

**OFFICIAL NOTICE AND AGENDA**

of a meeting of the County Board, Committee, Agency,  
Corporation or Sub-Unit thereof,

COUNTY OF MARATHON  
WAUSAU, WI 54403

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S  
BICYCLE AND PEDESTRIAN SUB-COMMITTEE  
AGENDA**

**February 25, 2021**  
**5:30 P.M.**

**LARGE CONFERENCE ROOM**  
**210 RIVER DRIVE, WAUSAU, WI**

***Marathon County Mission Statement:*** *Marathon County Government serves people by leading, coordinating, and providing county, regional, and statewide initiatives. It directly or in cooperation with other public and private partners provides services and creates opportunities that make Marathon County and the surrounding area a preferred place to live, work, visit, and do business. (Last updated: 12-20-05)*

***Commission Purpose:*** *The Commission shall be concerned with studies and recommendations relating to activities including but not limited to land-use; natural resources; utilities; and transportation systems within the metropolitan planning area. (Commission Bylaws last updated: 12-18)*

The meeting site identified above will be open to the public. However, due to the COVID-19 pandemic and associated public health directives, Wausau MPO encourages Bicycle & Pedestrian Committee members and the public to attend this meeting remotely. To this end, instead of attendance in person, Bicycle & Pedestrian Committee members and the public may attend this meeting by telephone conference. If Bicycle & Pedestrian Committee members or members of the public cannot attend remotely, Wausau MPO requests that appropriate safety measures, including adequate social distancing, be utilized by all in-person attendees.

Persons wishing to attend the meeting by phone may call into the telephone conference **beginning five (5) minutes prior to the start time indicated above using the following number:**

**Phone: 1-408-418-9388**

**Access Code: 187 650 5718**

If you are prompted to provide an "Attendee Identification Number," enter the "#" sign. No other number is required to participate in the telephone conference.

**When you enter the telephone conference, PLEASE PUT YOUR PHONE ON MUTE!**

**AGENDA ITEMS:**

1. CALL TO ORDER
2. WELCOME AND INTRODUCTIONS


**POLICY DISCUSSION AND POSSIBLE ACTION:**

3. APPROVE THE MINUTES OF THE JANUARY 28, 2021 MEETING
4. TRANSPORTATION ALTERNATIVES PROGRAM (TAP) GRANT PREPARATION
5. ACTIVE TRANSPORTATION IN PROPOSED STATE BUDGET
6. COUNTY HIGHWAY SAFETY UPGRADES
7. COMMUNITY UPDATES AND AREAS OF CONCERN

8. ITEMS FOR FUTURE AGENDA
9. NEXT MEETING DATE – MARCH 25, 2021
10. ADJOURN

*Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk's Office at 715-261-1500 or e-mail [info@marathon.wi.us](mailto:info@marathon.wi.us) one business day before the meeting.*

SIGNED



PRESIDING OFFICER OR DESIGNEE

848-9361

FAXED TO: Daily Herald  
FAXED TO: Mid-west Radio Group - 848-3158

NOTICE POSTED AT COURTHOUSE:

FAXED BY: BI  
FAX DATE: 02/18/2021  
FAX TIME: 3:00 PM

By: