneous Store Retailers-4539	21,670,914	27,029,558	(5,358,644)

RMP Opportunity Gap - Retail Stores 2008

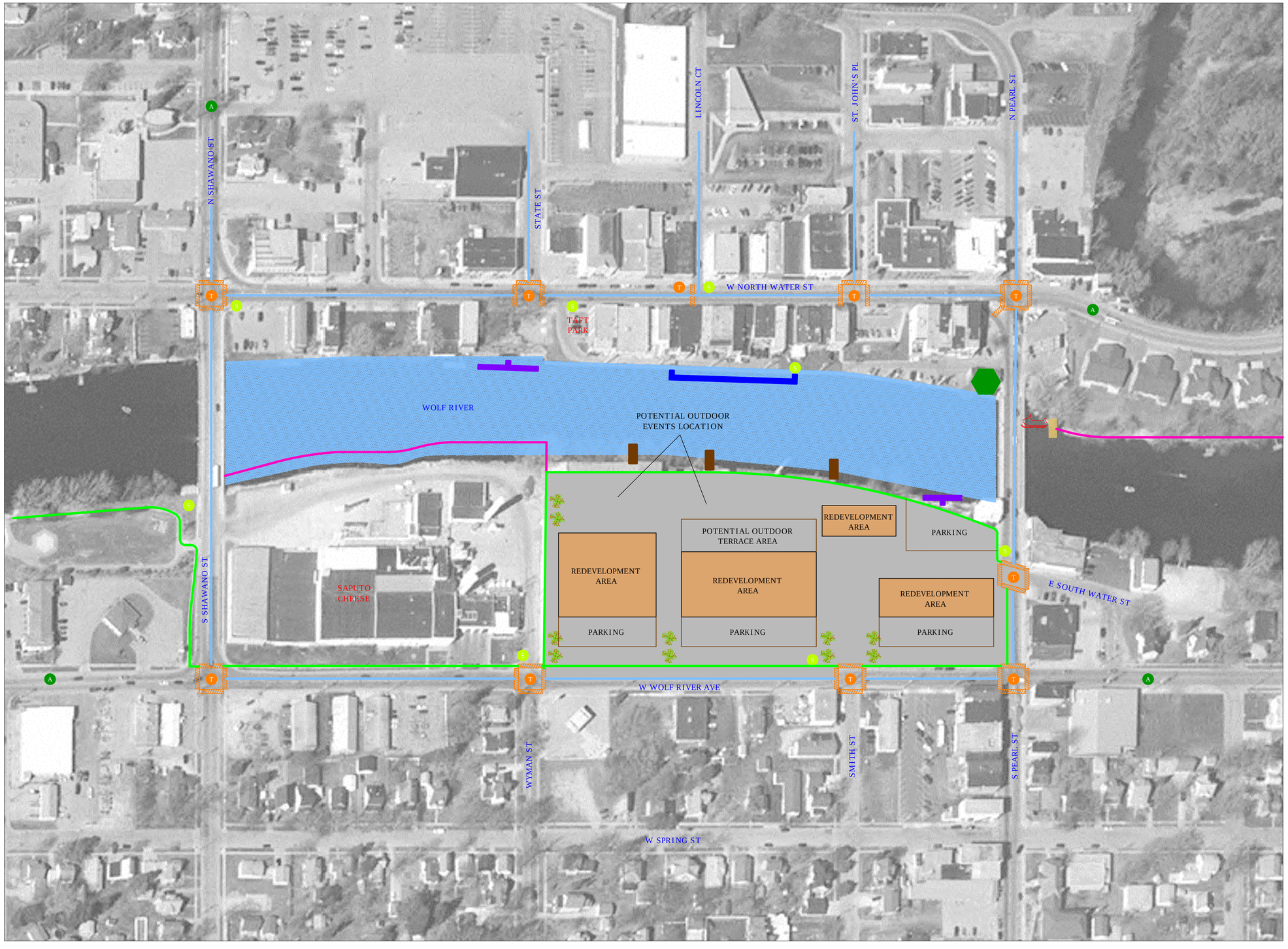
DrvTim 3: 405 W WOLF RIVER AVE, NEW LONDON, WI 54961-1355, 30 Minute(s) Total

	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Non-Store Retailers-454	116,443,492	60,853,730	55,589,762
Electronic Shopping, Mail-Order Houses-4541	81,773,588	52,306,713	29,466,875
Vending Machine Operators-4542	4,262,687	6,830,948	(2,568,261)
Direct Selling Establishments-4543	30,407,217	1,716,070	28,691,147
Foodservice and Drinking Places-722	155,504,782	177,508,983	(22,004,201)
Full-Service Restaurants-7221	71,364,878	85,362,486	(13,997,608)
Limited-Service Eating Places-7222	63,767,613	62,750,553	1,017,060
Special Foodservices-7223	13,150,062	11,128,416	2,021,646
Drinking Places -Alcoholic Beverages-7224	7,222,229	18,267,527	(11,045,298)
GAFO *	437,119,721	802,043,793	(364,924,072)
General Merchandise Stores-452	216,167,018	397,675,716	(181,508,698)
Clothing and Clothing Accessories Stores-448	79,930,576	116,587,345	(36,656,769)
Furniture and Home Furnishings Stores-442	45,100,371	64,752,423	(19,652,052)
Electronics and Appliance Stores-443	42,081,006	113,038,831	(70,957,825)
Sporting Goods, Hobby, Book, Music Stores-451	34,754,661	79,944,060	(45,189,399)
Office Supplies, Stationery, Gift Stores-4532	19,086,091	30,045,418	(10,959,327)

* GAFO (General merchandise, Apparel, Furniture and Other) represents sales at stores that sell merchandise normally sold in department stores. This category is not included in Total Retail Sales Including Eating and Drinking Places.

Claritas' RMP data is derived from two major sources of information. The demand data is derived from the Consumer Expenditure Survey (CE Survey), which is fielded by the U.S. Bureau of Labor Statistics (BLS). The supply data is derived from the Census of Retail Trade (CRT), which is made available by the U.S. Census.

The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet in the specified reporting geography. When the demand is greater than (less than) the supply, there is an opportunity gap (surplus) for that retail outlet. For example, a positive value signifies an opportunity gap, while a negative value signifies a surplus.



NORTH

LEGEND

- PEDESTRIAN WALKWAYS (EXISTING)
- TRANSPORTATION ENHANCEMENT
- COMMUNITY ACCESS POINTS
- DOCK SYSTEM (EXISTING)
- FISHING PIERS (EXISTING)

PROPOSED REDEVELOPMENT USES

- COMMERCIAL/OFFICE SPACE
- MIXED USE: RESIDENTIAL AND COMMERCIAL
- RECREATION BASED COMMERCIAL
- RESIDENTIAL
- POSSIBLE NEW LOCATION FOR LIBRARY

- STREETSCAPE ZONE
- PEDESTRIAN WALKWAYS/EASEMENT
- SIGNAGE ENHANCEMENTS
- DOCK SYSTEM
- SNOWMOBILE RAMP
- GAZEBO/ OBSERVATION AREA
- FISHING PIER

NEW LONDON, WISCONSIN	AYRES ASSOCIATES GREEN BAY, WISCONSIN	WATERFRONT CONCEPT	MAP NO. 2

TECHNICAL MEMORANDUM

AYRES ASSOCIATES

To: City of New London

From: Ayres Associates

Date: August 18, 2009 Project No.: 56-0106.00

Re: Wolf River Waterfront Initiative
City of New London, WI

Retaining Wall and Dock Access Evaluation

Introduction

The City of New London has commissioned Ayres Associates to work with the local community to implement a State of Wisconsin "Waterfront Initiative" planning grant. Part of the planning work centers around the desire to enhance the boat access to businesses located along and near the Wolf River. Dock access immediately adjacent to businesses is viewed as a key component of the initiative. The study area is located along the north bank of the Wolf River between Taft Park and Pearl Street.

Retaining Wall Considerations

A concrete retaining wall runs along the north side of the Wolf River between Taft Park and Pearl Street. This area is viewed as the ideal point for recreational boaters to access adjacent businesses.

The wall was built in the 1930's and the westerly portion added in the 1960's. Sections of the wall have been rehabilitated in the past and utility poles supports were added in the early 1980's.

An inspection and evaluation of the wall was performed in 2007. The report catalogues wall deficiencies, recommends repair options, and provides preliminary cost estimates. The wall is in fair condition and not at risk of failure, but is in need of general maintenance and repair. The report recommends addressing concrete spalling, cracking, and other deterioration. In addition, vegetation should be removed, fencing replaced, alley regraded, and riprap installed to address other deficiencies. Repairs to the wall are warranted and should be included in planning of the riverfront initiative.

Dock Access Considerations

River Fluctuations

The Wolf River water elevation fluctuations represent a significant challenge for access to a dock system from the top of retaining wall. A US Geological Service (USGS) gage at the site with 113 years of flow data indicates a maximum water level fluctuation of almost 12 feet. The top of wall is near the elevation of the highest flood on record from April 1979.

3433 Oakwood Hills Parkway • Eau Claire, WI 54701-7698 • 715.834.3161 • Fax: 715.831.7500 • www.AyresAssociates.com

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The elevation difference from the top of a dock access ramp to the top of a floating dock during low water conditions is about 9 feet. This assumes that the access ramp would be at the alley elevation. Also, it assumes a floating dock system will be used. Exhibit A shows a typical wall section and relative height considerations.

Adjacent Alley

An important service alley lies between the retaining wall and businesses. Based on preliminary input, it would be very detrimental to the operation of the adjacent businesses if the alley were narrowed or eliminated. Concepts were developed that would not impact the service alley.

ADA Accessibility

The American with Disabilities Act (ADA) requires that newly constructed and altered government facilities, places of public accommodation, and commercial facilities to be readily accessible to and usable by individuals with disabilities. Recreation facilities, including boating facilities, are among the facilities required to comply with ADA. A summary of accessibility guidelines for recreation facilities was developed to specifically address boating facilities.

ADA Accessibility Guidelines (ADAAG) require that at least one continuous, unobstructed path connect accessible fishing piers and platforms and other accessible spaces and elements within a boating facility. The accessible route must comply with ADAAG provisions for the location, width, passing space, headroom, surface, slope, changes in level, doors, egress, and areas of rescue assistance.

The predominant means of accessing dock areas is a gangway system. Gangways are variable-sloped pedestrian walkways linking a fixed structure or land with a floating structure. If the accessible route uses a gangway connecting to a floating structure, exceptions to ADAAG may be made to accommodate varying water levels and other factors.

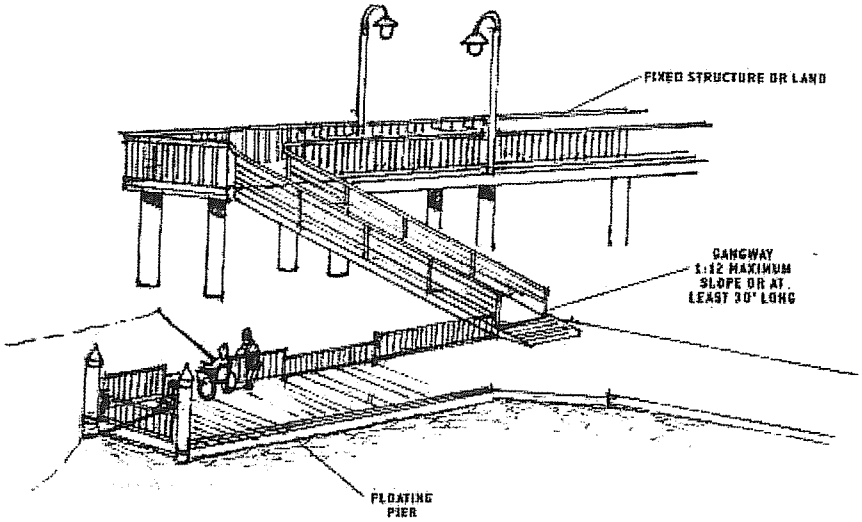

Figure 1 – Example Gangway System
Ref: ADA Accessibility Guidelines for Recreational Facilities

Gangways designed for the least possible slope will provide more independent access for persons with disabilities. If possible, gangways should be designed to not exceed a slope of 8.33% or a ratio of 1:12. Since the slope of a gangway will rise and fall with changing water levels, its slope may, in some cases, exceed 8.33%. This is acceptable as long as the gangway is at least 30 feet long. Gangways are required to be at least 80 feet long if the vertical distance between the lowest water level and the point where the gangway connects to land is 10 feet. Maximum rise requirements in ADAAG do not apply to gangways. As a result, no intermediate landings on the gangway are required and gangways may be any length.

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Other sloped walking surfaces that may be part of the accessible route must adhere to AAAG guidelines. For example, where a non-gangway sloped walking surface greater than 1:20 (5%) is provided as part of an accessible route, it must comply with ADAAG slope and rise requirements. This would include a ramp connecting a fixed pier or a float with fixed switchback ramps.

Maintenance

The ease of installation is a major consideration for the dock access system. The dock access system should make use of easily manageable segments to avoid the need for large equipment, a large labor force, and significant time at the beginning and end of each boating season. In addition, emergency removal during flood events should be considered.

The dock access system will be exposed to a harsh environment. Floating debris and ice, fluctuating water elevations, and wave action need to be accounted for in the design.

Environment

Scott Koehnke with the Wisconsin Department of Natural Resources was contacted to discuss conceptually the environmental issues associated with the dock access. The Wolf River has many endangered, threatened, and special concern species. Also, special consideration will need to be made on how the proposed concepts affect catfish, sturgeon, mussels, and other species.

Although not specifically related to environmental concerns, impacts to navigation, safety, and fishing may be challenges when trying to add significantly more docking areas into the river. In addition, the WDNR reiterated the significant challenge related to large water level fluctuations along the Wolf River.

Conceptually speaking, temporary / removable dock access routes would be preferred and will be much easier to get permitted than routes with permanent impacts to the Wolf River.

Conceptual Alternatives

Two conceptual alternatives were developed for access to docks along the existing concrete retaining wall.

Alternative 1 – Gangway System

Aluminum gangways would be used with this alternative in order to access docks on the Wolf River. A notch would be cut in the top of the concrete retaining wall so that the upper landing of the access would be at the elevation of the alley. A cantilevered platform would be permanently connected to the top of existing wall. Gangway(s) running parallel to the retaining wall would span from the platform to the floating dock below or to intermediate landings. Sub-alternatives for different gangway slopes are shown on Exhibits B and C. A single long gangway could be left in place and adjusted to nearly level during the off-season to avoid ice and flood waters. A series of gangways could be removed seasonally.

The gangway system alternative would cost approximately $60,000 to $80,000 per location. Estimated cost includes gangway access system and floating dock able to accommodate 8 boat slips.

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Alternative 2 – Permanent Sloped Sidewalks with Retaining Wall

A retaining wall would be constructed in the Wolf River parallel to the existing retaining wall and concrete sidewalks used to form a permanent dock access ramp. The concept is depicted in Exhibit D. A notch would be cut in the top of the concrete retaining wall so that the upper landing of the access would be at the elevation of the alley. The ramp and dock access would be similar to that provided at Taft Park immediately to the west. Ramp slopes would need to conform to ADAAG slope and rise requirements since it would be a permanent system. A gangway would be used perpendicular of the river to account for varying river levels. The gangway and floating dock sections would be installed and removed seasonally.

The permanent sloped ramp system would cost approximately $125,000 to $175,000 per location. Estimated cost includes concrete retaining wall, sidewalk, and floating dock able to accommodate 8 boat slips.

Table 1 – Conceptual Alternatives Comparison

	Advantages	Disadvantages
Alternative 1 – Removable Gangways	▪ Less environmental impacts ▪ Less costly ▪ Better accommodates larger water level variation	▪ More susceptible to damage during floods ▪ More seasonal installation required
Alternative 2 – Permanent Slope with Wall	▪ Less seasonal installation required ▪ Less susceptible to damage during floods	▪ More environmental impacts ▪ More costly ▪ Less flexibility for larger water level variation

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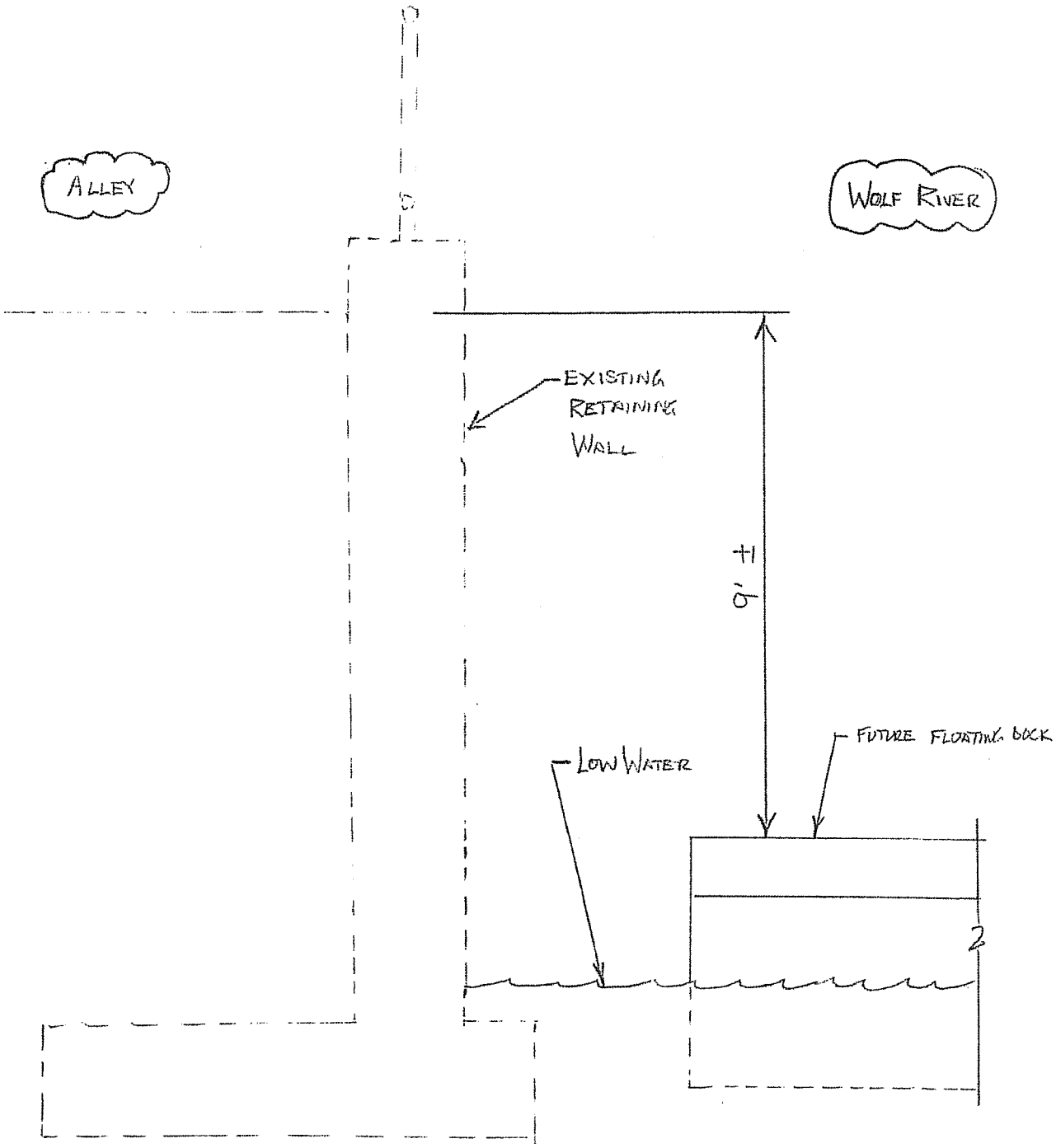
AYRES ASSOCIATES

EXHIBIT A



SECTION THRU WALL SHOWING RELATIVE HEIGHTS
(LOOKING EAST)

Project No.	Remarks	Prepared by DNS	Date 8-6-09
Project Name NEW LONDON DOCK ACCESS		Checked by	Date
Title/Item			Sheet of

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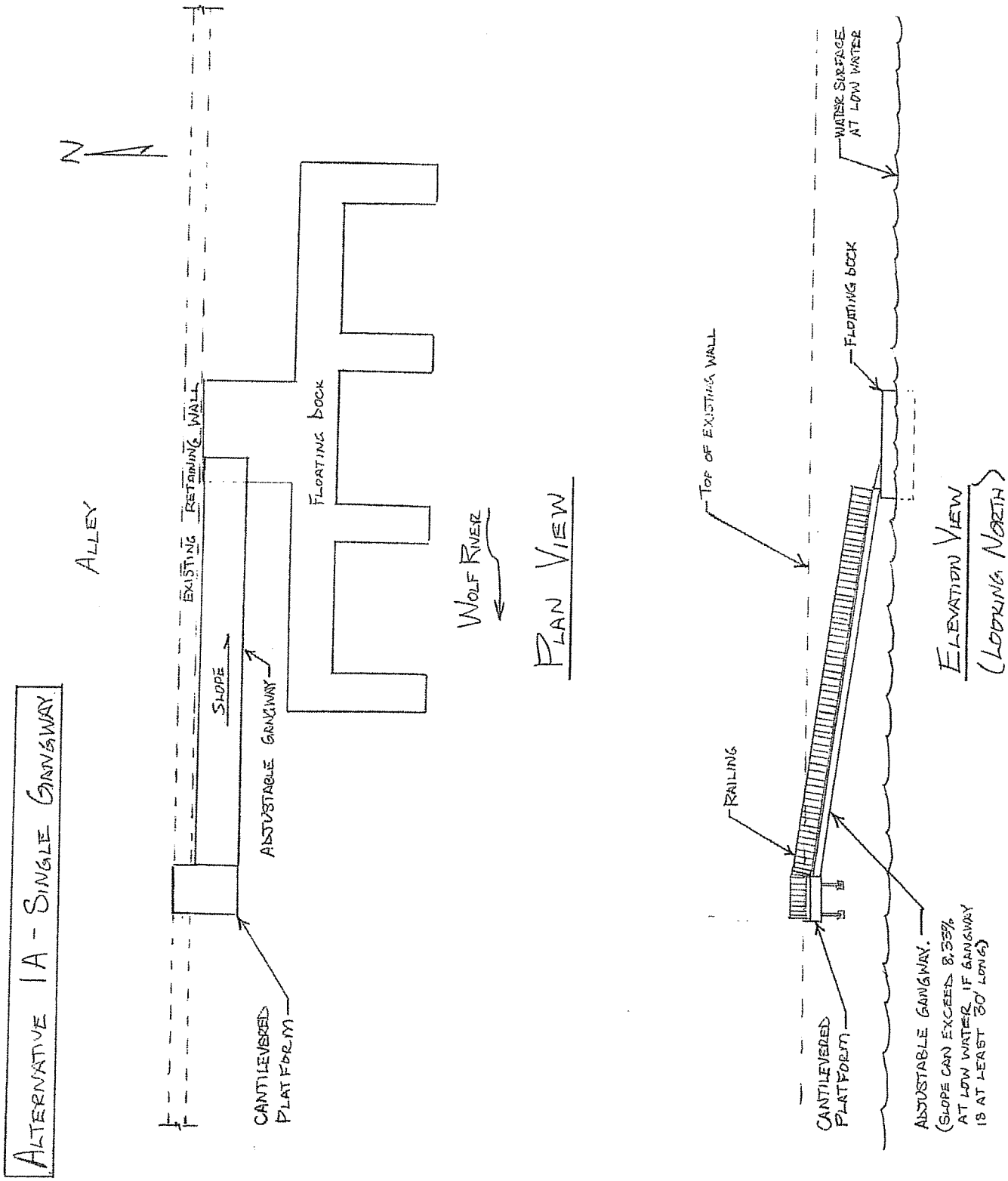
AYRES ASSOCIATES

EXHIBIT B



Project No.	Remarks	Prepared by DNS	Date 8-12-09
Project Name NEW LONDON DOCK ACCESS		Checked by	Date
Title/Item			Sheet of

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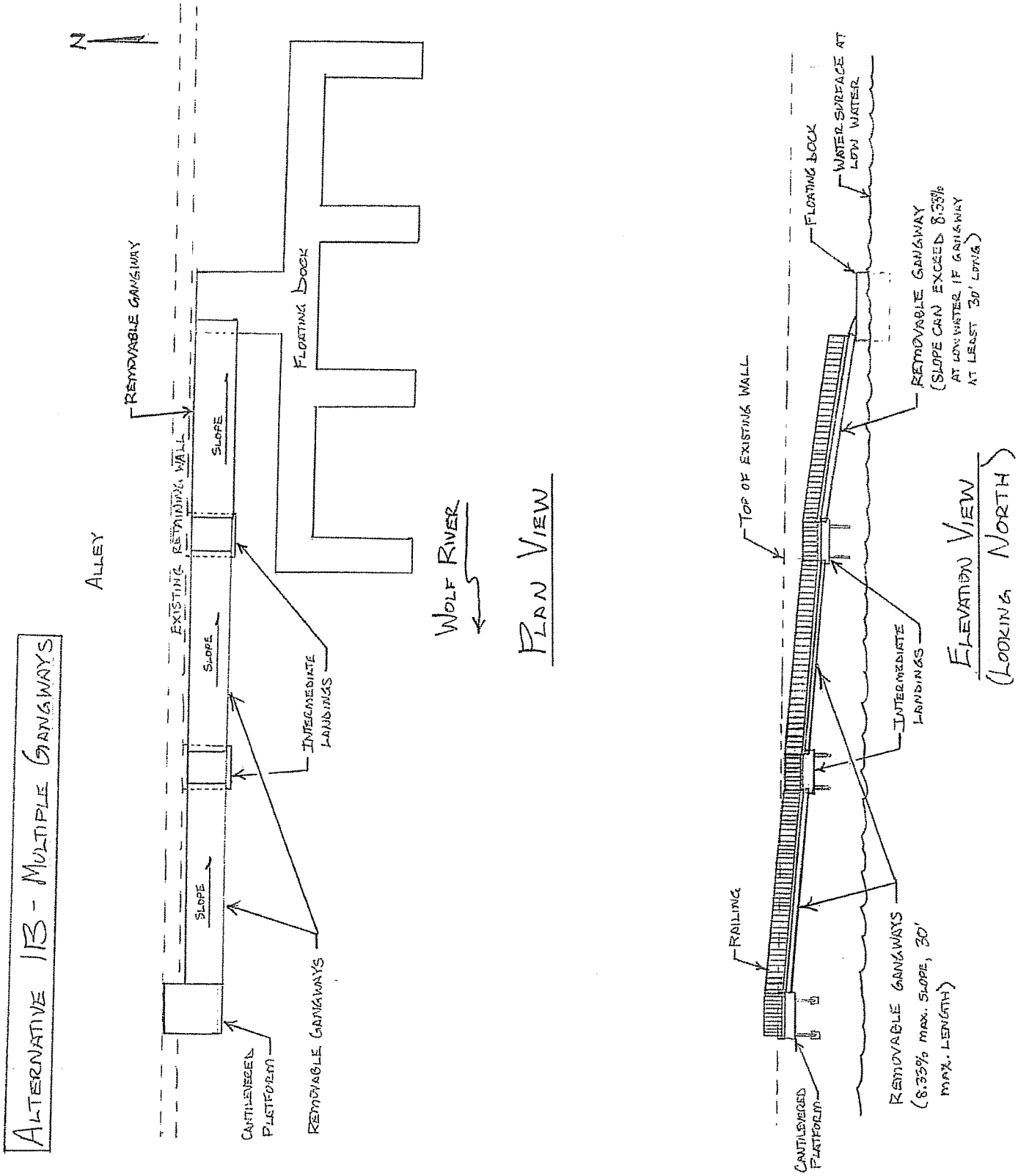
AYRES ASSOCIATES

EXHIBIT C



Project No.	Remarks	Prepared by DNS	Date 8-12-09
Project Name NEW LONDON DOCK ACCESS		Checked by	Date
Title/Item			Sheet of

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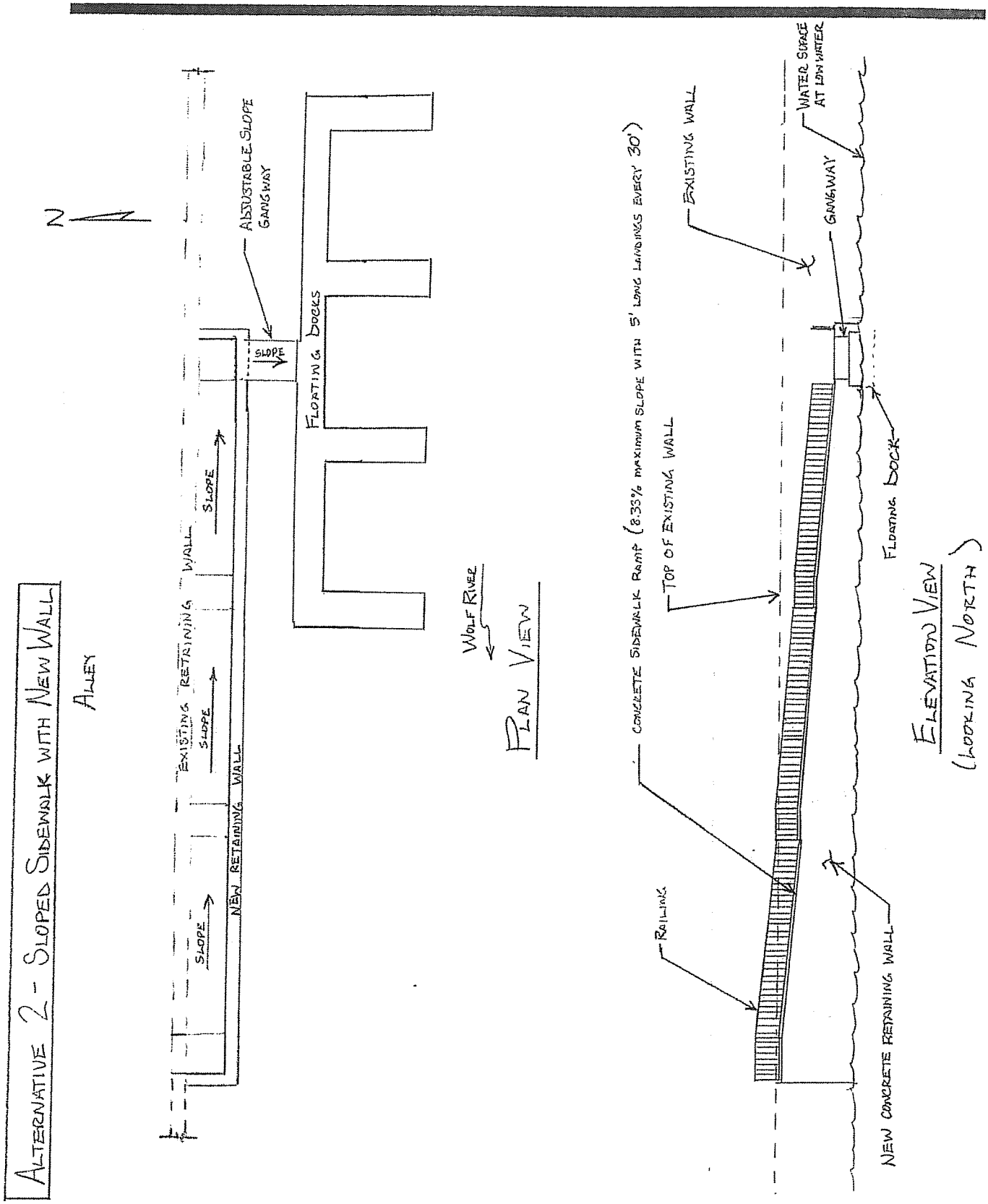
AYRES ASSOCIATES

EXHIBIT D



Project No.	Remarks	Prepared by	Date 8-12-09
Project Name NEW LONDON DOCK ACCESS		Checked by	Date
Title/Item			Sheet of

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797165

Document Number	EASEMENT AGREEMENT Document Title	Certified, Filed and or Recorded on January 26, 2012 10:00 AM Waupaca County RECEIVED FOR RECORD MICHAEL MAZEMKE REGISTER OF DEEDS Pages 13 Fee $30.00

Recording Area

13

Name and Return Address

Earl J. Luaders
Attorney at Law
P.O. Box 306
New London, WI 54961

updated legal description -
1-26-2012

Parcel Identification Number (PIN)

206

This information must be completed by submitter: document title, name & return address, and PIN (if required). Other information such as the granting clause, legal description, etc., may be placed on this first page of the document or may be placed on additional pages of the document. Note: Use of this cover page adds one page to your document and $2.00 to the recording fee. Wisconsin Statutes, 59.43(2m).
WRDA HB Rev: 1/8/2004

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EASEMENT AGREEMENT

THIS AGREEMENT by and between LeBeau Ventures, LLC, hereinafter referred to as "Business Owner" and the City of New London, hereinafter referred to as the "City". This Agreement is hereinafter referred to as "Easement Agreement". This Easement Agreement is executed as of this day of January, 2012.

RECITALS

A. The Business Owner is the owner of certain real property located adjacent to the Wolf River further depicted in the Map labeled as **Exhibit "1"** which is attached hereto and made a part hereof as though fully set forth at length herein, hereinafter referred to as "the Servient Estate". The legal description of the entire parcel is attached hereto as **Exhibit** "2". The portion affected by this Easement is the portion of real property described in **Exhibit** "3", hereinafter referred to as the "Easement Property".

B. For and in consideration of the payment by the City to the Business Owner in the amount of Thirteen Dollars ($13.00) and other good and valuable consideration, the City is purchasing an Easement for purposes of gaining access to the "Easement Property" as described hereinbefore in **Exhibit** "3" and for the purposes as defined hereinafter.

C. The parties, the Business Owner and the City, hereby agree that the Easement described *in* this Easement Agreement shall be a limited term Easement, which shall continue for the term, as defined hereinafter, for the benefit of the heirs, successors and assigns and to the detriment of the heirs, successors and assigns of the parties. This Easement described herein is hereinafter referred to on occasion as the "Easement". This Easement shall run for a defined term as defined in Paragraph 2 hereinafter.

EASEMENT

1. Creation of Easement: Subject to Paragraph 15, hereinafter, the Business Owner and the City hereby agree that the City, its heirs, successors and assigns shall have an easement over the Easement Property for the purpose of accessing, maintaining, and doing whatever is necessary for the maintenance of the alley and the river wall, including ingress and egress easements for gaining access to said property, and maintaining said property and doing whatever is necessary to preserve and repair the existing alley and river wall. It shall by the City's sole responsibility and duty to preserve and repair the existing alley and river wall.

2. Easement Term: The Easement shall be for a limited duration, the term being sixty (60) years from and after the execution of the last person to execute this Easement Agreement. This Easement shall be binding on the heirs, successors and the assigns of the parties during the duration of the term as defined in this paragraph.

3. Vehicular and Pedestrian Easement: Subject to Paragraph 15, an easement for ingress and egress for the purpose of constructing, maintaining and doing whatever is necessary for the preservation of the existing alley and river wall, shall be included in this Easement, both

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for vehicular and pedestrian access to do whatever is necessary to continue the preservation of the existing alley and river wall, for the benefit of the City, its heirs, successors and assigns, agents, employees, guests, licensees and invitees, and said Easement for ingress and egress to the Easement Property.

4. Covenants for a Limited Term: All of the terms and conditions of this Easement, including the benefits and burdens, shall be for a limited term, the term being described in Paragraph 2 hereinbefore.

5. The rights and obligations set forth in this document shall benefit and be binding on the parties to this document and their respective successors and assigns.

6. The Business Owner, the City, their heirs, successors and assigns, agree to cooperate with each other and to take such measures as may be necessary from time to time, to carry out the intent of this Agreement, whether by express grant, implication, or prescription. Such measures may not, however, unreasonably interfere with the easement rights granted under this document and the rights retained by the Business Owner under Paragraph 15 hereinafter.

7. In consideration of the Easement granted by the Business Owner, the City, their heirs, successors and assigns, for the term of this Easement as described in Paragraph 2 hereinbefore, shall be responsible for preserving, maintaining and repairing the existing alley and river wall, at the City's sole expense. The Business Owner, along with their heirs, successors and assigns, shall not be responsible for any costs of construction, rebuilding, maintenance or preservation for said alley and river wall. Furthermore, the City shall not assess the Business Owner or their property, or their heirs, successors and assigns for any costs related to construction, rebuilding, maintenance or preservation for said alley and river wall

8. Non-Use: Non-use or limited use of the easement rights granted in this Easement shall not prevent the City from later use of the easement rights to the fullest extent authorized in this easement.

9. Governing Law: This easement shall be construed and enforced in accordance with the laws of the State of Wisconsin.

10. Notices: All notices to any owner under this Easement Agreement shall be delivered in person or sent by certified mail, postage prepaid, return receipt requested, to the other party at that party's last known address. If the other party's address is not known to the party desiring to send a notice, the party sending the notice may use the address to which the other party's property tax bills are sent.

11. Invalidity: If any term or condition of this Easement Agreement, or the application of this Declaration or to any person or circumstance, shall be deemed invalid or unenforceable, the remainder of this easement, or the application of the term or condition to persons or circumstances other than those to which it is held invalid or unenforceable, shall not be effected thereby, and each term and condition shall be valid and enforceable to the fullest extent permitted by law.

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12. Waiver: No delay or omission by any party in exercising any right or power arising out of any default under any of the terms or conditions of this easement shall be construed to be a waiver of right or power. A waiver by a party or any of the obligations of the other party shall not be construed to be a waiver of any breach of any other terms or conditions of this easement.

13. No Public Dedication: Nothing in this easement shall be deemed to be a gift or dedication of any portion of the easements granted under this easement to the general public or for any public purpose whatsoever.

However, during the term of the Easement (pursuant to Paragraph 2 hereinbefore), the public shall have the right to traverse upon the Easement, including, but not limited to, walking, driving and riding bicycles over the Easement In consideration of the Business Owner allowing the public to access said Easement, the City and Business Owner agrees and understands that the City hereby agrees to hold harmless and indemnify the Business Owner, along with their heirs, successors and assigns, from any and all liability arising out of the public's use of said Easement.

14. Limitations of Easement and Rights of Business Owner: The Business Owner and City agree that the Business Owner has continued, unfettered use of the alley and that the Easement being given herein is a non-exclusive Easement to the City. The Business Owner and City further agree that the use of the Easement by the City in no way, shape or form, shall affect the Business Owner's rights to the following:

a. Owner and Tenant parking in the alley
b. Utilities
c. Entrance Way
d. Docks (However, the placement of any docks would be subject to any existing or additional Ordinance requirements such as the obtaining of a permit and that placement of any dock shall not compromise the structural integrity of the river wall.)
e. Table areas on the business properties
f. Outside Cafes
g. Deliveries
h. Garbage pickup
i. Drainage

The terms and conditions of this Paragraph 14 shall be controlling in the event they conflict with any other term or condition of this Easement Agreement.

15. Hold Harmless and Indemnification: The City and Business Owner agree and understand that the City shall be solely responsible for the maintenance, repair and preservation of the alley and river wall and the Business Owner shall have no duties with respect to the same. Therefore, the City hereby agrees to hold harmless and indemnify the Business Owner, along with their heirs, successors and assigns from any and all liability arising out of the City's obligations created under the terms and conditions of this Easement.

16. Size: The width of the Easement shall be twelve feet (12') as depicted on Exhibit "3" attached hereto.

17. Enforcement: In the event the City does not comply with any term or condition as stated in this Easement Agreement, any Business Owner, their heir successor or assign, shall have the individual right to enforce the terms and conditions of this Easement Agreement.

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18. Drafting: The City and Business Owner agree and understand that a substantial amount of negotiation has taken place with respect to the drafting of this Easement Agreement. Therefore, both parties agree that the drafters shall be considered both the Business Owner and the City of New London and there shall be no presumption that either the Business Owner or the City of New London was the drafter of this Easement Agreement.

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City of New London
By: Kent A. Hager

STATE OF WISCONSIN)
) SS.
WAUPACA COUNTY)

Personally came before me this 4 day of January, 2012 the above-named Kent A. Hager to me known to be the person who executed the foregoing instrument and acknowledge the same.

Becky Johnson

Notary Public, State of Wisconsin
My Commission expires 9/5/15

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DOC# 797165

LE BEAU VENTURES, LLC

Doris Deneke

Doris Deneke f/k/a Doris LeBeau
Managing Member

STATE OF North Carolina)
) SS.
COUNTY OF Durham)

Personally came before me this 10 day of January, 2012 the above-named Doris Deneke to me known to be the person who executed the foregoing instrument and acknowledge the same.

D SCOTT RENNINGER NOTARY PUBLIC WAKE COUNTY, NC

D. Scott Renninger
Notary Public, State of North Carolina
My Commission expires April 13, 2016
County of Durham

THIS INSRUMENT WAS DRAFTED BY: EARL J. LUADERS

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EXHIBIT "1"
(MAP)

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DOC# 797165

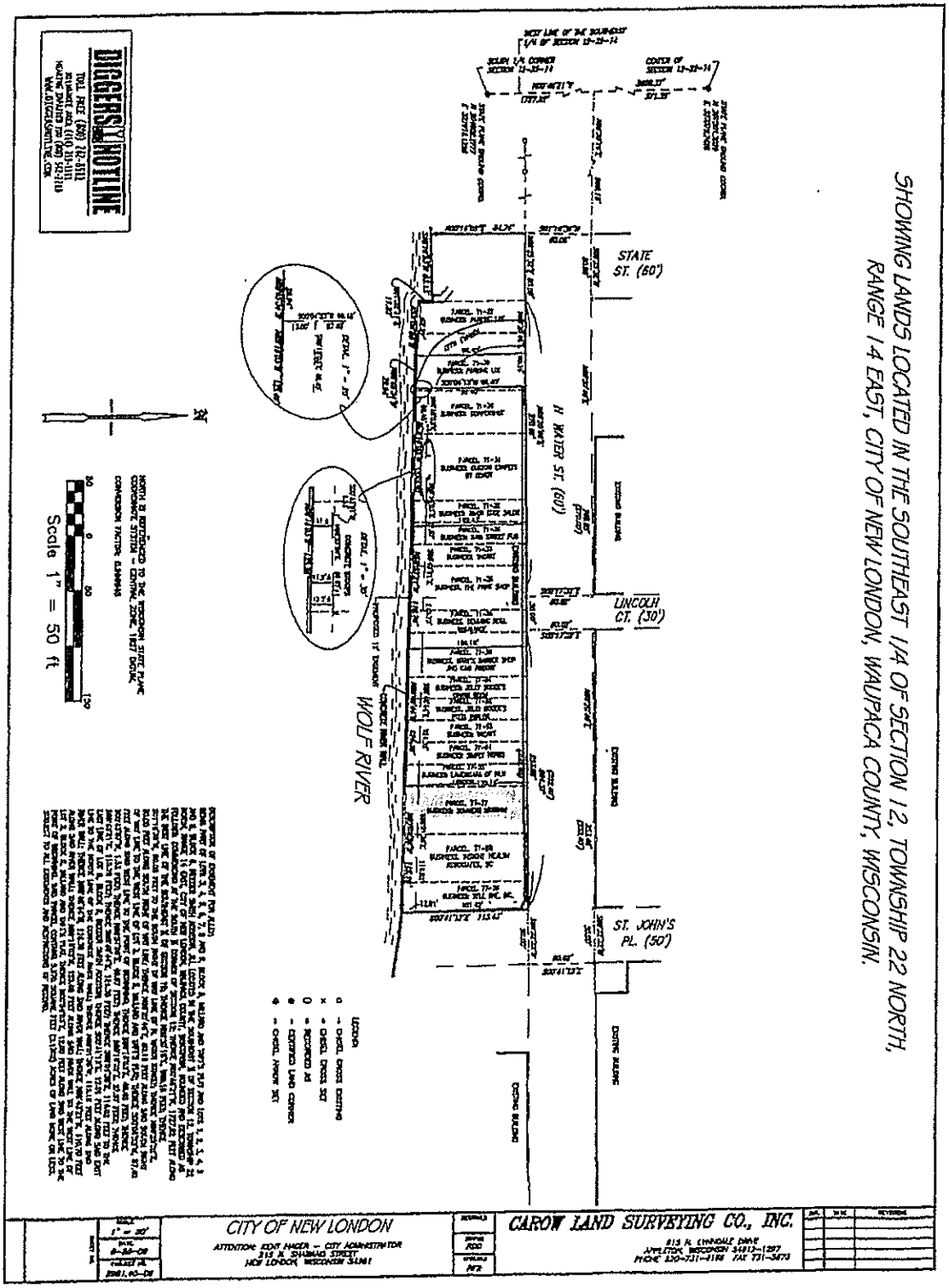

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EXHIBIT "2"
(LEGAL DESCRIPTION)
OF PROPERTIES AFFECTED BY
EASEMENT

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DOC# 797165

PROPERTY DESCRIPTION:
The East ½ of Lot 4, Block 6, Reeder Smith's Plat to the Village (now City), of New London, according to the recorded plat thereof, Waupaca County, Wisconsin.
AND
The West 24 feet of Lot 5, Block 6, Reeder Smith's Plat, City of New London, according to the recorded plat thereof, Waupaca County, Wisconsin.

LAST OWNER OF RECORD:

SMBP of New London, LLC, a Wisconsin Limited Liability Company,
as Purchaser under Land Contract Document No. 767672

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EXHIBIT '3'
(LEGAL DESRIPTION OF EASEMENT PROPERTY)

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DOC# 797165

CAROW LAND SURVEYING
COMPANY, INCORPORATED
615 N Lynndale Drive
P O Box 1297
Appleton, Wisconsin 54912-1297
Phone (920) 731-4168
Fax (920) 731-5673

AUGUST 28, 2009

CITY OF NEW LONDON
ATTENTION: KENT HAGER
215 N. SHAWANO STREET
NEW LONDON, WISCONSIN 54961

RE: B981.40-09

DESCRIPTION OF EASEMENT FOR ALLEY:

BEING PART OF LOTS 3, 4, 5, 6, 7, 8 AND 9, BLOCK 5, MILLARD AND TAFT'S PLAT AND LOTS 1, 2, 3, 4, 5 AND 6, BLOCK 6, REEDER SMITH ADDITION, ALL LOCATED IN THE SOUTHEAST ¼ OF SECTION 12, TOWNSHIP 22 NORTH, RANGE 14 EAST, CITY OF NEW LONDON, WAUPACA COUNTY, WISCONSIN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTH ¼ CORNER OF SECTION 12; THENCE N00°46'21"W, 1727.92 FEET ALONG THE WEST LINE OF THE SOUTHEAST ¼ OF SECTION 12; THENCE N89°30'18"E, 969.18 FEET; THENCE S01°16'36"W, 60.05 FEET TO THE SOUTH RIGHT OF WAY LINE OF N. WATER STREET; THENCE N89°25'32"E, 60.00 FEET ALONG SOUTH RIGHT OF WAY LINE; THENCE N89°20'46"E, 80.16 FEET ALONG SAID SOUTH RIGHT OF WAY LINE TO THE WEST LINE OF LOT 3, BLOCK 5, MILLARD AND TAFT'S PLAT; THENCE S00°04'53"W, 87.40 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING; THENCE S89°16'03"E, 48.45 FEET; THENCE S00°43'57"W, 1.53 FEET; THENCE N88°57'59"E, 49.67 FEET; THENCE S89°16'03"E, 27.57 FEET; THENCE S88°43'21"E, 110.75 FEET; THENCE S88°48'44"E, 124.35 FEET; THENCE S89°01'36"E, 114.82 FEET TO THE EAST LINE OF LOT 6, BLOCK 6, REEDER SMITH ADDITION; THENCE S00°41'12"E, 12.01 FEET ALONG SAID EAST LINE TO THE NORTH LINE OF THE CONCRETE RIVER WALL; THENCE N89°01'36"W, 115.19 FEET ALONG SAID RIVER WALL; THENCE N88°48'44"W, 124.38 FEET ALONG SAID RIVER WALL; THENCE N88°43'21"W, 110.70 FEET ALONG SAID RIVER WALL; THENCE N89°16'03"W, 125.48 FEET ALONG SAID RIVER WALL TO THE WEST LINE OF LOT 3, BLOCK 5, MILLARD AND TAFT'S PLAT, THENCE N00°04'53"E, 12.00 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING. SAID PARCEL CONTAINS 5,670 SQUARE FEET (0.1302) ACRES OF LAND MORE OR LESS. SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

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River Wall Rehabilitation Study

City of New London

Project No. 08001001

January 2015

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River Wall Rehabilitation Study

City of New London

Project No. 08001001

Prepared by:

MSA Professional Services
201 Corporate Drive
Beaver Dam, Wisconsin 53916

Phone: 920-887-4242

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I. OVERVIEW AND OBJECTIVE

This River Wall Rehabilitation Study was commissioned by the City of New London to evaluate the condition of the existing retaining wall on the north bank of the Wolf River between State Street and North Pearl Street. This wall was originally constructed in about 1928 and consists of a steel reinforced cast in place concrete structure. The wall is supported on a concrete footing which is in turn supported on 2 rows of timber piling. The majority of the original wall remains intact at this point.

Subsequent repairs in 1982 are documented by city records, at which time the wall underwent an extensive repair that included sheet piling and a concrete seal to protect exposed piling, placement of rip rap for the same purpose, and repairs to concrete curb, steps and various wall surfaces.

Additional modifications were made to the wall in approximately 1984 when portions of the original wall were removed and concrete bases were installed to accommodate the placement of poles for an electrical distribution line. The installation of these bases does not appear to have detrimentally affected the condition or function of the wall.

The objectives of this study are to:

- Prepare a topographic base map of the area to assist with identification of potential constructability issues.
- Investigate alternatives for repair or replacement of the existing wall.
- Investigate alternatives for improving the visual appearance of the wall, including an alternative for placing sheet piling in front of the existing wall.
- Prepare an estimate of probable construction costs for various alternatives, and estimate of costs for design and construction engineering.
- Investigate potential outside funding sources for wall rehabilitation.

II. RESOURCES

The following resources were used in the site investigation and preparation of this report:

- Original wall design drawing, consisting of one sheet, undated but from the original construction.
- Retaining Wall Rehabilitation Plan, consisting of 6 sheets, Donohue Engineers, 1982
- Wolf River Renovation, plans for upgrade to electric distribution line, Forster Engineering, 1984
- Structure design plans, B-68-129 (Pearl Street Bridge), Westbrook Associates, 2010

III. FIELD REVIEW PROCEDURES

The field review of the River Wall was performed on July 29, 2014. This date was chosen because the water level of the Wolf River was at a low level, allowing for good observation of the entire face of the wall and much of the footing and rip-rap. Water level on this date was slightly more than 800 cfs. (reference USGS National Water Information System, site 04079000 Wolf River at New London, WI) Some areas of the footing were obscured by sedimentation and could not be examined.

An effort was made to replicate the stationing that was used in the 1982 rehabilitation plan by scaling off the plan and using a cloth tape to lay out the station intervals. The stations referenced in this report are based on this layout and are approximate. A site plan with stationing is included for reference as Appendix B.

The process of the investigation included visual observation of the condition of the concrete and joints; rip rap, sheet piling and concrete seal where visible; and non-destructive testing (sounding) of the concrete surface at various locations to aid in making judgments of the condition of the existing concrete.

The exiting pilings were not investigated. For the most part, they were covered by siltation, rip rap, or concrete seal. In a few areas where they might have been exposed by erosion underneath the footing, they were not visible due to the water level.

Photos were taken of the site, with stationing painted on the wall for referencing pertinent features for this report.

IV. FIELD REVIEW FINDINGS

In general, the field review would suggest that the wall rehabilitation effort can be broken down into the following general categories:

Structural Deficiencies: Includes failure of the structural integrity of the wall and joints. These deficiencies need to be corrected to maintain the integrity of the wall.

Concrete surface defects: Includes concrete deterioration due to exposure to freeze/thaw, salt and other environmental factors. These defects need to be corrected as maintenance to prevent further deterioration of the wall.

Foundation deficiencies: These deficiencies are due to scour at the base of the wall footing and need to be corrected to prevent undermining of the existing footing and possible damage to the existing timber piles.

Aesthetics: The city desires to upgrade the appearance of the wall to promote a fresh look for the riverfront. The field investigation included gathering information as to possible upgrades to the wall that would enhance the appearance.

Miscellaneous repairs and upgrades: This includes such items as removal of old railing, addition of new railing, maintenance of the existing stormwater outfall penetrations in the wall, and removal or replacement of other minor components of the wall.

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V. REHABILITATION RECOMMENDATIONS AND PROCEDURES

A. Structural Deficiencies

1. Wall Removal and Replacement Station 15+50 to 16+00

This section of the wall shows signs of structural failure. The west end of this portion of the wall, at Station 15+50, is the start of the angle point where the alignment of the wall diverges to the southeast at about an 11.5 degree angle. This joint has been repaired previously but has subsequently failed. *(Reference photo 1)* External forces and expansion and contraction of the wall have caused the existing wall and joint repair to crack and displace. Some of the failure may also be attributed to the installation of utility lines that were bored under the river at this location. The wall also has a large horizontal crack through the middle third of the body of the wall that extends from the joint at 15+50 to the joint at 16+00. *(Reference photo 2)* It is assumed that this crack extends through the entire width of the wall, but this could not be verified during the field investigation. The existing footing appears to be intact but this could also not be verified during the field investigation due to the buildup of sediment along the base of the wall.

Recommended repair procedures for this section- replace the entire wall full height:

- Sawcut the existing wall through the full height and width at both ends of this section. The removal limit will need to go far enough east and west to incorporate a new joint on each end that will terminate at sound concrete in the existing wall.
- Remove the existing wall down to the footing.
- Repair the existing footing as necessary by removing and replacing the concrete. Salvage the existing piling tops and incorporate the existing piling into the new footing.
- Reconstruct the 2 storm sewer discharge pipes that are located within the section after verifying that they are still active.
- Reconstruct the wall to the dimensions of the old wall but utilize a new joint design on each end. All new bar steel reinforcement will be epoxy coated. Waterproof the north side of the new wall to prevent future salt intrusion into the concrete.

2. Wall Removal and Replacement Station 18+34 to 18+44

This is the easterly terminus of the wall where it abuts the north abutment of the Pearl Street Bridge. This portion of the wall shows signs of concrete failure with extreme cracking of the concrete and efflorescence on the south face of the wall. *(Reference photo 3)* In addition to the concrete failure, there

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is a steel storm sewer pipe that penetrates the wall at this location. This pipe is rusted and failing. There is also a ladder at this location that allows access from the wall to the river. This ladder is composed of steel rungs that are cast into the face of the wall.

Recommended repair procedures for this section- replace the entire wall full height:

- Sawcut the existing wall through the full height and width at both ends of this section. Care must be taken on the east end where the wall abuts the Pearl Street Bridge to avoid damage to the bridge abutment or wing.
- Remove the existing wall to the level of the top of the existing footing. Repair the existing footing if necessary.
- Reconstruct the storm sewer outfall utilizing concrete or PVC pipe.
- Reconstruct the wall to the dimensions of the old wall utilizing epoxy coated bar steel reinforcement. Waterproof the north side of the new wall to prevent future salt intrusion into the concrete.
- Install a new ladder. A galvanized steel ladder would be recommended.

3. Joint Repair

The existing wall has construction/expansion joints at 50-foot intervals. These joints are designed to prevent lateral displacement of the wall, while allowing for longitudinal expansion. Many of the joints were repaired during the previous rehabilitation effort by cleaning and sealing, but these repairs have failed. The failed joints are allowing water and salt to penetrate the joint, resulting in further deterioration of the joint. Most of the joints show this deterioration on the upper 2' to 5' of the joint, but several have failed for the entire height of the wall. *(Reference photo 4,5,6,7)*

The recommended process for repairing the joint is shown in Figure 1. *See Figure 1-Joint Repair Detail.*

The addition of longitudinal dowel bars will deter further lateral displacement of the wall while allowing for continued longitudinal movement. The rubberized membrane water proofing will seal the joint from behind while allowing for expansion and contraction. The non-bituminous joint sealer will aid to seal the joint from the front side of the wall. The non-bituminous joint sealer needs to be maintained or replaced on a regular basis to remain effective.

B. Concrete Surface Defects

1. Wall Concrete Surface Repair

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Many portions of the wall show signs of failure due to weathering, water and salt intrusion. *(Reference photo 8)* These areas show up as a network of fine cracks and efflorescence. The concrete in these areas is subject to continued deterioration as more water and salt intrudes into the cracks. The extent of this deterioration is hard to discern at times. Sounding with a hammer is effective for determining the limits of the failed concrete, but the actual extents are best determined during the repair process. In addition to the failure of the concrete, steel reinforcement is adversely affected by water and salt intrusion, and the rusting of the reinforcement bars can accelerate the deterioration of the concrete as the rust expands.

Many of the areas that are in need of repair can be rehabilitated by removing the old concrete and replacing with new, high performance concrete patch materials. This technique was utilized successfully in the previous repair project and would be the method of choice for repairs that are confined to the outer several inches of the wall. More extensive repairs may be needed in areas where the steel reinforcement has rusted to the point where it does not have sufficient cross sectional area to perform well.

Some sections of the wall may be so thoroughly deteriorated as to require replacement of the entire wall section, particularly in the area between 17+50 and 17+87. *(Reference photo 9)* Cores are to be taken in this area of the wall to determine the depth of the failure. These cores can be utilized to make judgments as to the extent of wall replacement that may be necessary in other locations.

Recommended repair procedure for these concrete surface defects- concrete surface repair:

- Determine the limits of the repair by sounding and removal with a light jackhammer.
- Sawcut the perimeter of the repair area to a minimum of ½" depth
- Remove deteriorated material down to sound concrete.
- Remove deteriorated steel reinforcement, if necessary.
- Supplement existing steel reinforcement with new epoxy coated steel reinforcement, if necessary.
- Place high strength concrete or high performance concrete patch material to match the surface of the existing wall.

C. Foundation Deficiencies

1. <u>Riprap</u>

During previous repairs, riprap was added at the base of the wall footing to protect the existing footing and piling from erosion. This riprap appears to

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have performed well and would appear to be intact at the locations where it was previously placed. Additional erosion has subsequently occurred along the footing of the wall in areas that were not previously riprapped. Placement of additional riprap in these areas is recommended to prevent further erosion. Riprap is recommended to be placed from approximately Station 12+25 to Station 15+25.

D. Aesthetics

1. Formliner Overlay

One option for upgrading the aesthetics of the existing wall would be to add a concrete formliner overlay to the river side exposed surface of the wall. A formliner is an inlay that is inserted into the face of a concrete form so a pattern will be imprinted on the concrete once the form is removed. The formliner used for the overlay of the wall would match that on the parapets and wings of the newly reconstructed Pearl Street Bridge and would be colored in the same pattern. An additional benefit of the overlay would be to incorporate many of the surface repair areas of the wall into the new overlay. This would increase the durability of the deteriorated sections of the wall.

See Figure 2 –Wall Aesthetic Treatment-Formliner Option for an example of the possible construction option for an overlay with formliner. The detail shows a minimum dimension of 3 feet for the overlay. This minimum is based on the constructability of the overlay area. This height could be increased if desired. However, any of the overlay that is below the normal water level of the Wolf River will be subject to staining by the river water.

2. Sheet Piling

One of the possible treatments to upgrade of the appearance of the wall is to install steel sheet piling along the river side of the wall to match the full height of the existing wall. This sheet piling wall would be considered more of an aesthetic upgrade than a structural one, but it would provide protection for the existing wall from the erosional effects from the river.

The construction concept for adding the sheet piling wall would be fairly simple. Sheet piling would be driven along the footing of the river side of the wall, the sheeting would be trimmed to match the top elevation of the existing concrete wall, and the area between the existing wall and the new sheet piling wall would be filled with concrete. *See Figure 3- Wall Aesthetic Treatment-Sheet Piling Option.*

However, there are several areas of the existing wall that would require a substantial amount of preparatory work before the new sheet pile wall could be placed.

The first area is from station 9+95, which is the west corner of the wall to approximately station 12+05. This area was rehabilitated to protect the footing and piling during the 1982 project by driving sheet piling along the outside face of the existing footing and then pouring a concrete seal between the footing and sheet piling. *(Reference photo 10)*. In order to construct a continuous sheet piling wall, this previous repair would need to be removed.

The second area that would require preparatory work would be the river bed areas where rip rap has been installed. The existing rip rap would have to be removed before any new sheeting could be driven.

An additional area of concern would be between Station 15+50 and 16+00. This area has several buried utilities, including water main, telephone and gas main. The presence of these buried conduits would likely prohibit the proper installation of the sheet piling, as the pile driving operations could potentially damage the utility lines.

All existing storm sewer outfalls would have to be extended through the sheet piling wall. Special consideration would have to be given to the configuration of the sheet piling at the existing stairway at 17+10.

One additional item of note relates to changing the river cross-section by adding the sheet piling on the river side of the existing wall. The river cross-sectional flow area will subsequently be reduced and this will affect the flow hydraulics which in turn will affect the nearby U.S.G.S. metering station calibration and also the FEMA regional flood elevation in this stretch of the river. It is anticipated that extensive agency coordination and associated permitting will be required to execute the construction of this option.

E. Miscellaneous Repairs And Upgrades

1. Railing

The city would like to have a new railing installed along the top of the river wall. The desire would be to match the existing railing that is in place on the wall at Taft Park. *(Reference photo 11)*

The recommendation would be to not match the existing railing. The existing railing does not appear to comply with current practices for pedestrian railing. The rail spacing does not inhibit a person from going through the rail and falling into the river or river bed. An alternative railing design should be investigated.

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2. Storm Sewer Outfall Rehabilitation Station 9+80

At station 9+80, there is an existing 30-inch reinforced concrete storm sewer pipe that penetrates the existing wall to discharge into the river. *(Reference photo 12)* The wall below the discharge is deteriorated due to water and salt runoff from the pipe. The wall below the pipe was rehabilitated in 1982 by installing a ¼" thick steel plate which was held in by stainless steel anchors. Grout was installed to seal the void between the pipe and the plate. The grout has deteriorated over the years and is allowing water to again deteriorate the face of the wall. Additionally, some of the bolts and nuts that hold the plate in place are missing.

The plate appears to have served the purpose well for a majority of the previous 22 years since it was installed. One option for rehabilitation would be to remove the existing plate, remove any deteriorated concrete beneath the plate and around the pipe, provide concrete surface repair for the areas under the plate and around the pipe, apply waterproofing materials to the new surface repair, and the reinstall the plate. Additional protection of the concrete wall could be achieved by fabricating a scupper for the end of the pipe that would allow the stormwater to discharge beyond the face of the wall.

F. Additional Considerations

1. Constructability Issues

Work on the river wall will present a challenge to construct some of the recommendations that are made in this report. These include:

a) Maintenance of traffic: Access during construction would be primarily through the alley that is adjacent to the north side of the wall. The alley is very narrow in spots and any disruption to normal traffic patterns would inconvenience the residents and businesses adjacent to the work area. The alley is used for deliveries, parking and garbage pickup. Contract language for the wall rehabilitation work should include provisions that dictate the contractor's use of the alleyway during construction.

b) Overhead utilities: The river wall supports utility poles that have electric and telephone lines attached. These lines run east and west, directly overhead of the wall. Many of these poles have drops across the alley to the adjoining buildings to the north. The proximity of these lines will limit access by cranes and other heavy equipment for many of the probable construction operations, such as driving sheet piling, placing rip rap, and wall removal.

c) Underground utilities: The utility river crossings at 15+50 to 16+00 will limit contractor's options for construction techniques. It will be

difficult to drive sheet piling in this area due to the potential for damaging the utilities. There are also numerous other utilities in the alley, including fiber optics, gas and electric lines. *(Reference photo 13)*

d) River water levels: High water levels in the river will limit the amount of time available to complete the work during the construction year. Many of the rehabilitation recommendations will require work to be performed down to the level of the footing. To work to this level will require sheeting or continuous low water levels during the majority of the construction process.

2. Underdrain

One of the major issues noted during the field review is that much of the deterioration of the wall is due to the inflow of water and salt into the concrete. The source of this water and salt is the surface drainage from the adjacent alley and buildings. The runoff is directed to the north side of the wall, which acts as a curb to direct the water to scuppers through the wall or inlets installed adjacent to the wall. Reduction of the amount of water and salt that reaches the wall could potentially slow down the further deterioration of the concrete. An underdrain system could be installed on the north side of the wall that would collect the runoff and allow it to be discharged in controlled locations. While this underdrain is being installed, additional waterproofing could be added to the north side of the wall to further reduce the deterioration caused by the water and salt. A possible detail for the underdrain is shown in Figure 4. *See Figure 4-Underdrain Detail.*

3. Boat Dock Access Considerations

In late 2009, there were discussions relating to enhancing boat access to nearby downtown businesses as a part of the planning effort for a waterfront initiative. A report by Ayres Associates evaluated the issues surrounding the construction of a floating dock system adjacent to a portion of the river wall on the north side of the Wolf River. These issues included: water level fluctuations, ADA accessibility, along with maintenance and environmental concerns.

The report recommended two alternatives (#1: Gangway System and #2: Permanent Sloped Sidewalks with Retaining Wall). Based upon our limited review, we would support consideration of Alternative #1 which is less costly, has fewer environmental concerns and better accommodates the relatively large water level fluctuations of the river. This alternative consists of floating docks accessed by temporary (removed seasonally) aluminum gangways that would run adjacent and parallel to the existing river wall. This

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construction would require anchorage of the floating docks plus the gangways to the existing river wall. We do not anticipate any additional internal structural modifications to the river wall in order to accommodate this type of attachment based upon the preliminary nature of the information provided at this time. Of course, a detailed design of the complete dock system (including anchorage) would be required if this option is pursued.

VI. FUNDING SOURCES

A. Knowles-Nelson Stewardship Program

Since its inception in 1990, the Knowles-Nelson Stewardship Program has helped to preserve wildlife habitat, protect water quality and expand outdoor recreation throughout the state of Wisconsin.

The Knowles-Nelson Stewardship Program is a highly competitive grant program administered thru the Department of Natural Resources with many communities vying for limited funding. MSA clients routinely outscore the competition by focusing on the following steps:

1. Pre-Planning - Grant eligibility requires a community to have an up-to-date Comprehensive Outdoor Recreation Plan (CORP) that includes the development project.
2. Site Planning - Successful grant applications typically include a more detailed conceptual plan of the proposed improvements, which visualizes the uses of grant funding.
3. Project Coordination - Early coordination with DNR staff in charge of reviewing grant applications is a vital, but often overlooked, aspect of the grant application process. MSA can assist with these contacts so that there is a clear understanding of the project and the need for grant funding.
4. Application Optimization - Grants are awarded based on a scoring system and every opportunity must be investigated to optimize grant applications in order to obtain the highest score possible.
5. Bundling - Stewardship grants can often be combined with other state and federal grant programs to reduce a community's share of the project costs.

The program provides up to 50% matching grant and applications are due May 1st of each year. Funding priorities are as follows:

- Acquisition of land and the development of nature-based outdoor recreation.
- Water-based activities.
- Multiple-season and multiple-activity use.
- Documentation shows benefits to tourism.
- Serves a regional need.
- Provides a first of its kind facility.

The perceived opportunity for this funding program may be related to a combination of the following items:

- River access to the public and related activities.
- Boating access to nearby downtown businesses.
- Connections to adjacent public trail facilities.

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B. Recreational Boating Facilities (RBF)

The Recreational Boating Facilities (RBF) grant program is also administered thru the Department of Natural Resources and supports activities such as: ramps and boarding docks, harbors, channel dredging, navigation aids, support facilities including parking lots, access ways, sanitary facilities, fencing, security lighting, and signage.

The program provides up to 50% matching grant and applications are accepted at any time throughout the year. Applications are processed thru the DNR but ultimately they get approval from the Waterways Commission and require someone to present the project at one of the Commission's quarterly meetings. Funding priorities are as follows:

- Distance of project from other recreational boating facilities.
- Demand for safe boating facilities.
- Existing facilities.
- Projects currently underway.
- Commitment of funds.
- Regional location of the proposed facility.

The perceived opportunity for this funding program is the boating access to onshore facilities (downtown businesses, restroom facilities, etc.). The program does not typically contribute to the construction of facilities commonly used for berth of boats, like seasonal dockage.

APPENDIX A

Estimated Probable Construction Costs

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ESTIMATE OF PROBABLE CONSTRUCTION COST

New London River Wall (North Side of Wolf River between State St. and N. Pearl St.)

WALL REPLACEMENT FROM STATION 15+50 to 16+00

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1.	MOBILIZATION, BONDS & INSURANCE	1	LS	$ 15,000	$ 15,000
2.	EROSION & TRAFFIC CONTROL	1	LS	$ 4,000	$ 4,000
3.	COFFERDAM	1	LS	$ 66,200	$ 66,200
4.	CONCRETE SEAL	50	CY	$ 200	$ 10,000
5.	SAWCUTS FOR WALL REMOVAL	1	LS	$ 5,000	$ 5,000
6.	WALL REMOVAL/EXCAVATION	1	LS	$ 8,000	$ 8,000
7.	CONCRETE MASONRY	46	CY	$ 750	$ 34,500
8.	COATED BAR STEEL REINFORCEMENT	2,800	LB	$ 2	$ 5,600
9.	TYPE "L" ANCHORS #4 BARS	34	EA	$ 25	$ 850
10.	GRANULAR BACKFILL	165	CY	$ 20	$ 3,300
11.	RESTORATION	1	LS	$ 1,500	$ 1,500
12.	EROSION CONTROL	1	LS	$ 1,000	$ 1,000
13.	STORM SEWER 12-INCH	24	FT	$ 80	$ 1,920
14.	CATCH BASIN WITH COVER	1	EA	$ 2,000	$ 2,000
15.	CONTINGENCY (10%)				$ 15,887
	SUBTOTAL:				$ 174,757
	DESIGN, PERMITTING & BIDDING (18%)				$ 31,456
	CONSTRUCTION CONTRACT ADMINISTRATION (4%)				$ 6,990
	PART-TIME CONSTRUCTION OBSERVATION (4%)				$ 6,990
	CITY ADMINISTRATION & FINANCING				$ -
	INFLATION (Calendar Year 2015 to Calendar Year ????)				$ -
	TOTAL:				**$ 220,193**

Notes:

1. All costs shown are estimated construction costs for calendar year 2015.
2. The quantities and prices are the best estimate at this time and should be re-computed after a more detailed engineering design is performed and construction plans are prepared.
3. The costs associated with city administration, financing, and inflation (due to delayed project execution or phasing) are not included herein.
4. Costs are based upon "normal" construction conditions. There is no allowance for unforeseen conditions such as: hazardous materials or contamination, historical or archaeological significance, compliance with U.S.G.S. requirements relating to the nearby river guaging station, additional improvements (drainage, pedestrian or vehicular access, or similar type issues) in the adjacent alleyway and/or park lands.

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ESTIMATE OF PROBABLE CONSTRUCTION COST

New London River Wall (North Side of Wolf River between State St. and N. Pearl St.)

WALL REPLACEMENT FROM STATION 18+34 TO 18+44

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1.	MOBILIZATION, BONDS & INSURANCE	1	LS	$ 3,000	$ 3,000
2.	EROSION & TRAFFIC CONTROL	1	LS	$ 1,000	$ 1,000
3.	COFFERDAM	1	LS	$ 10,000	$ 10,000
4.	CONCRETE SEAL	5	CY	$ 200	$ 1,000
5.	SAWCUTS FOR WALL REMOVAL	1	LS	$ 2,000	$ 2,000
6.	WALL REMOVAL/EXCAVATION	1	LS	$ 2,000	$ 2,000
7.	CONCRETE MASONRY	8	CY	$ 750	$ 6,000
8.	COATED BAR STEEL REINFORCEMENT	450	LB	$ 2	$ 900
9.	TYPE "L" ANCHORS #7 BARS	8	EA	$ 25	$ 200
10.	TYPE "L" ANCHORS #4 BARS	8	EA	$ 25	$ 200
11.	GRANULAR BACKFILL	25	CY	$ 20	$ 500
12.	RESTORATION	1	LS	$ 500	$ 500
13.	EROSION CONTROL	1	LS	$ 500	$ 500
14.	STORM SEWER 12-INCH	25	FT	$ 80	$ 2,000
15.	ACCESS LADDER	1	LS	$ 1,500	$ 1,500
16.	CONTINGENCY (10%)				$ 3,130
	SUBTOTAL:				$ 34,430
	DESIGN, PERMITTING & BIDDING (18%)				$ 6,197
	CONSTRUCTION CONTRACT ADMINISTRATION (4%)				$ 1,377
	PART-TIME CONSTRUCTION OBSERVATION (3%)				$ 1,033
	CITY ADMINISTRATION & FINANCING				$ -
	INFLATION (Calendar Year 2015 to Calendar Year ????)				$ -
	TOTAL:				**$ 43,037**

Notes:

1. All costs shown are estimated construction costs for calendar year 2015.
2. The quantities and prices are the best estimate at this time and should be re-computed after a more detailed engineering design is performed and construction plans are prepared.
3. The costs associated with city administration, financing, and inflation (due to delayed project execution or phasing) are not included herein.
4. Costs are based upon "normal" construction conditions. There is no allowance for unforeseen conditions such as: hazardous materials or contamination, historical or archaeological significance, compliance with U.S.G.S. requirements relating to the nearby river guaging station, additional improvements (drainage, pedestrian or vehicular access, or similar type issues) in the adjacent alleyway and/or park lands.

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ESTIMATE OF PROBABLE CONSTRUCTION COST

New London River Wall (North Side of Wolf River between State St. and N. Pearl St.)

RIPRAP ARMOR AT BASE OF WALL

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1.	MOBILIZATION, BONDS & INSURANCE	1	LS	$ 1,000	$ 1,000
2.	EROSION & TRAFFIC CONTROL	1	LS	$ 1,000	$ 1,000
3.	RIPRAP	200	CY	$ 46	$ 9,200
4.	CONTINGENCY (10%)				$ 1,120
	SUBTOTAL:				$ 12,320
	DESIGN, PERMITTING & BIDDING (5%)				$ 616
	CONSTRUCTION CONTRACT ADMINISTRATION (2%)				$ 246
	PART-TIME CONSTRUCTION OBSERVATION (2%)				$ 246
	CITY ADMINISTRATION & FINANCING				$ -
	INFLATION (Calendar Year 2015 to Calendar Year ????)				$ -
	TOTAL:				**$ 13,428**

Notes:

1. All costs shown are estimated construction costs for calendar year 2015.
2. The quantities and prices are the best estimate at this time and should be re-computed after a more detailed engineering design is performed and construction plans are prepared.
3. The costs associated with city administration, financing, and inflation (due to delayed project execution or phasing) are not included herein.
4. Costs are based upon "normal" construction conditions. There is no allowance for unforeseen conditions such as: hazardous materials or contamination, historical or archaeological significance, compliance with U.S.G.S. requirements relating to the nearby river guaging station, additional improvements (drainage, pedestrian or vehicular access, or similar type issues) in the adjacent alleyway and/or park lands.

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ESTIMATE OF PROBABLE CONSTRUCTION COST

New London River Wall (North Side of Wolf River between State St. and N. Pearl St.)

JOINT REPAIR

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1.	MOBILIZATION, BONDS & INSURANCE	1	LS	$ 3,000	$ 3,000
2.	EROSION & TRAFFIC CONTROL	1	LS	$ 2,000	$ 2,000
3.	COFFERDAM	1	LS	$ 30,000	$ 30,000
4.	CONCRETE SEAL	30	CY	$ 200	$ 6,000
5.	SAWCUTS FOR WALL REMOVAL	1	LS	$ 15,000	$ 15,000
6.	WALL REMOVAL/EXCAVATION	1	LS	$ 6,000	$ 6,000
7.	CONCRETE MASONRY	50	CY	$ 750	$ 37,500
8.	COATED BAR STEEL REINFORCEMENT	5,640	LB	$ 2	$ 11,280
9.	TYPE "L" ANCHORS #7 BARS	264	EA	$ 25	$ 6,600
10.	TYPE "L" ANCHORS #4 BARS	264	EA	$ 25	$ 6,600
11.	GRANULAR BACKFILL	105	CY	$ 20	$ 2,100
12.	RESTORATION	1	LS	$ 2,500	$ 2,500
13.	EROSION CONTROL	1	LS	$ 1,000	$ 1,000
14.	STORM SEWER 12-INCH	10	FT	$ 80	$ 800
15.	CATCH BASIN WITH COVER	1	EA	$ 2,000	$ 2,000
16.	DOWEL SLEEVE	78	EA	$ 50	$ 3,900
17.	RUBBERIZED MEMBRANE WATERPROOFING	38	SY	$ 25	$ 950
18.	CONTINGENCY (10%)				$ 13,238
	SUBTOTAL:				$ 150,468
	DESIGN, PERMITTING & BIDDING (5%)				$ 7,523
	CONSTRUCTION CONTRACT ADMINISTRATION (2%)				$ 3,009
	PART-TIME CONSTRUCTION OBSERVATION (2%)				$ 3,009
	CITY ADMINISTRATION & FINANCING				$ -
	INFLATION (Calendar Year 2015 to Calendar Year ????)				$ -
	TOTAL:				**$ 164,009**

Notes:

1. All costs shown are estimated construction costs for calendar year 2015.
2. The quantities and prices are the best estimate at this time and should be re-computed after a more detailed engineering design is performed and construction plans are prepared.
3. The costs associated with city administration, financing, and inflation (due to delayed project execution or phasing) are not included herein.
4. Costs are based upon "normal" construction conditions. There is no allowance for unforeseen conditions such as: hazardous materials or contamination, historical or archaeological significance, compliance with U.S.G.S. requirements relating to the nearby river guaging station, additional improvements (drainage, pedestrian or vehicular access, or similar type issues) in the adjacent alleyway and/or park lands.

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ESTIMATE OF PROBABLE CONSTRUCTION COST

New London River Wall (North Side of Wolf River between State St. and N. Pearl St.)

STORM SEWER OUTFALL REHABILITATION STATION 9+80

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1.	MOBILIZATION, BONDS & INSURANCE	1	LS	$ 500	$ 500
2.	EROSION & TRAFFIC CONTROL	1	LS	$ 500	$ 500
3.	OUTFALL REHABILITATION	1	LS	$ 1,200	$ 1,200
4.	CONTINGENCY (10%)				$ 220
	SUBTOTAL:				$ 2,420
	DESIGN, PERMITTING & BIDDING (5%)				$ 121
	CONSTRUCTION CONTRACT ADMINISTRATION (2%)				$ 48
	PART-TIME CONSTRUCTION OBSERVATION (2%)				$ 48
	CITY ADMINISTRATION & FINANCING				$ -
	INFLATION (Calendar Year 2015 to Calendar Year ????)				$ -
	TOTAL:				**$ 2,637**

Notes:

1. All costs shown are estimated construction costs for calendar year 2015.
2. The quantities and prices are the best estimate at this time and should be re-computed after a more detailed engineering design is performed and construction plans are prepared.
3. The costs associated with city administration, financing, and inflation (due to delayed project execution or phasing) are not included herein.
4. Costs are based upon "normal" construction conditions. There is no allowance for unforeseen conditions such as: hazardous materials or contamination, historical or archaeological significance, compliance with U.S.G.S. requirements relating to the nearby river guaging station, additional improvements (drainage, pedestrian or vehicular access, or similar type issues) in the adjacent alleyway and/or park lands.

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ESTIMATE OF PROBABLE CONSTRUCTION COST

New London River Wall (North Side of Wolf River between State St. and N. Pearl St.)

CONCRETE WALL SURFACE REPAIR

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1.	MOBILIZATION, BONDS & INSURANCE	1	LS	$ 3,000	$ 3,000
2.	EROSION & TRAFFIC CONTROL	1	LS	$ 2,000	$ 2,000
3.	CONCRETE SURFACE REPAIR	2,200	SF	$ 70	$ 154,000
4.	CONTINGENCY (10%)				$ 15,900
	SUBTOTAL:				$ 174,900
	DESIGN, PERMITTING & BIDDING (5%)				$ 8,745
	CONSTRUCTION CONTRACT ADMINISTRATION (2%)				$ 3,498
	PART-TIME CONSTRUCTION OBSERVATION (4%)				$ 6,996
	CITY ADMINISTRATION & FINANCING				$ -
	INFLATION (Calendar Year 2015 to Calendar Year ????)				$ -
	TOTAL:				**$ 194,139**

Notes:

1. All costs shown are estimated construction costs for calendar year 2015.
2. The quantities and prices are the best estimate at this time and should be re-computed after a more detailed engineering design is performed and construction plans are prepared.
3. The costs associated with city administration, financing, and inflation (due to delayed project execution or phasing) are not included herein.
4. On-site assistance to the contractor during construction is critical for determining the limits of the surface repair areas and making sure proper techniques are used for the repair in order to provide reasonable assurance as to the longevity of the repair. For this reason the construction observation cost above is shown as somewhat higher than normal.

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ESTIMATE OF PROBABLE CONSTRUCTION COST

New London River Wall (North Side of Wolf River between State St. and N. Pearl St.)

DRAINAGE IMPROVEMENTS (BACK-SIDE-OF-WALL)

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1.	MOBILIZATION, BONDS & INSURANCE	1	LS	$ 5,000	$ 5,000
2.	EROSION & TRAFFIC CONTROL	1	LS	$ 2,000	$ 2,000
3.	SAWING ASPHALT	820	LF	$ 2	$ 1,230
4.	REMOVING ASPHALT PAVEMENT	170	SY	$ 10	$ 1,700
5.	RUBBERIZED MEMBRANE WATERPROOFING	260	SY	$ 40	$ 10,400
6.	GEOTEXTILE FABRIC	520	SY	$ 3	$ 1,560
7.	PERFORATED PIPE UNDERDRAIN	840	LF	$ 4	$ 2,940
8.	OPEN GRADED BASE	270	TON	$ 35	$ 9,450
9.	PERMEABLE PAVER	1,770	SF	$ 12	$ 21,240
10.	REMOVING CATCH BASIN	4	EACH	$ 500	$ 2,000
11.	CATCH BASIN	5	EACH	$ 1,500	$ 7,500
12.	CATCH BASIN COVER	5	EACH	$ 500	$ 2,500
13.	CONTINGENCY (10%)				$ 6,752
	SUBTOTAL:				$ 74,272
	DESIGN, PERMITTING & BIDDING (18%)				$ 13,369
	CONSTRUCTION CONTRACT ADMINISTRATION (4%)				$ 2,971
	PART-TIME CONSTRUCTION OBSERVATION (3%)				$ 2,228
	CITY ADMINISTRATION & FINANCING				$ -
	INFLATION (Calendar Year 2015 to Calendar Year ????)				$ -
	TOTAL:				**$ 92,840**

Notes:

1. All costs shown are estimated construction costs for calendar year 2015.
2. The quantities and prices are the best estimate at this time and should be re-computed after a more detailed engineering design is performed and construction plans are prepared.
3. The costs associated with city administration, financing, and inflation (due to delayed project execution or phasing) are not included herein.
4. Costs are based upon "normal" construction conditions. There is no allowance for unforeseen conditions such as: hazardous materials or contamination, historical or archaeological significance, compliance with U.S.G.S. requirements relating to the nearby river guaging station, additional improvements (drainage, pedestrian or vehicular access, or similar type issues) in the adjacent alleyway and/or park lands.

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ESTIMATE OF PROBABLE CONSTRUCTION COST

New London River Wall (North Side of Wolf River between State St. and N. Pearl St.)

TOP-OF-WALL PEDESTRIAN RAILING

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
Option #1: Standard 3-Rail Railing Painted Black					
1.	MOBILIZATION, BONDS & INSURANCE	1	LS	$ 1,000	$ 1,000
2.	REMOVING EXISTING RAILING POSTS	110	EACH	$ 20	$ 2,200
3.	RAILING - STANDARD	870	LF	$ 80	$ 69,600
4.	CONTINGENCY (10%)				$ 7,280
	SUBTOTAL:				$ 80,080
	DESIGN, PERMITTING & BIDDING (5%)				$ 4,004
	CONSTRUCTION CONTRACT ADMINISTRATION (2%)				$ 1,602
	PART-TIME CONSTRUCTION OBSERVATION (2%)				$ 1,602
	CITY ADMINISTRATION & FINANCING				$ -
	INFLATION (Calendar Year 2015 to Calendar Year ????)				$ -
	TOTAL (OPTION #1):				**$ 87,288**
Option #2: Tight Bar Space Railing Painted Black					
1.	MOBILIZATION, BONDS & INSURANCE	1	LS	$ 1,000	$ 1,000
2.	REMOVING EXISTING RAILING POSTS	110	EACH	$ 20	$ 2,200
3.	RAILING WITH TIGHT BAR SPACING	870	LF	$ 125	$ 108,750
4.	CONTINGENCY (10%)				$ 11,195
	SUBTOTAL:				$ 123,145
	DESIGN, PERMITTING & BIDDING (3.5%)				$ 4,310
	CONSTRUCTION CONTRACT ADMINISTRATION (1.5%)				$ 1,847
	PART-TIME CONSTRUCTION OBSERVATION (1.5%)				$ 1,847
	CITY ADMINISTRATION & FINANCING				$ -
	INFLATION (Calendar Year 2015 to Calendar Year ????)				$ -
	TOTAL (OPTION #2):				**$ 131,149**

Notes:

1. All costs shown are estimated construction costs for calendar year 2015.
2. The quantities and prices are the best estimate at this time and should be re-computed after a more detailed engineering design is performed and construction plans are prepared.
3. The costs associated with city administration, financing, and inflation (due to delayed project execution or phasing) are not included herein.
4. The standard railing matches the existing railing with three horizontal bars. The tight spacing railing would discourage people from going thru it by incorporating a narrow vertical and horizontal bar spacing.

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ESTIMATE OF PROBABLE CONSTRUCTION COST

New London River Wall (North Side of Wolf River between State St. and N. Pearl St.)

DECORATIVE FORMLINER

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL PRICE
1.	MOBILIZATION, BONDS & INSURANCE	1	LS	$ 7,000	$ 7,000
2.	EROSION & TRAFFIC CONTROL	1	LS	$ 2,000	$ 2,000
3.	CONCRETE MASONRY	91	CY	$ 1,000	$ 91,000
4.	FORMLINER SURFACE TREATMENT	1,646	SF	$ 7	$ 11,522
5.	CONCRETE STAINING	1,646	SF	$ 4	$ 6,584
6.	REINFORCING STEEL, EPOXY COATED	10,248	LB	$ 2	$ 20,496
7.	TYPE L MASONRY ANCHORS	1,680	EACH	$ 25	$ 42,000
8.	CONTINGENCY (10%)				$ 18,060
	SUBTOTAL:				$ 189,662
	DESIGN, PERMITTING & BIDDING (5%)				$ 9,483
	CONSTRUCTION CONTRACT ADMINISTRATION (2%)				$ 3,793
	PART-TIME CONSTRUCTION OBSERVATION (2%)				$ 3,793
	CITY ADMINISTRATION & FINANCING				$ -
	INFLATION (Calendar Year 2015 to Calendar Year ????)				$ -
	TOTAL:				**$ 206,731**

Notes:

1. All costs shown are estimated construction costs for calendar year 2015.
2. The quantities and prices are the best estimate at this time and should be re-computed after a more detailed engineering design is performed and construction plans are prepared.
3. The costs associated with city administration, financing, and inflation (due to delayed project execution or phasing) are not included herein.

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APPENDIX B

Site Plan & Layout Information

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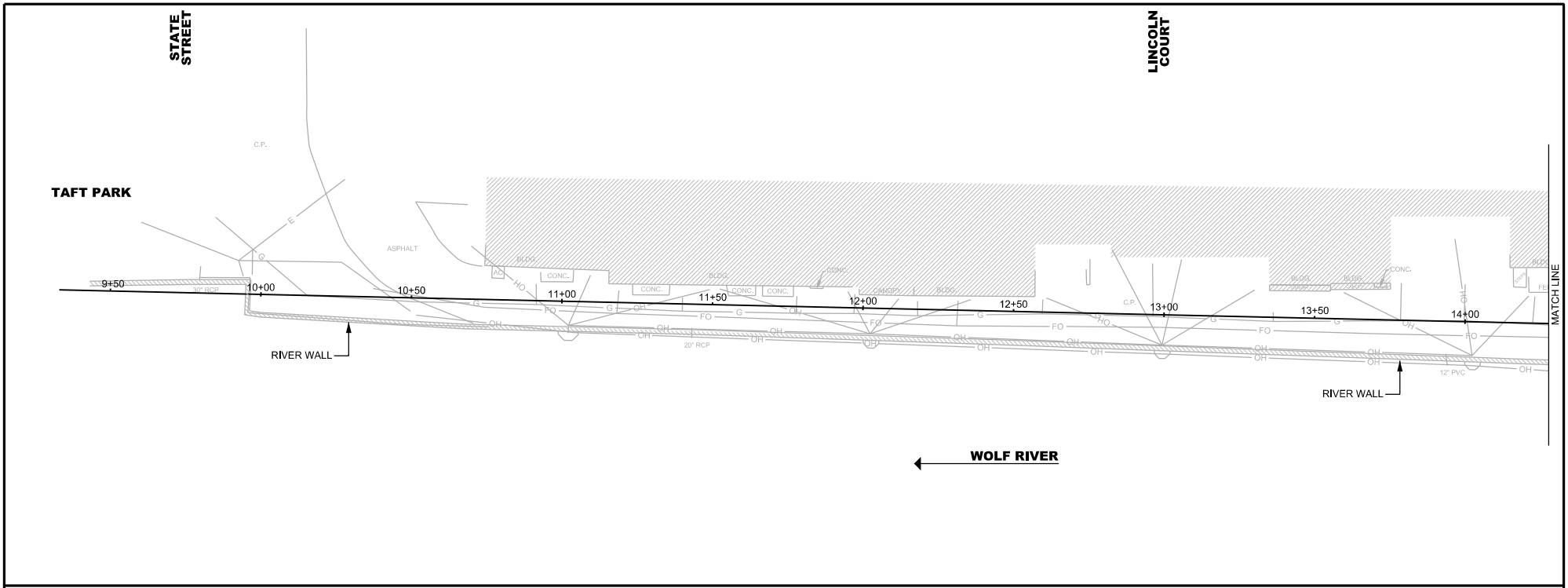

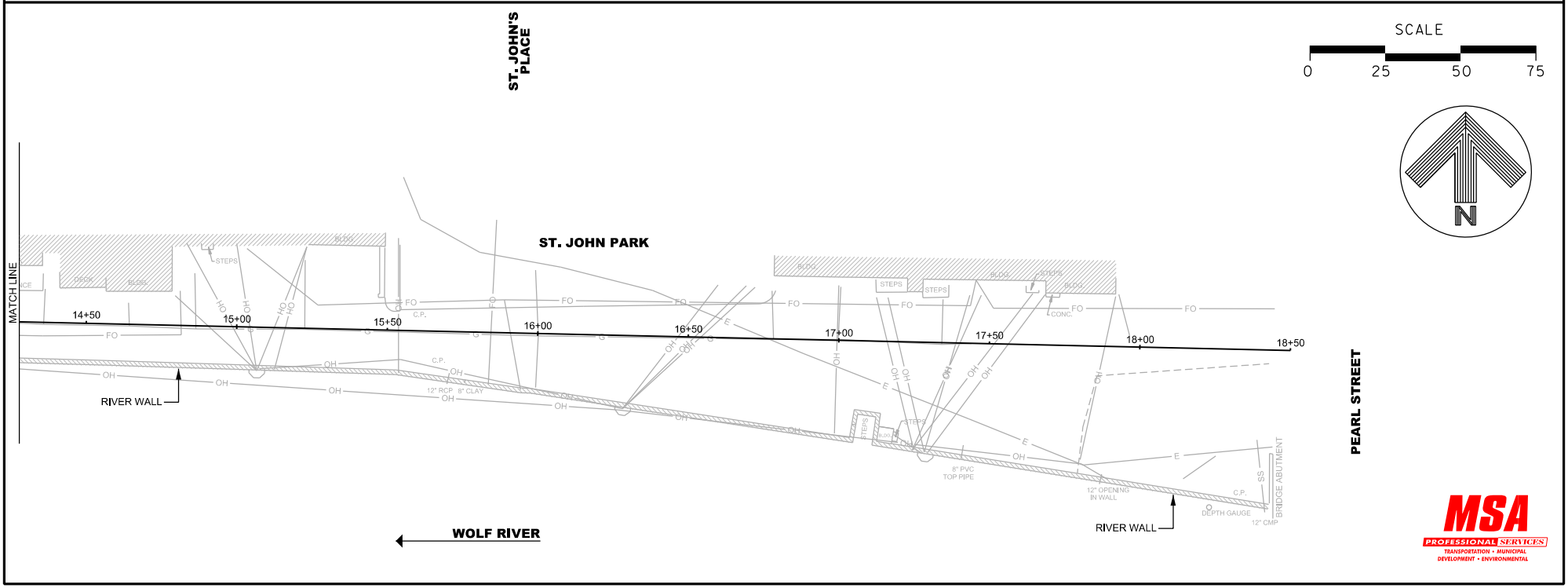

MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL
DEVELOPMENT • ENVIRONMENTAL

APPENDIX C

Photographs

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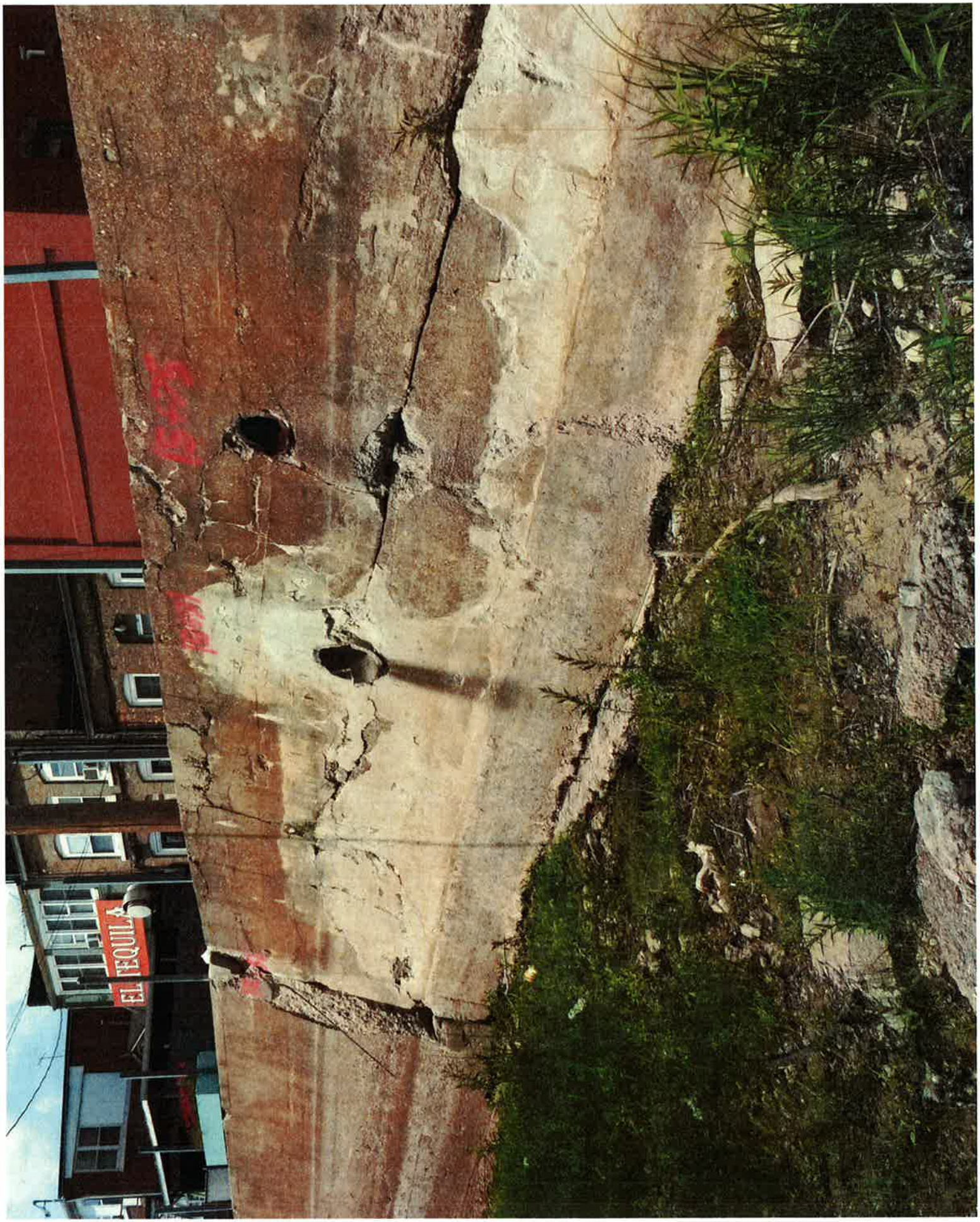
Return to Agenda

JOINT @ 15+50 PHOTO 1



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WALL 15+50 TO 15+90 PHOTO 2

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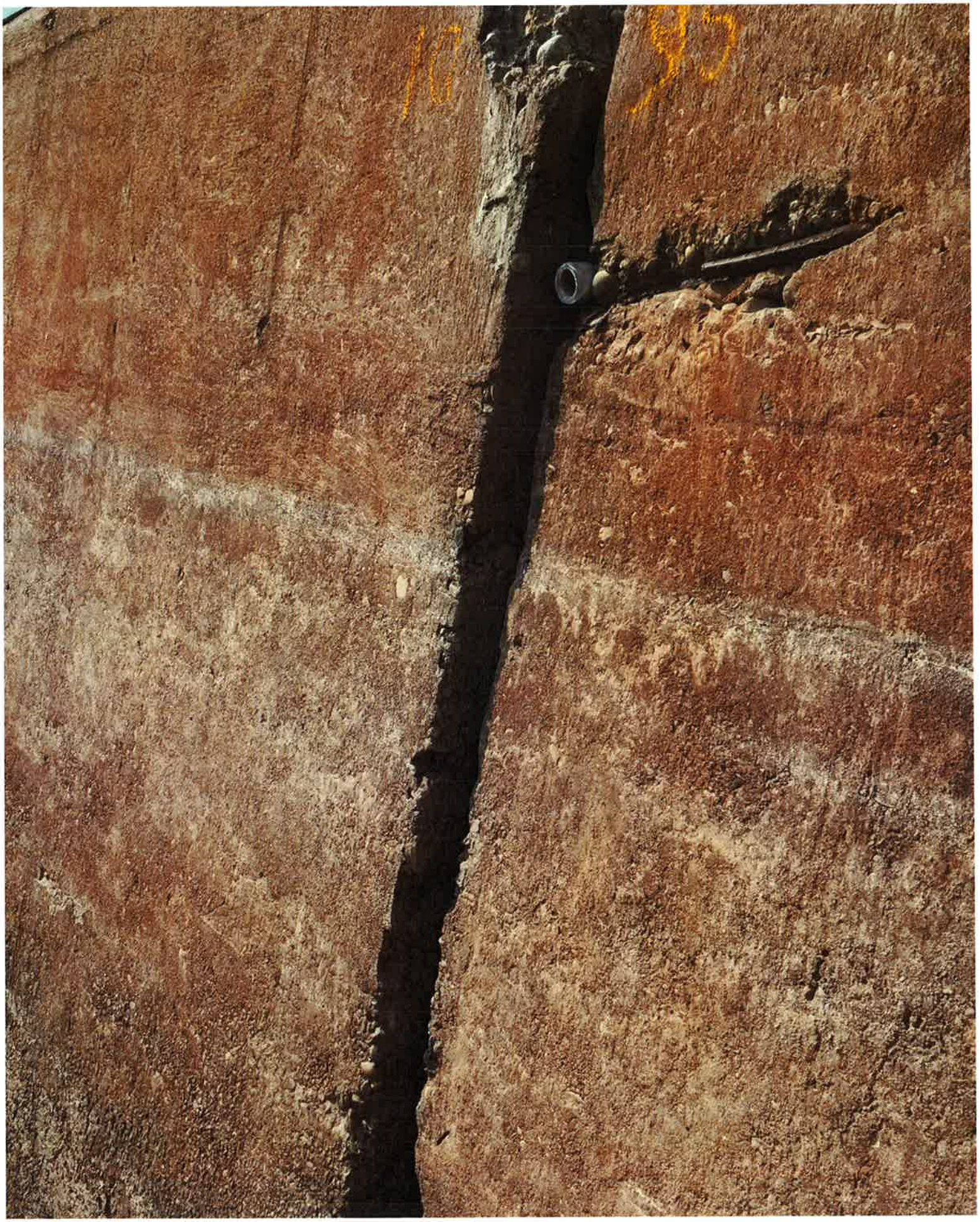
WALL 18+34 TO 18+44

PHOTO 3



Return to Agenda

JOINT 10+95 PHOTO 4

Return to Agenda

JOINT 13+97 PHOTO 5

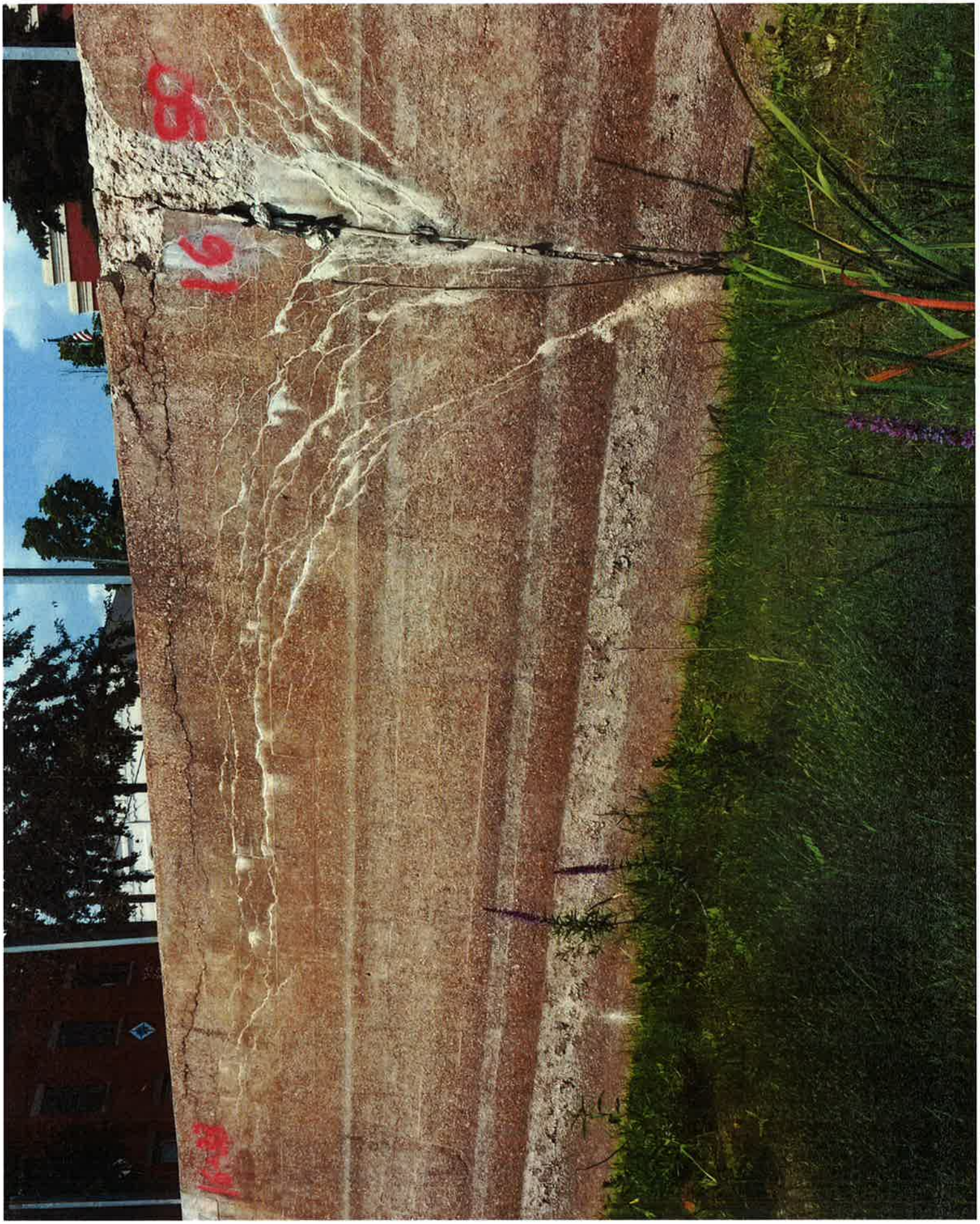
Return to Agenda

JOINT 15+01 PHOTO 6

Return to Agenda

JOINT 16+50

PHOTO 7



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WALL 16+33 TO 16+50 PHOTO 8

Return to Agenda

WALL 17+50 - 17+87 PHOTO 9

SHEET PILING SEAL 9+95-12+05 PHOTO 10

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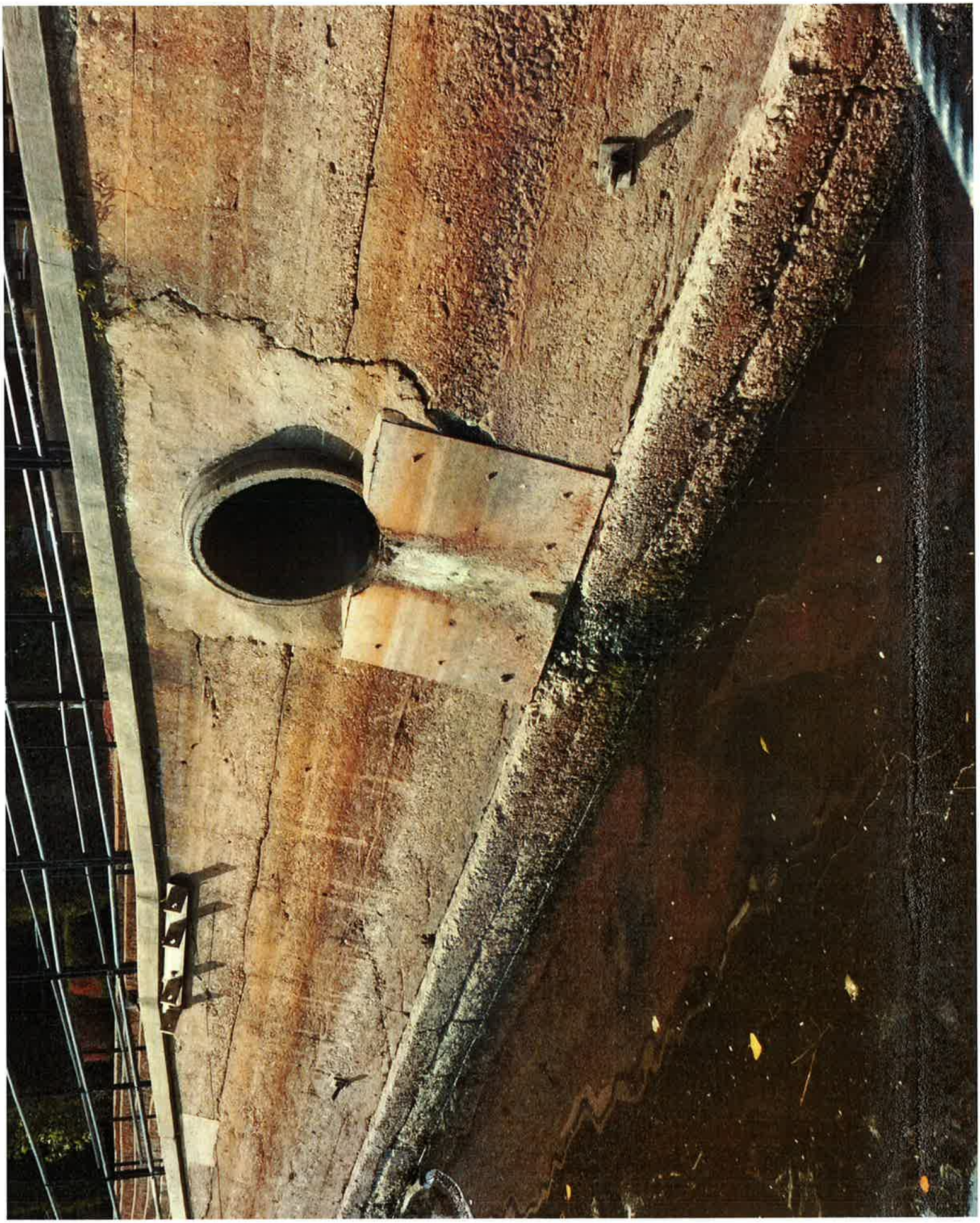
EXISTING RAILING 10+00 PHOTO 11



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EXISTING STORM SEWER OUTFALL 9+80 PHOTO 12

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TY CABLE 15+50 - 16+00 PHOTO 13

FIGURES

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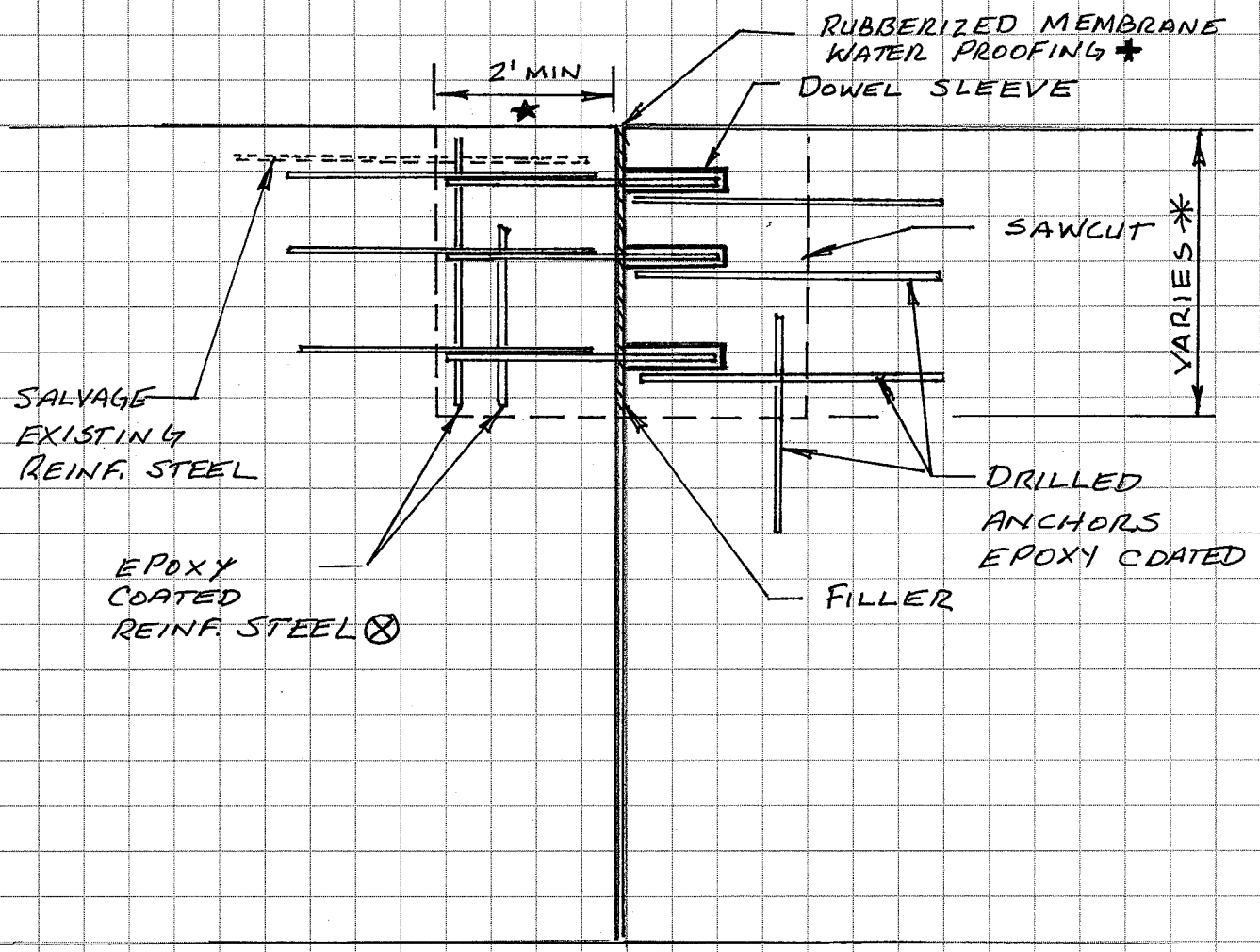
MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL
DEVELOPMENT • ENVIRONMENTAL

Sheet_____ of_____
Project NEW LONDON WALL REHAB Comp. by WPM
Date 12-2-14 Ckd. by_____
Proj. No. 8001001

JOINT REPAIR DETAIL



NOTES: ★ 2' MINIMUM. INCREASE AS NECESSARY TO REMOVE DETERIORATED CONCRETE
✱ VARIES 2' MINIMUM TO 9' WHICH IS THE HEIGHT OF THE WALL
✚ RMW - INSTALL ON THE BACK SIDE OF THE JOINT BELOW GROUND LEVEL
⊗ REINF. STEEL SIZE & SPACING TO BE DETERMINED

FIG 1

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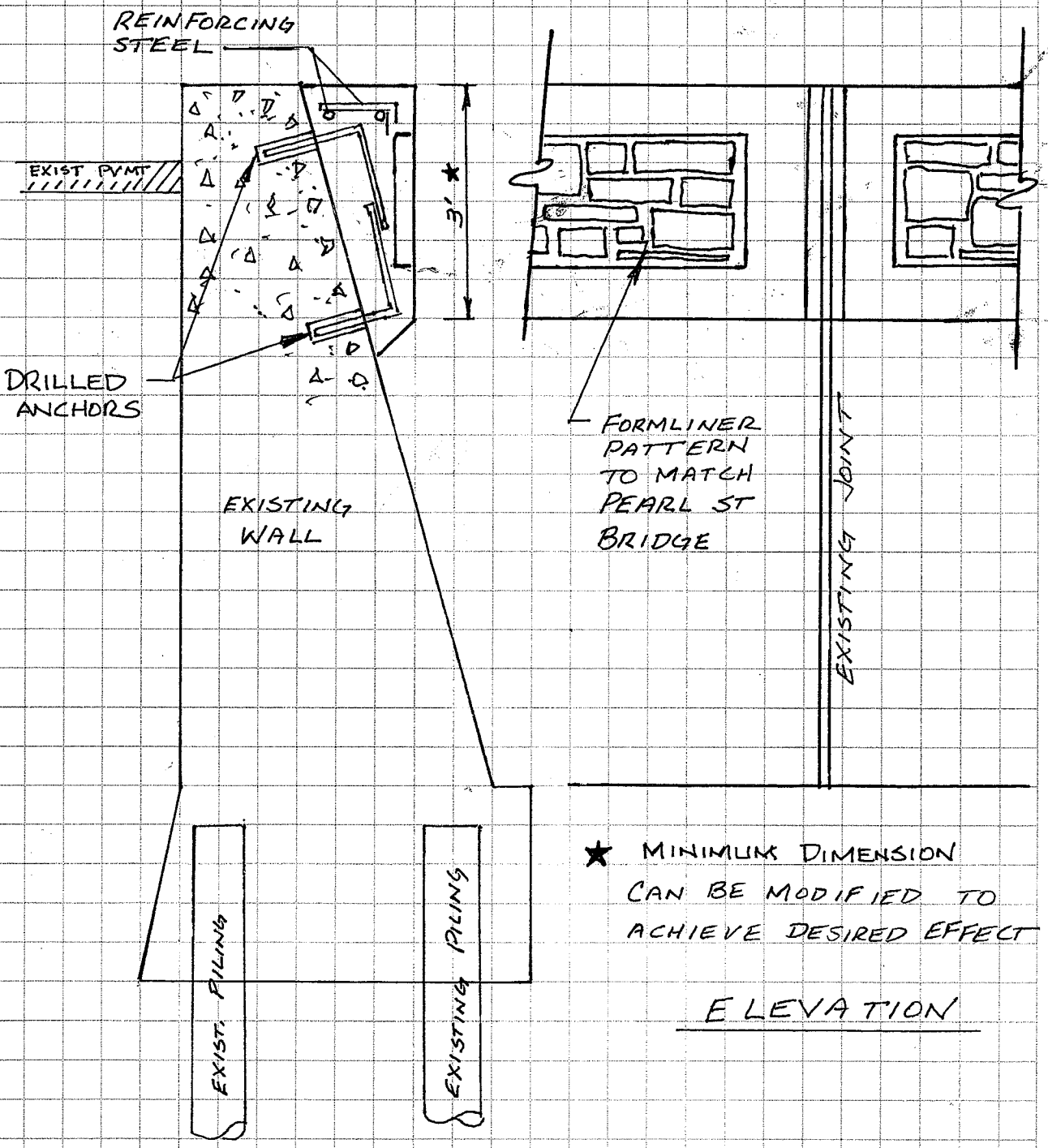
MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL
DEVELOPMENT • ENVIRONMENTAL

Sheet_____ of_____
Project NEW LONDON RIVER WALL REHAB Comp. by WPM
Date 11-24-14 Ckd. by_____
Proj. No. 8001001

WALL AESTHETIC TREATMENT

FORMLINER OPTION



★ MINIMUM DIMENSION CAN BE MODIFIED TO ACHIEVE DESIRED EFFECT

ELEVATION

SECTION THROUGH WALL

FIG 2

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MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL
DEVELOPMENT • ENVIRONMENTAL

Sheet_____ of_____
Project NEW LONDON RIVER WALL REHAB Comp. by WPM
Date 11-24-14 Ckd. by_____
Proj. No. 8001001

SHEET PILING ALTERNATE

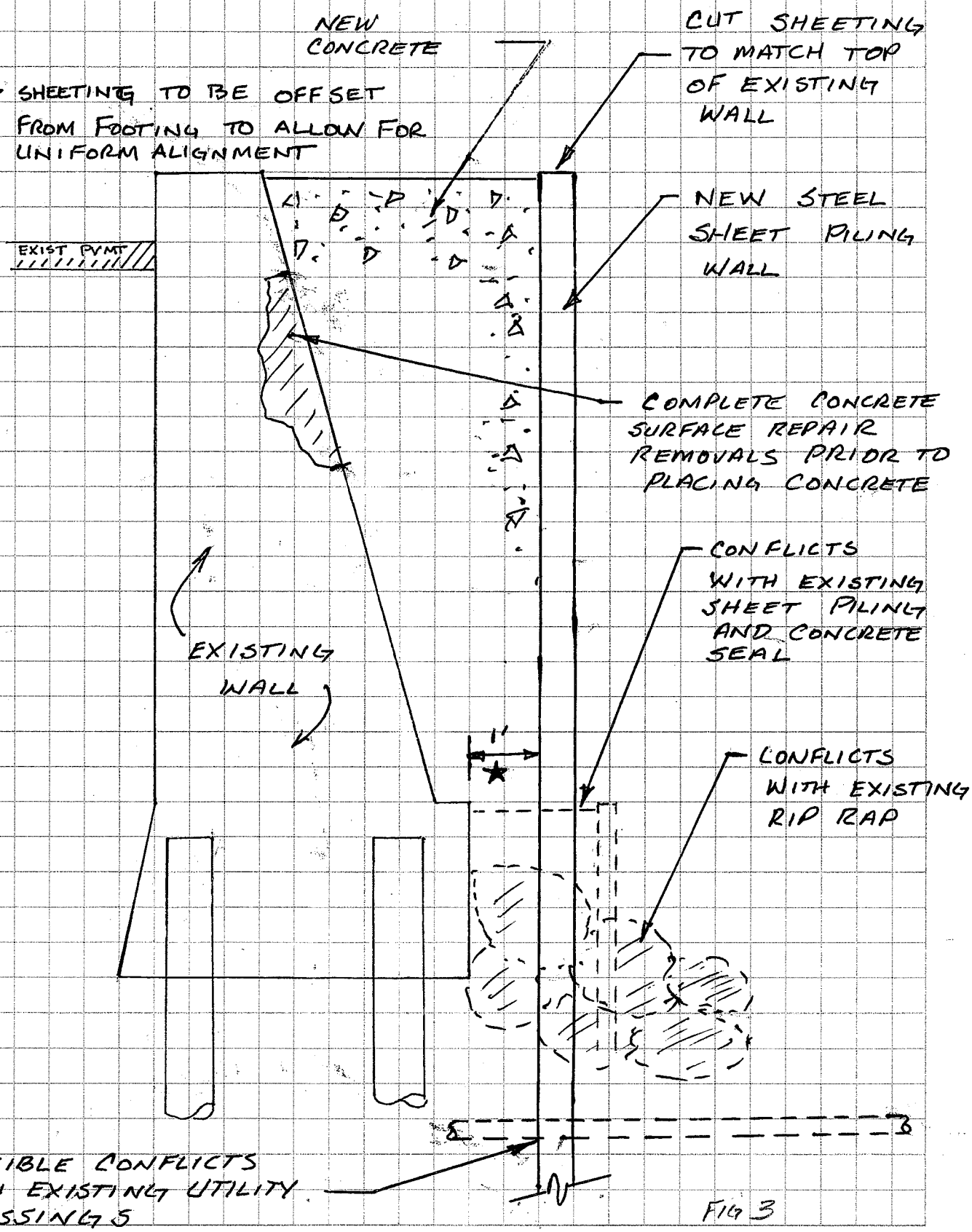

FIG 3

MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL
DEVELOPMENT • ENVIRONMENTAL

Sheet____ of____
Project NEW LONDON RIVER WALL REHAB Comp. by WPM
Date 11-24-14 Ckd. by____
Proj. No. 8001001

UNDER DRAIN

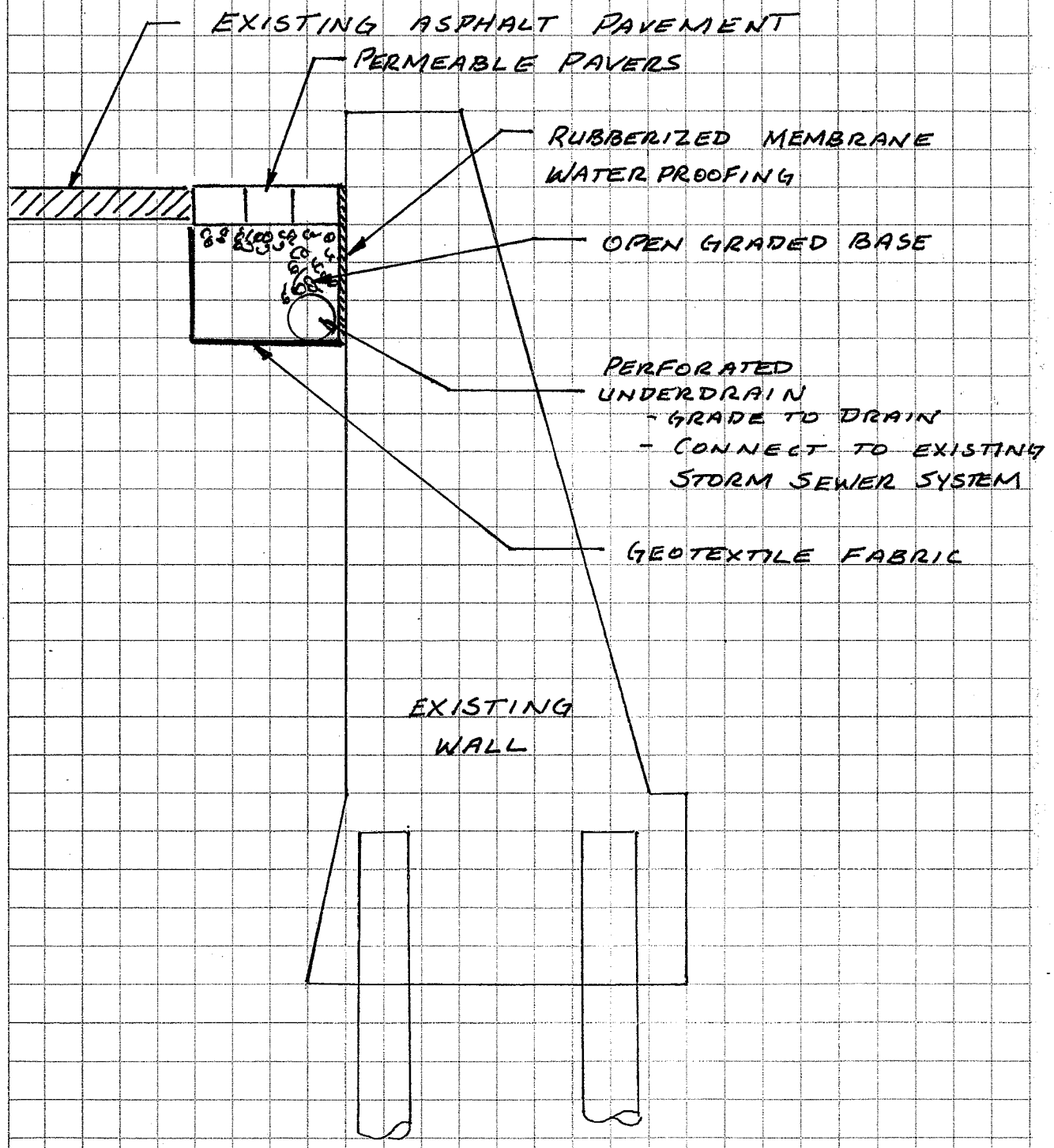

Fig 4

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RIVER WALL REHABILITATION PROJECT

WOLF RIVER (State St. to N. Pearl St.)
CITY OF NEW LONDON
WAUPACA COUNTY, WISCONSIN

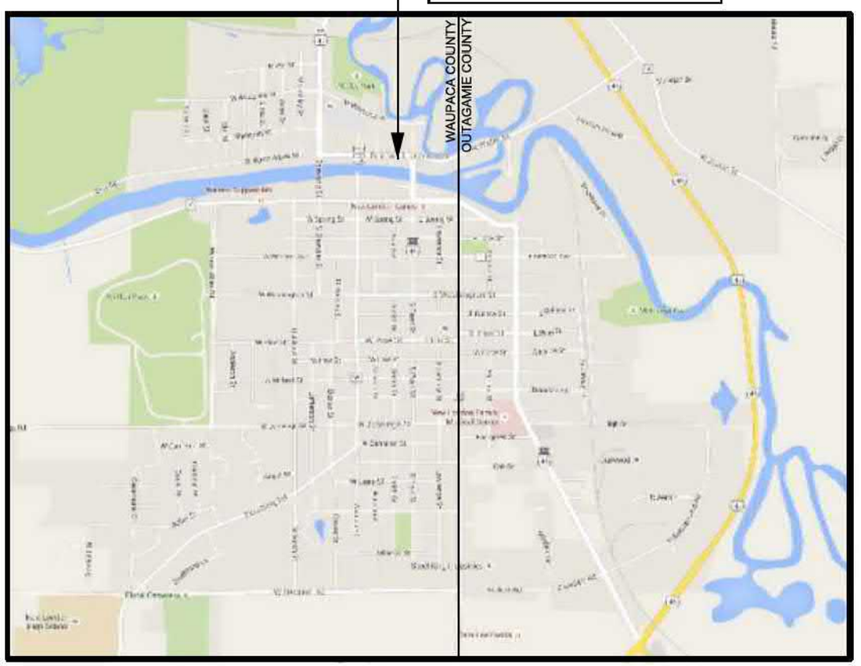
DIGGERS HOTLINE

Dial 811 or (800) 242-8511

www.DiggersHotline.com

NOTE:
UTILITY LOCATIONS SHOWN ON PLANS ARE APPROXIMATE AND CONTRACTOR SHALL HAVE APPROPRIATE UTILITY MARK EXACT LOCATIONS PRIOR TO CONSTRUCTION.

THIS LOCATION



LOCATION MAP
NOT TO SCALE

LEGEND

- EXISTING WATER MAIN
- EXISTING GATE VALVE & HYDRANT
- WATER SERVICE & CURB STOP
- PROPOSED WATERMAIN, VALVE, & HYDRANT
- PROPOSED WATER SERVICE & CURB STOP
- EXISTING SANITARY SEWER & MANHOLE
- EXISTING FORCEMAIN
- EXISTING STORM SEWER & INLET
- PROPOSED STORM SEWER & INLET
- PROPOSED MANHOLE & SEWER MAIN
- BURIED ELECTRIC
- BURIED GAS & VALVE
- BURIED CABLE TELEVISION
- BURIED TELEPHONE
- BURIED FIBER OPTICS
- OVERHEAD UTILITY
- RAILROAD TRACKS
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- EXISTING CULVERT PIPE
- PROPOSED CULVERT PIPE
- FENCE LINE
- DRAINAGE ARROW
- SILT FENCE
- RIGHT-OF-WAY
- BASELINE
- PROPERTY LINE
- TREE LINE
- BENCHMARK
- IRON PIPE
- IRON ROD
- CONTROL POINT
- UTILITY POLE & GUY
- SOIL BORING
- LIGHT POLE
- PEDESTAL
- STREET SIGN
- MAILBOX
- FLAGPOLE
- TREE - DECIDUOUS
- TREE - CONIFEROUS
- TREE TO BE REMOVED

UTILITIES

GAS:
WE Energies
P.O. Box 1699
Appleton, WI 54912
Contact: Peter Hanaway
Phone: 920-380-3292
Email: Peter.Hanaway@we-energies.com

ELECTRIC:
New London Utilities
400 E. North Water Street
P.O. Box 304
New London, WI 54961
Contact: Mike Fredericks, Electric Superintendent
Phone: 920-982-8516
Email: mfrederick@wppienergy.org

WATER:
New London Utilities
400 E. North Water Street
P.O. Box 304
New London, WI 54961
Contact: Mike Pinch, Water Superintendent
Phone: 920-982-8516
Email: mpinch@wppienergy.org

SEWER & STREET:
City of New London
215 N. Shawano Street
New London, WI 54961
Contact: Jeffrey Bodoh, DPW/Engineer
Phone: 920-982-8503
Email: jbodoh@newlondonwi.org

TELEPHONE:
AT&T
221 W. Washington Street
Appleton, WI 54912
Contact: Joseph Kassab
Phone: 920-735-3206
Email: jk572k@att.com

CATV:
Charter Communications
5733 Windy Drive, Suite B
Stevens Point, WI 54481
Contact: Rudi Rudiger
Email: rudi.rudiger@charter.com

CITY PARKS DEPT.
City of New London
215 N. Shawano Street
New London, WI 54961
Contact: Chad Hoerth
Phone: 920-982-8502
Email: choerth@newlondonwi.org

SHEET INDEX

WISCONSIN
MICHAEL J. LAUE
E-22833
BEAVER DAM
WI
PROFESSIONAL ENGINEER

05/08/2017

REBID 06/08/2017

RECORD DRAWINGS
REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
GENERAL: NuGen Johnson, LLC
CONSTRUCTION START: 09/11/2017
CONSTRUCTION END: 11/10/2017

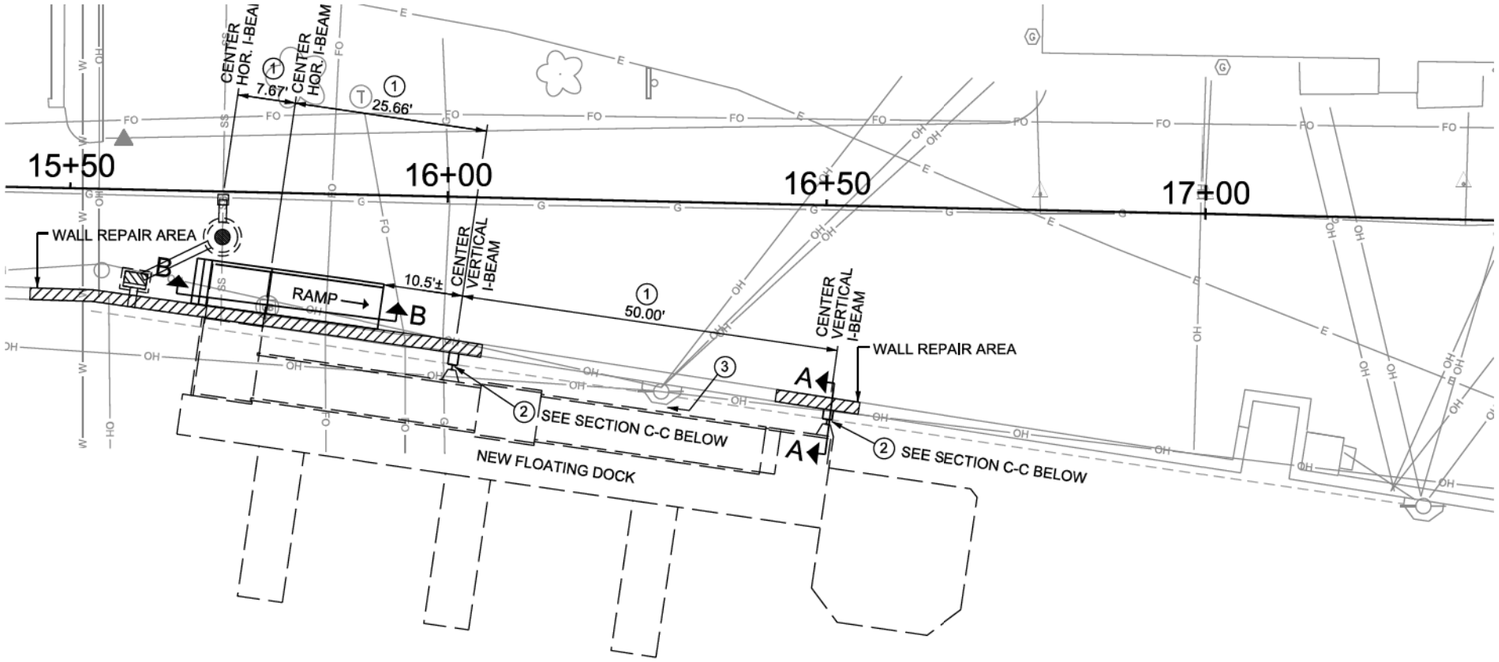
PROJECT NO.: 08001005A & 08001008 (CRS)	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 01/11/2019	DRAWN BY:	1	01/11/2019	CONSTRUCTION RECORD INFORMATION ADDED	M.L.
CHECKED BY: M.L					
PLOT DATE: 08001005A Record Drawings 2017 Construction.dgn 1/12/2019 11:32:22 AM mlaue					

MSA
ARCHITECTURE | ENGINEERING | ENVIRONMENTAL
FUNDING | PLANNING | SURVEYING
201 Corporate Drive, Beaver Dam, WI 53916
920-887-4242 1-800-552-6330 Fax: 920-887-4250
Web Address: www.msa-ps.com

2017 RIVER WALL REHABILITATION PROJECT
WOLF RIVER (State Street to N. Pearl Street)
City of New London, Dodge County, Wisconsin

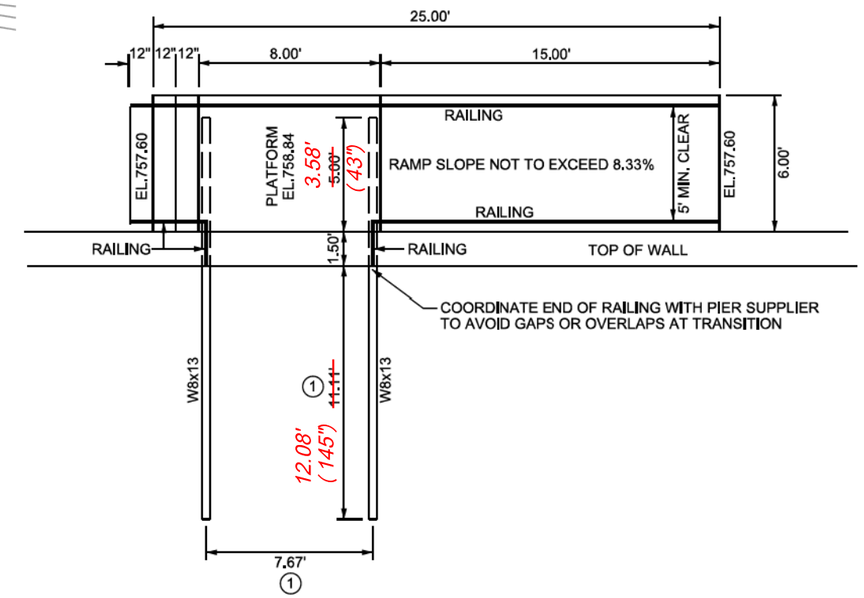
CONSTRUCTION RECORD DRAWINGS

FILE NO. 08001008
SHEET G1

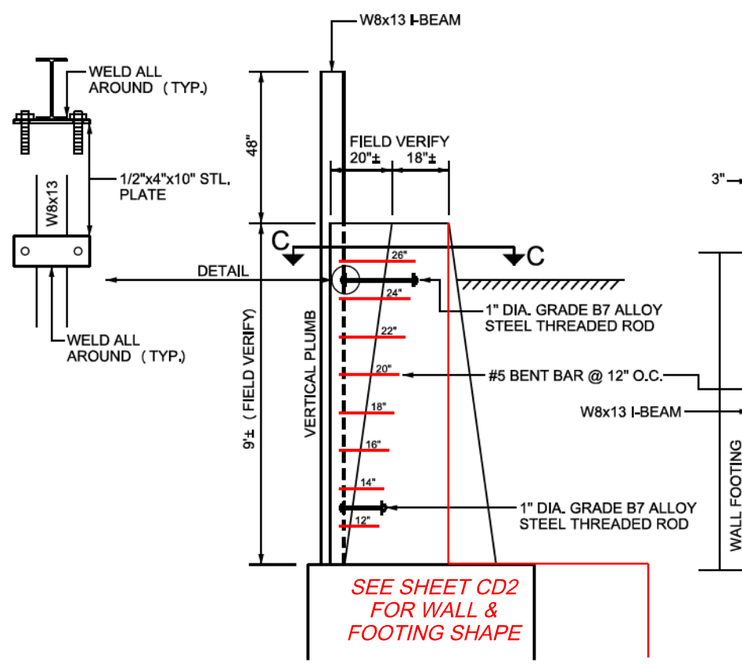


KEY NOTES

1. CONTRACTOR SHALL VERIFY THESE DIMENSIONS WITH THE PIER MANUFACTURER AT THE TIME OF CONSTRUCTION.
2. THE LOCATION OF THESE TWO MOUNTING POINTS ALONG THE WALL ARE AS FOLLOWS: STA. 16+01.10, 22.2' RT. AND STA. 16+50.74, 28.2' RT.
3. NOTE TO PIER MANUFACTURER. THE PIER OFFSET FROM THE RIVER WALL MUST BE LARGE ENOUGH TO CLEAR THE POWER POLE MOUNTING STRUCTURES UNDER HIGH WATER CONDITIONS.

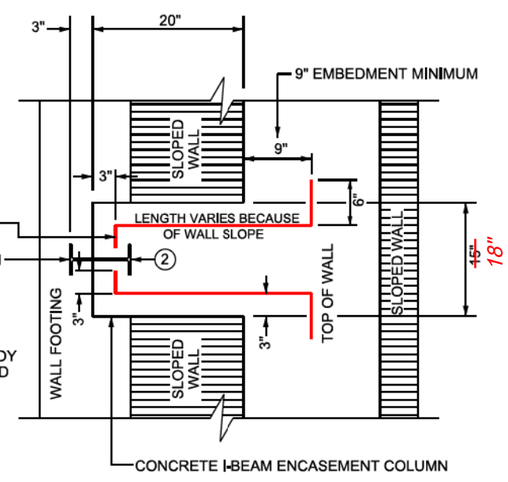


PLAN VIEW
NTS

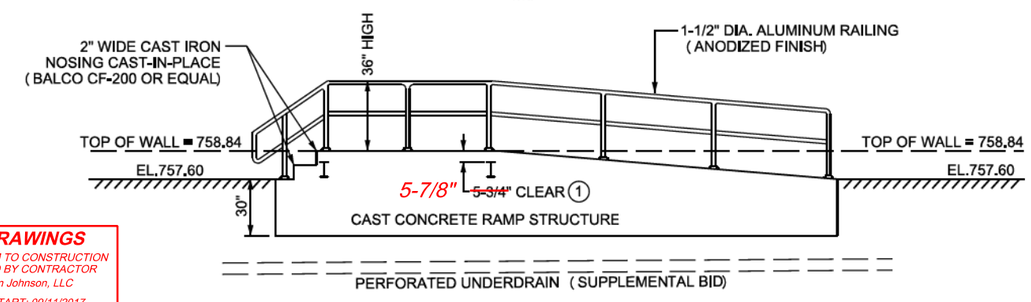


NOTE: USE THREADED ROD ASSEMBLIES TO ADJUST I-BEAM FOR VERTICAL PLUMB PRIOR TO FORMING AND POURING CONCRETE ENCASEMENT

SECTION A-A
NTS



SECTION C-C
NTS



SECTION B-B
NTS

RECORD DRAWINGS
REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
GENERAL: NuGen Johnson, LLC
CONSTRUCTION START: 09/11/2017
CONSTRUCTION END: 11/10/2017

PROJECT NO.: 08001005A & 08001008 (CRS)	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 01/11/2019	DRAWN BY:	1	01/11/2019	CONSTRUCTION RECORD INFORMATION ADDED	MJL
CHECKED BY: MJL					
PLOT DATE: 08001005A Record Drawings 2017 Construction.dgn 1/12/2019 11:32:59 AM mlaue					

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Web Address: www.msa-ps.com

2017 RIVER WALL REHABILITATION PROJECT
WOLF RIVER (State Street to N. Pearl Street)
City of New London, Dodge County, Wisconsin

CONSTRUCTION RECORD DRAWINGS

FILE NO. 08001008
SHEET ST11

RECORD DRAWINGS
REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
GENERAL: NuGen Johnson, LLC
CONSTRUCTION START: 09/11/2017
CONSTRUCTION END: 11/10/2017

LEGEND:

✱ 2' MINIMUM. INCREASE AS NECESSARY TO REMOVE DETERIORATED CONCRETE.

Ⓐ VARIES 2' MINIMUM. SEE TABLE ON SHEET CD3.

◐ INSTALL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING (RMW) ON THE BACK FACE OF THE JOINT BELOW GROUND LEVEL.

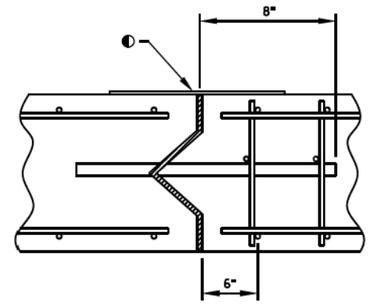
◥ WHERE POWER POLE BASE IS LESS THAN 3'-0" FROM JOINT, REMOVE TO FACE OF BASE. SEPARATE NEW CONCRETE FROM BASE WITH ½" FILLER.

NOTES:

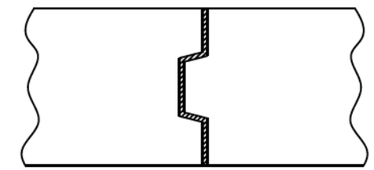
ALL BAR STEEL REINFORCEMENT SHALL BE HIGH STRENGTH EPOXY COATED, GRADE 60, #5 BARS MIN., EXCEPT AS NOTED.

CONSTRUCTION JOINTS ARE MANDATORY.

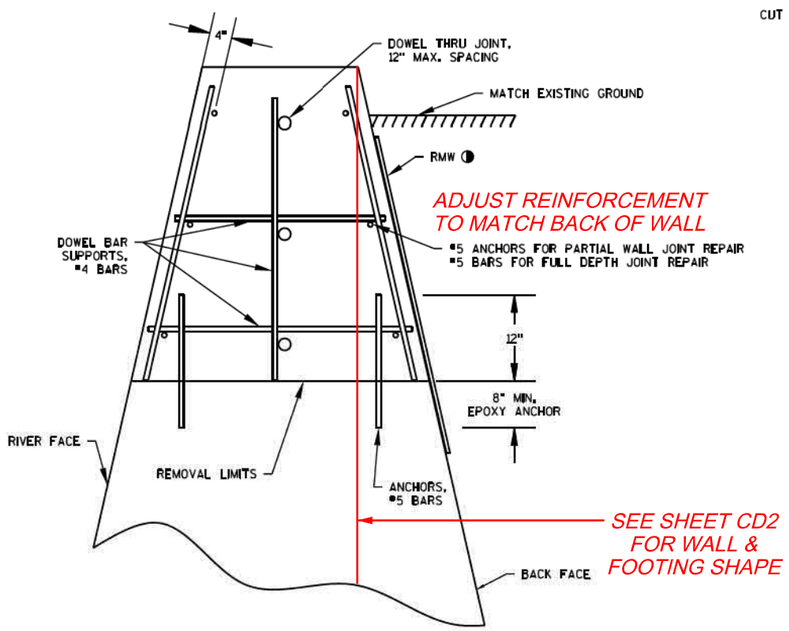
AT FULL DEPTH CONSTRUCTION JOINTS, AN ALTERNATE SHAPE KEY MAY BE USED FORMED BY A BEVELED 2" X 6".



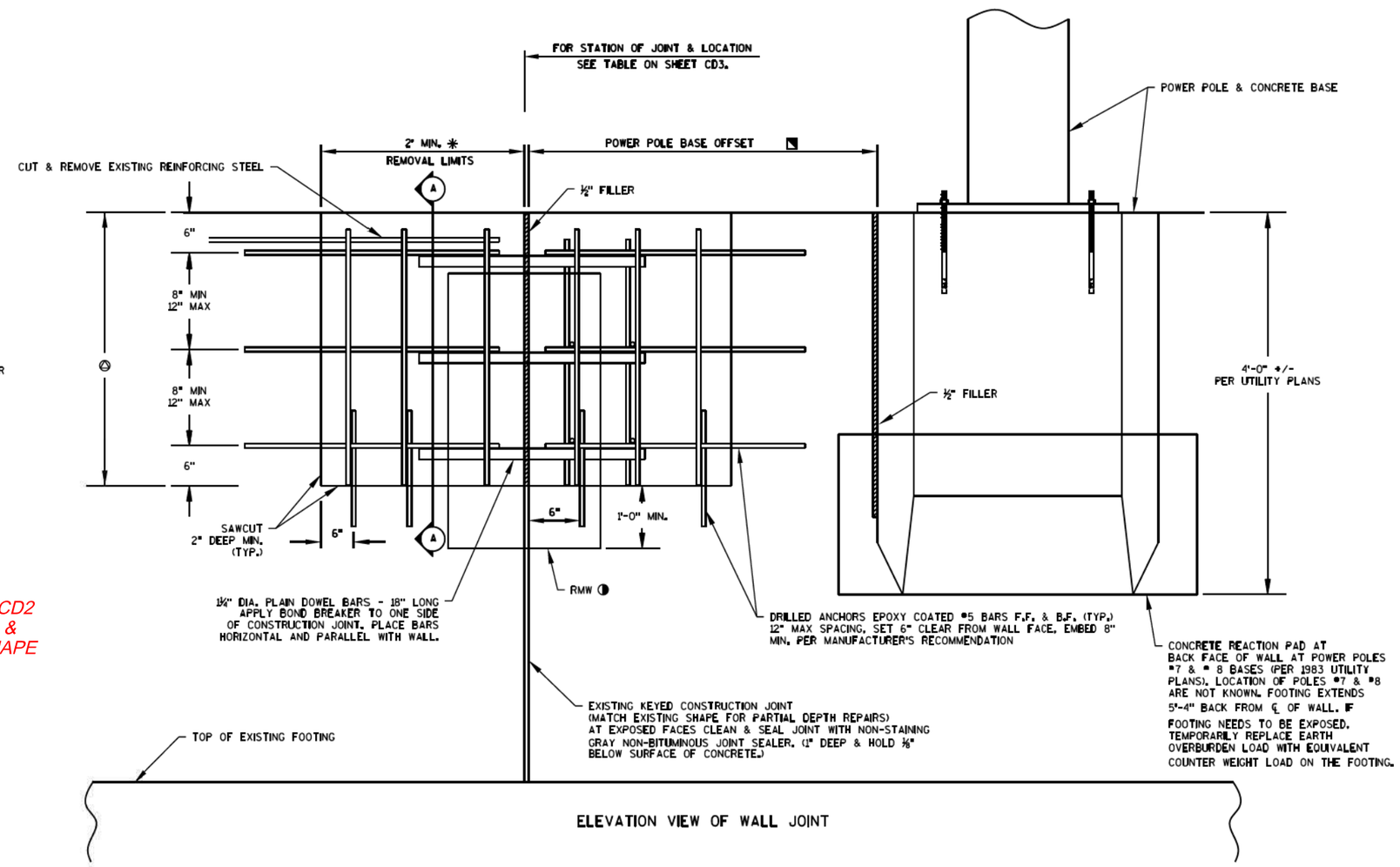
PLAN VIEW OF WALL JOINT



ALTERNATE KEY SHAPE AT FULL DEPTH JOINTS



SECTION A-A
(LOOKING WEST)



ELEVATION VIEW OF WALL JOINT

PROJECT NO.: 08001005A & 08001008 (CRS)	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 01/11/2019	DRAWN BY:	1	01/11/2019	CONSTRUCTION RECORD INFORMATION ADDED	MJL
CHECKED BY: MJL					
PLOT DATE: 08001005A Record Drawings 2017 Construction.dgn 1/12/2019 11:33:37 AM mjase					

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2017 RIVER WALL REHABILITATION PROJECT
WOLF RIVER (State Street to N. Pearl Street)
City of New London, Dodge County, Wisconsin

CONSTRUCTION RECORD DRAWINGS

FILE NO. 08001008
SHEET CD1

NOTES:

EXISTING DIMENSIONS AND ELEVATIONS BASED ON OLD PLANS. NOT FIELD-VERIFIED.

LIMITS OF FULL-DEPTH WALL REPLACEMENT ARE GIVEN IN WALL REPAIR QUANTITIES TABLE.

2" MIN. DEPTH SAWCUT REQUIRED THE FULL HEIGHT OF BOTH WALL FACES AND ACROSS THE WIDTH OF WALL TOPS AT LIMITS OF REMOVAL.

REMOVE WALL STEM ABOVE FOOTING.

PRESERVE FOOTING IF CONCRETE IS SOUND.

REMOVE UNSOUND CONCRETE IN THE FOOTING AND ANY DETERIORATED TOPS OF PILING EXPOSED BY REMOVALS.

RECONSTRUCT FOOTING WITH NEW CONCRETE AND BAR STEEL REINFORCEMENT AS SHOWN.

CONSTRUCT WALL STEM REPLACEMENT WITH VERTICAL BOTTOM ANCHORS AND WITH HORIZONTAL END ANCHORS AS SHOWN ON THE WALL JOINT REPAIRS SHEET.

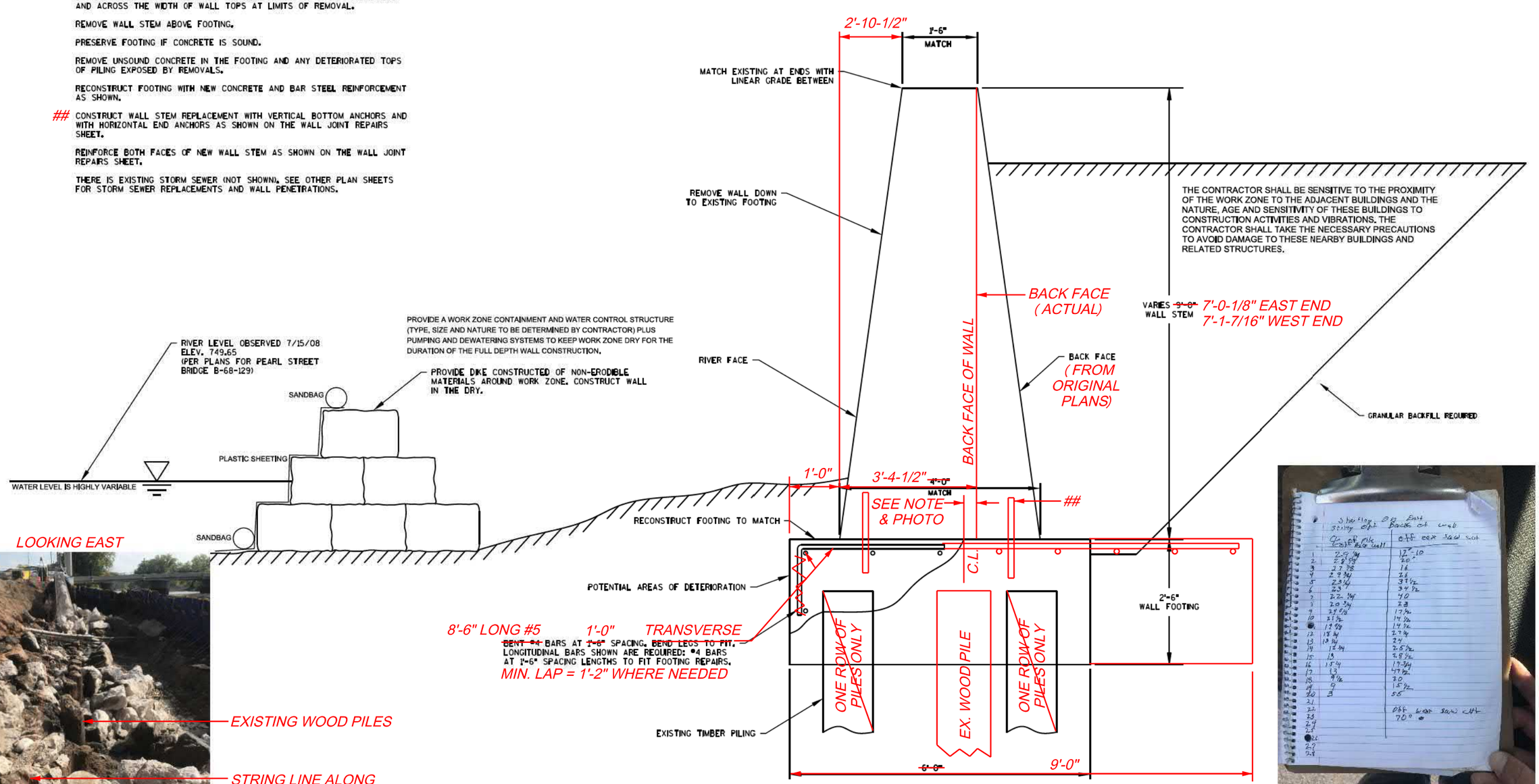
REINFORCE BOTH FACES OF NEW WALL STEM AS SHOWN ON THE WALL JOINT REPAIRS SHEET.

THERE IS EXISTING STORM SEWER (NOT SHOWN). SEE OTHER PLAN SHEETS FOR STORM SEWER REPLACEMENTS AND WALL PENETRATIONS.

RECORD DRAWINGS

REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
GENERAL: NuGen Johnson, LLC

CONSTRUCTION START: 09/11/2017
CONSTRUCTION END: 11/10/2017



LOOKING EAST

FULL-DEPTH WALL REPLACEMENT DETAIL
(LOOKING WEST)
STA. 15+45 TO STA. 16+05

NOTE: PILE LOCATION VARIES 30"± MAX. ON EAST END AND 5" MIN. ON WEST END

PROJECT NO.: 08001005A & 08001008 (CRS)	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 01/11/2019	DRAWN BY:	1	01/11/2019	CONSTRUCTION RECORD INFORMATION ADDED	M.L.
CHECKED BY: M.L.					
PLOT DATE: 08001005A Record Drawings 2017 Construction.dgn 1/12/2019 11:34:12 AM					

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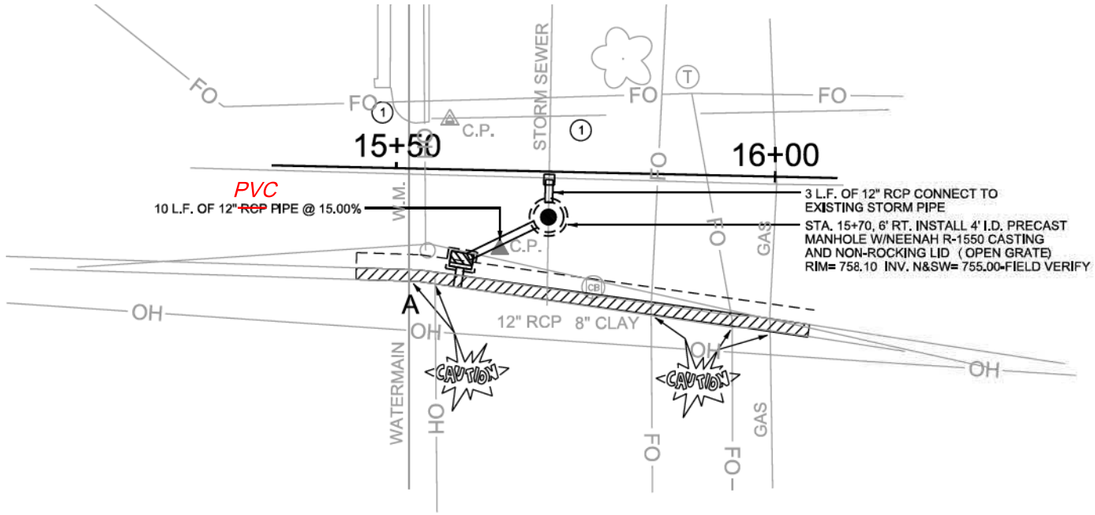
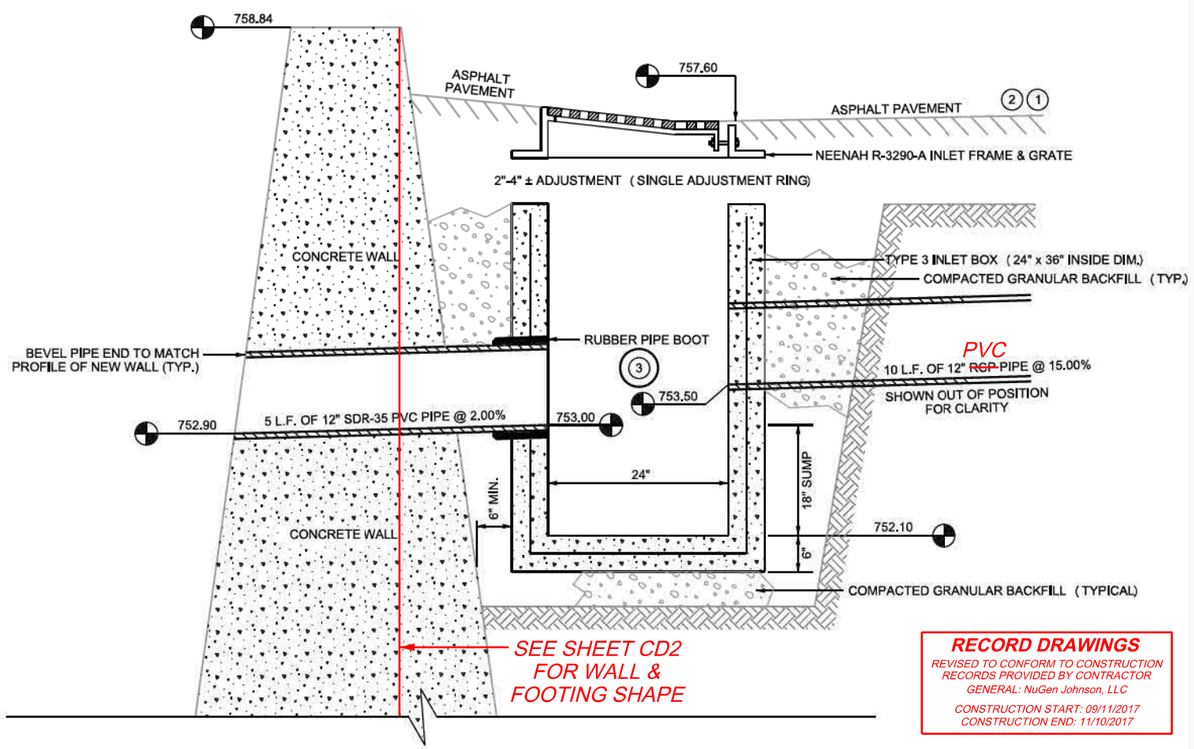
2017 RIVER WALL REHABILITATION PROJECT
WOLF RIVER (State Street to N. Pearl Street)
City of New London, Dodge County, Wisconsin

CONSTRUCTION RECORD DRAWINGS

FILE NO. 08001008
SHEET CD2



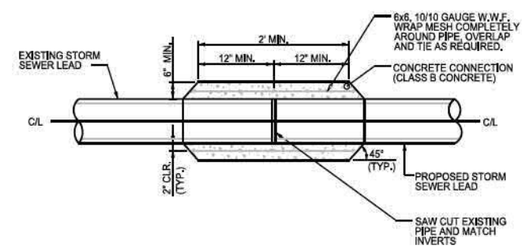
PLAN VIEW
NTS



RECORD DRAWINGS
REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
GENERAL: NuGen Johnson, LLC
CONSTRUCTION START: 09/11/2017
CONSTRUCTION END: 11/10/2017

STORM INLET & OUTFALL PIPE REPLACEMENT @ STA. 15+59.00, 10.0' RT.
NTS

NOTE: FIELD VERIFY ALL ELEVATIONS AND DIMENSIONS AT THE TIME OF CONSTRUCTION AND MAKE MINOR ADJUSTMENTS AS NECESSARY.

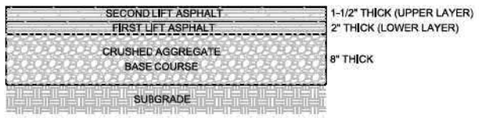


STORM SEWER CONNECTION DETAIL
SCALE: NONE

HMA PAVEMENT: ASPHALTIC PAVEMENT SHALL BE DESIGNATION 3 LT 58-28 S FOR THE LOWER LAYER AND 4 LT 58-28 S FOR THE UPPER LAYER.

BASE COURSE: CRUSHED STONE AGGREGATE MEETING SECTION 305 OF THE WISDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION (BASE AGGREGATE DENSE 3/4 INCH)

SUBGRADE: COMPACTED GRANULAR SOIL. TEST ROLL PAVEMENT AREAS FOR LOCALIZED UNSTABLE AREAS. LOOSE, SOFT OR UNSTABLE AREAS WILL REQUIRE ADDITIONAL STABILIZATION, COMPACTION AND/OR OVER-EXCAVATION REMOVAL AND REPLACEMENT.



DISTURBED AREA PAVING REPAIR DETAIL
SCALE: NONE

09/18/2017 LOOKING WEST AT CRUMBLING FOUNDATION AND COMMUNICATION CABLES AT STA. 15+80±

09/19/2017 LOOKING EAST AT EXISTING WALL PROFILE, OLD FOUNDATION AND WOOD PILES

PROJECT NO.: 08001005A & 08001008 (CRS)	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
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2017 RIVER WALL REHABILITATION PROJECT
WOLF RIVER (State Street to N. Pearl Street)
City of New London, Dodge County, Wisconsin

CONSTRUCTION RECORD DRAWINGS

FILE NO. 08001008
SHEET CD4

RECORD DRAWINGS

REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
GENERAL: NuGen Johnson, LLC

CONSTRUCTION START: 09/11/2017
CONSTRUCTION END: 11/10/2017

09/19/2017 LOOKING WEST AT EX. WALL PROFILE PLUS THE ADDITIONAL WALL STRUCTURE RUNNING NORTH

10/18/2017 DEWATERED WORK ZONE ALONG RIVER AND SHEET PILE SOIL SUPPORT BEHIND WALL

10/25/2017 TYPICAL VERTICAL I-BEAM ATTACHMENT

09/29/2017 CONSTRUCTING THE FOOTING AT THE EAST END OF THE REPAIR AREA

10/25/2017 HORIZONTAL I-BEAMS FOR RAMP PLATFORM RELATED TO FLOATING PIER SYSTEM

10/19/2017 LOOKING WEST AT VERTICAL I-BEAM CONSTRUCTION FOR PIER ATTACHMENT

10/31/2017 LOOKING EAST AT WALL REPAIR AREA AND STAIRWAY-RAMP PLUS VERTICAL AND HORIZONTAL I-BEAMS FOR FLOATING PIER ATTACHMENT

PROJECT NO.: 08001005A & 08001008 (CRS)	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 01/11/2019	DRAWN BY:	1	01/11/2019	CONSTRUCTION RECORD INFORMATION ADDED	MJL
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PLOT DATE: 08001005A Record Drawings 2017 Construction.dgn 1/12/2019 11:35:15 AM mlaue					

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2017 RIVER WALL REHABILITATION PROJECT
WOLF RIVER (State Street to N. Pearl Street)
City of New London, Dodge County, Wisconsin

CONSTRUCTION RECORD DRAWINGS

FILE NO. 08001008

SHEET CD5

2018 RIVER WALL REHABILITATION PROJECT

WOLF RIVER (State St. to N. Pearl St.)
CITY OF NEW LONDON
WAUPACA COUNTY, WISCONSIN

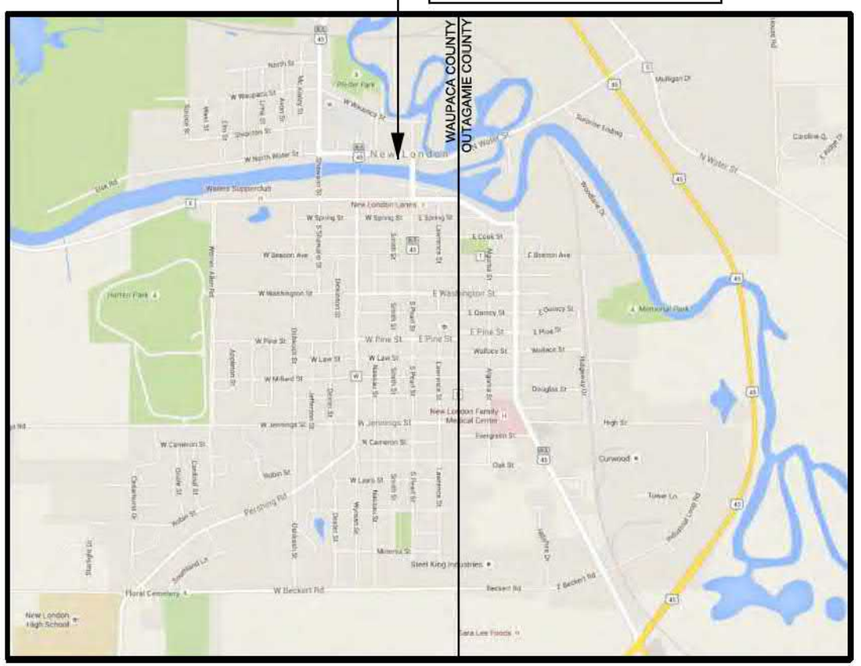
DIGGERS HOTLINE

Dial 811 or (800) 242-8511

www.DiggersHotline.com

NOTE:
UTILITY LOCATIONS SHOWN ON PLANS ARE APPROXIMATE AND CONTRACTOR SHALL HAVE APPROPRIATE UTILITY MARK EXACT LOCATIONS PRIOR TO CONSTRUCTION.

THIS LOCATION



LOCATION MAP
NOT TO SCALE

LEGEND

- EXISTING WATER MAIN
- EXISTING GATE VALVE & HYDRANT
- WATER SERVICE & CURB STOP
- PROPOSED WATERMAIN, VALVE, & HYDRANT
- PROPOSED WATER SERVICE & CURB STOP
- EXISTING SANITARY SEWER & MANHOLE
- EXISTING FORCEMAIN
- EXISTING STORM SEWER & INLET
- PROPOSED STORM SEWER & INLET
- PROPOSED MANHOLE & SEWER MAIN
- BURIED ELECTRIC
- BURIED GAS & VALVE
- BURIED CABLE TELEVISION
- BURIED TELEPHONE
- BURIED FIBER OPTICS
- OVERHEAD UTILITY
- RAILROAD TRACKS
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- EXISTING CULVERT PIPE
- PROPOSED CULVERT PIPE
- FENCE LINE
- DRAINAGE ARROW
- SILT FENCE
- RIGHT-OF-WAY
- BASELINE
- PROPERTY LINE
- TREE LINE
- BENCHMARK
- IRON PIPE
- IRON ROD
- CONTROL POINT
- UTILITY POLE & GUY
- SOIL BORING
- LIGHT POLE
- PEDESTAL
- STREET SIGN
- MAILBOX
- FLAGPOLE
- TREE - DECIDUOUS
- TREE - CONIFEROUS
- TREE TO BE REMOVED

UTILITIES

GAS:
WE Energies
P.O. Box 1699
Appleton, WI 54912
Contact: Peter Hanaway
Phone: 920-380-3292
Email: Peter.Hanaway@we-energies.com

ELECTRIC:
New London Utilities
400 E. North Water Street
P.O. Box 304
New London, WI 54961
Contact: Mike Fredericks, Electric Superintendent
Phone: 920-982-8516
Email: mfrederick@wppienergy.org

WATER:
New London Utilities
400 E. North Water Street
P.O. Box 304
New London, WI 54961
Contact: Mike Pinch, Water Superintendent
Phone: 920-982-8516
Email: mpinch@wppienergy.org

SEWER & STREET:
City of New London
215 N. Shawano Street
New London, WI 54961
Contact: Chad Hoerth
Phone: 920-982-8502
Email: choerth@newlondonwi.org

TELEPHONE:
AT&T
221 W. Washington Street
Appleton, WI 54912
Contact: Joseph Kassab
Phone: 920-735-3206
Email: jk572k@att.com

CATV:
Charter Communications
5733 Windy Drive, Suite B
Stevens Point, WI 54481
Contact: Rudi Rudiger
Email: rudi.rudiger@charter.com

SHEET INDEX

TOTAL OF 17 SHEETS

WISCONSIN
MICHAEL J. LAUE
E-22833
BEAVER DAM
WI
PROFESSIONAL ENGINEER

02/01/2018

RECORD DRAWINGS
REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
GENERAL: Norcon Corporation
CONSTRUCTION START: 07/09/2018
CONSTRUCTION END: 09/14/2018

PROJECT NO.: 08001005B & 08001008 (CRS)	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 01/11/2019	DRAWN BY:	1	01/18/2019	CONSTRUCTION RECORD INFORMATION ADDED	M.L.
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PLOT DATE: 08001005B Record Drawings 2018 Construction.dgn 1/18/2019 11:02:23 AM mlaue					

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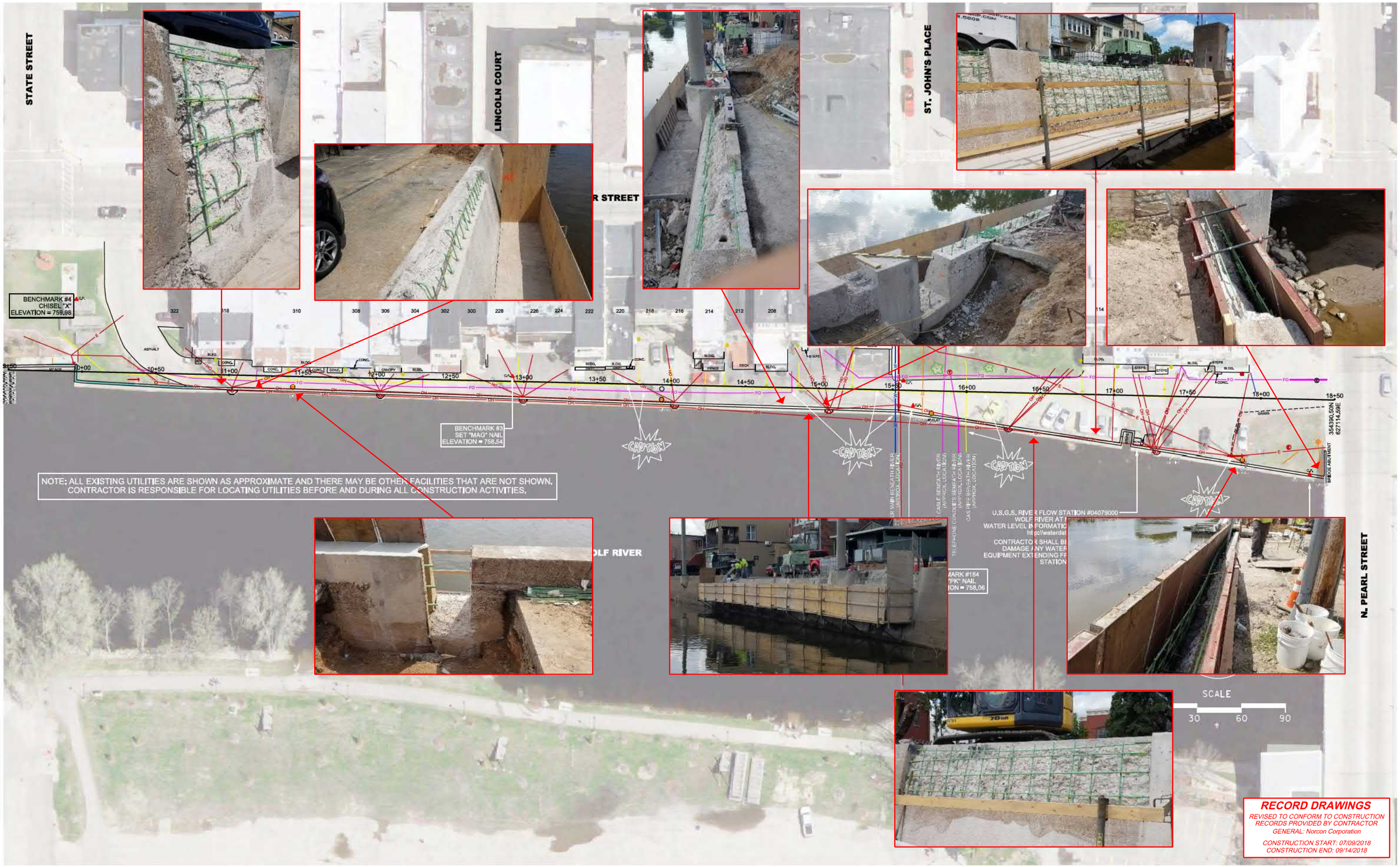
2018 RIVER WALL REHABILITATION PROJECT
WOLF RIVER (State Street to N. Pearl Street)
City of New London, Dodge County, Wisconsin

CONSTRUCTION RECORD DRAWINGS

FILE NO. 08001008
SHEET G1



RECORD DRAWINGS

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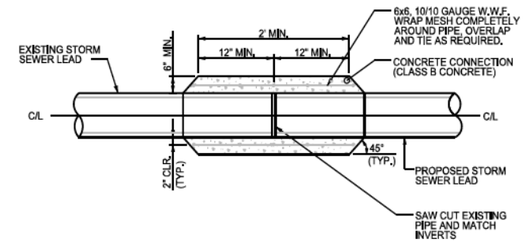
2018 RIVER WALL REHABILITATION PROJECT
WOLF RIVER (State Street to N. Pearl Street)
City of New London, Dodge County, Wisconsin

CONSTRUCTION RECORD DRAWINGS

FILE NO. 08001008
SHEET ST1

RECORD DRAWINGS
REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
GENERAL: Norcon Corporation
CONSTRUCTION START: 07/09/2018
CONSTRUCTION END: 09/14/2018

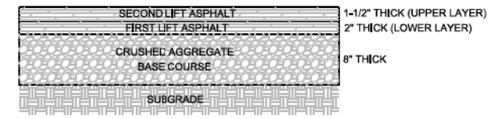


STORM SEWER CONNECTION DETAIL
SCALE: NONE

HMA PAVEMENT: ASPHALTIC PAVEMENT SHALL BE DESIGNATION 3 LT 58-28 S FOR THE LOWER LAYER AND 4 LT 58-28 S FOR THE UPPER LAYER.

BASE COURSE: CRUSHED STONE AGGREGATE MEETING SECTION 305 OF THE WISDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION (BASE AGGREGATE DENSE 3/4 INCH)

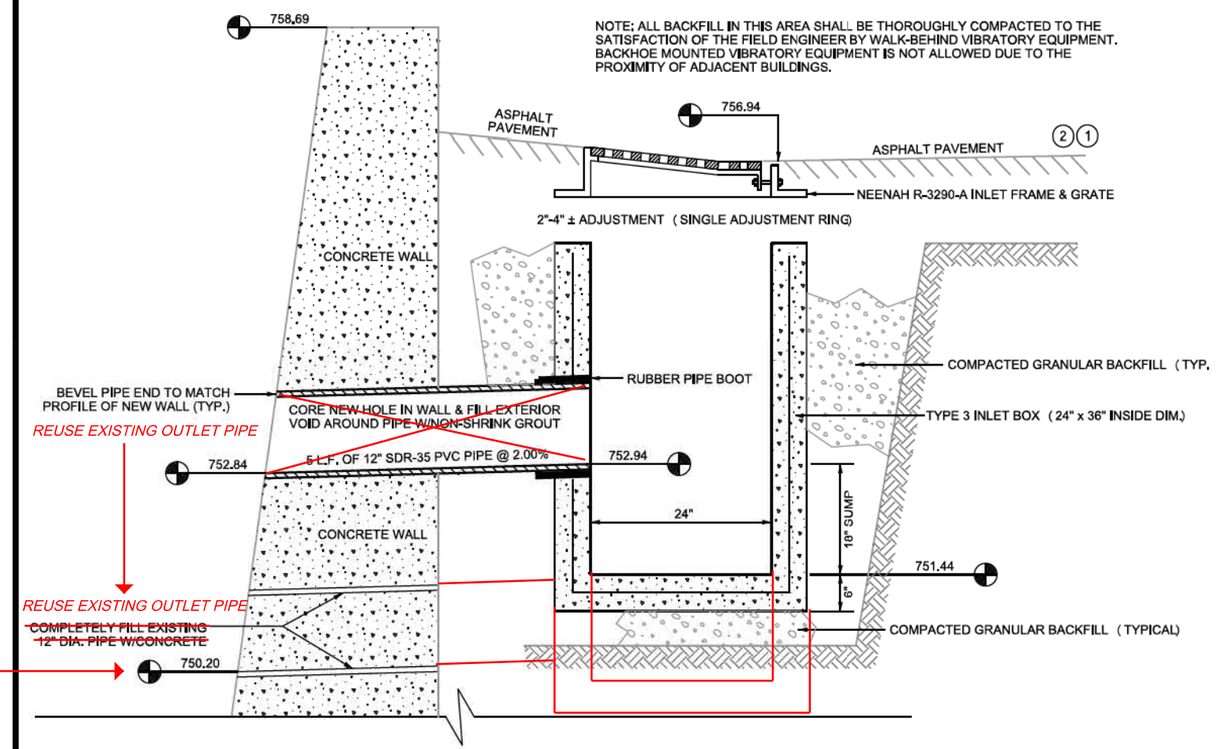
SUBGRADE: COMPACTED GRANULAR SOIL. TEST ROLL PAVEMENT AREAS FOR LOCALIZED UNSTABLE AREAS. LOOSE, SOFT OR UNSTABLE AREAS WILL REQUIRE ADDITIONAL STABILIZATION, COMPACTION AND/OR OVER-EXCAVATION REMOVAL AND REPLACEMENT.



DISTURBED AREA PAVING REPAIR DETAIL
SCALE: NONE

KEY NOTES

1. THE CONTRACTOR SHALL CAREFULLY WORK AROUND EXISTING PAVEMENT (CONCRETE SIDEWALK AND ASPHALT PAVEMENT). ANY DAMAGE TO THESE PAVEMENTS SHALL BE REPAIRED BY CONTRACTOR AT CONTRACTOR'S COST TO THE PRECONSTRUCTION CONDITION AS DETERMINED BY CITY.
2. THE CONTRACTOR SHALL PREPARE THE MATCH LINE BETWEEN THE NEW WORK AND THE EXISTING PAVEMENT (ASPHALT AND/OR CONCRETE). THIS MAY REQUIRE SAWCUTTING OF THE EXISTING PAVEMENT TO PROVIDE A CLEAN AND NEAT MATCH LINE (INCIDENTAL TO PAVING).



STORM INLET & OUTFALL PIPE REPLACEMENT @ STA. 13+93.86, 10.00' RT.
NTS

NOTE: FIELD VERIFY ALL ELEVATIONS AND DIMENSIONS AT THE TIME OF CONSTRUCTION AND MAKE MINOR ADJUSTMENTS AS NECESSARY.

PROJECT NO.: 080010058 & 08001008 (CRS)	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 01/11/2019	DRAWN BY:	1	01/18/2019	CONSTRUCTION RECORD INFORMATION ADDED	MJL
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2018 RIVER WALL REHABILITATION PROJECT
WOLF RIVER (State Street to N. Pearl Street)
City of New London, Dodge County, Wisconsin

CONSTRUCTION RECORD DRAWINGS

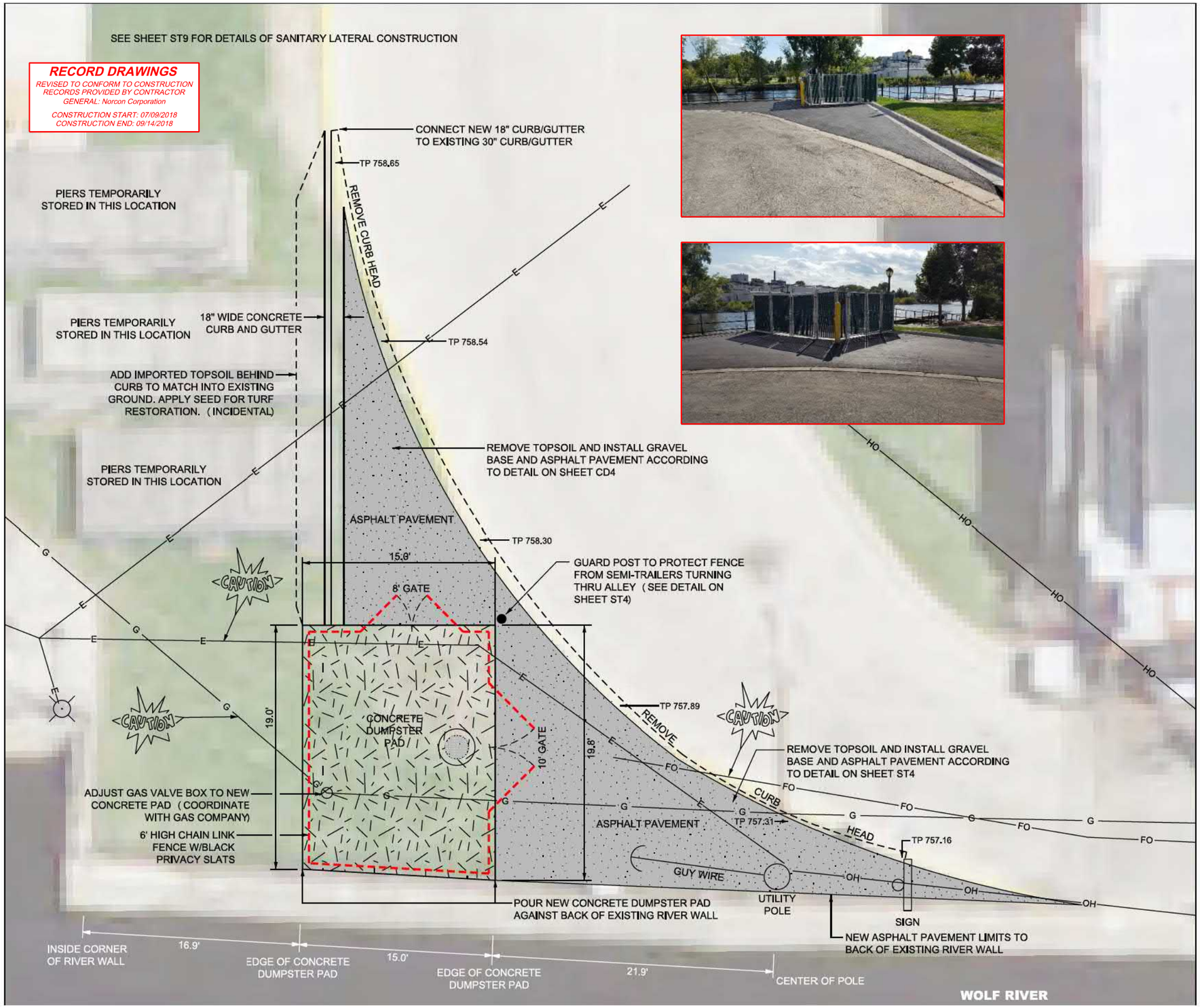
FILE NO. 08001008
SHEET CD4

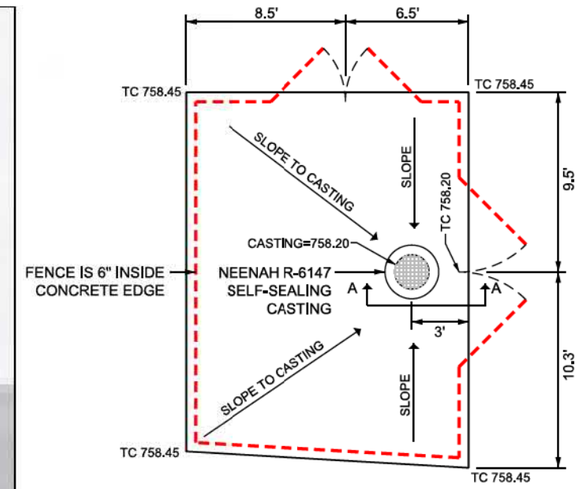
SEE SHEET ST9 FOR DETAILS OF SANITARY LATERAL CONSTRUCTION

RECORD DRAWINGS

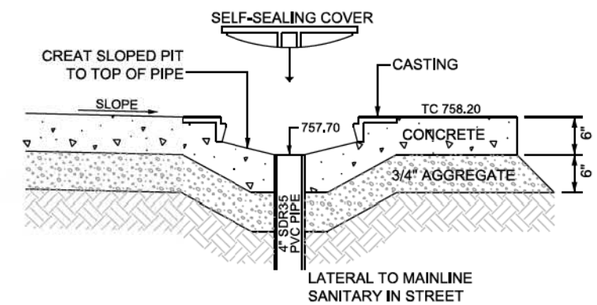
REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
GENERAL: Norcon Corporation

CONSTRUCTION START: 07/09/2018
CONSTRUCTION END: 09/14/2018

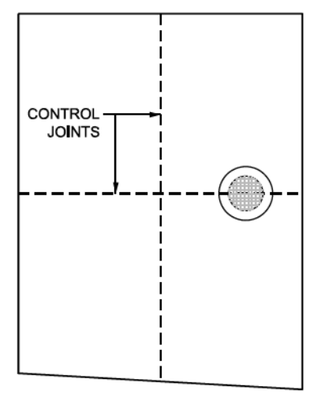




PLAN VIEW

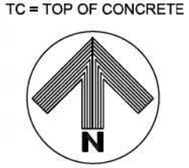


SECTION A - A
NO SCALE



JOINT PATTERN

TP = TOP OF PAVEMENT
TC = TOP OF CONCRETE



SCALE
0 4 8 12

PROJECT NO.: 08001005B & 08001008 (CRS)	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 01/11/2019	DRAWN BY:	1	01/18/2019	CONSTRUCTION RECORD INFORMATION ADDED	M.L.
CHECKED BY: M.R.					
PLOT DATE: 08001005B Record Drawings 2018 Construction.dgn 1/18/2019 11:03:58 AM					

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201 Corporate Drive, Beaver Dam, WI 53916
920-887-4242 1-800-552-6330 Fax: 920-887-4250
Web Address: www.msa-ps.com

2018 RIVER WALL REHABILITATION PROJECT
WOLF RIVER (State Street to N. Pearl Street)
City of New London, Dodge County, Wisconsin

CONSTRUCTION RECORD DRAWINGS

FILE NO. 08001008
SHEET CD6

SEE SHEET ST9 FOR DETAILS OF SANITARY LATERAL CONSTRUCTION

24.0'

6' HIGH CHAIN LINK FENCE W/BLACK PRIVACY SLATS

16.0'

DO NOT DAMAGE TREE

BUILDING FACE

9'±

CONCRETE DUMPSTER PAD

REMOVE TOPSOIL AND INSTALL GRAVEL BASE AND ASPHALT PAVEMENT ACCORDING TO DETAIL ON SHEET CD4

10.5'

10.5'x12' CONCRETE PAD FOR BIKE RACK
4" THICK GRAVEL BASE & 4" THICK CONCRETE
(FIELD LOCATE AS PER CITY)

12'

SIGN

8' GATE

10' GATE

ASPHALT PAVEMENT

ASPHALT PAVEMENT

TP=758.48

REMOVE CURB HEAD

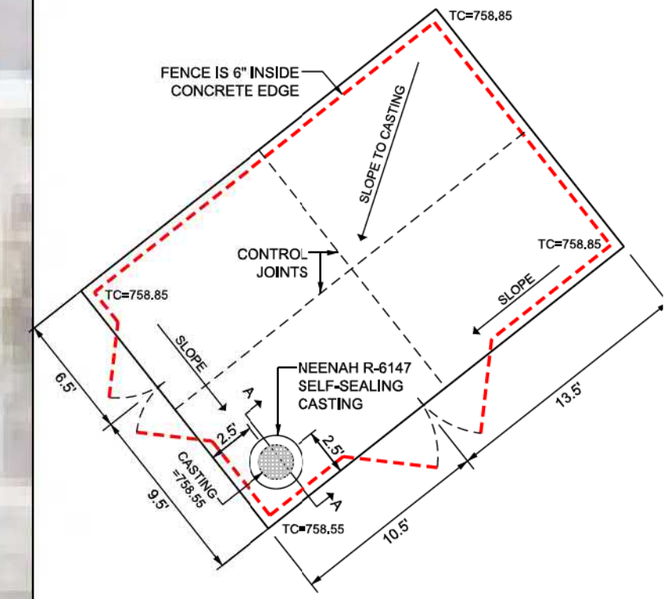
TP 758.45

REMOVE CURB HEAD

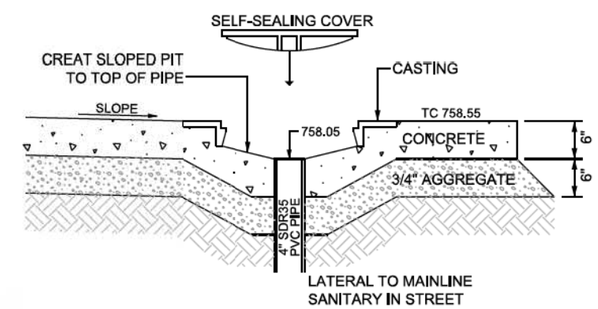
TP 758.42

CAUTION

GUARD POST TO PROTECT FENCE FROM SEMI-TRAILERS TURNING THRU ALLEY (SEE DETAIL ON SHEET ST4)



PLAN VIEW



SECTION A - A
NO SCALE

TP = TOP OF PAVEMENT
TC = TOP OF CONCRETE

N

SCALE
0 4 8 12

RECORD DRAWINGS
REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
GENERAL: Norcon Corporation
CONSTRUCTION START: 07/09/2018
CONSTRUCTION END: 09/14/2018

PROJECT NO.: 08001005B & 08001008 (CRS)	SCALE: AS SHOWN	NO.	DATE	REVISION	BY
PROJECT DATE: 01/11/2019	DRAWN BY:	1	01/18/2019	CONSTRUCTION RECORD INFORMATION ADDED	M.L.
CHECKED BY: M.L					
PLOT DATE: 08001005B Record Drawings 2018 Construction.dgn 1/18/2019 11:04:19 AM mlase					

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CONSTRUCTION RECORD DRAWINGS

FILE NO. 08001008

SHEET CD7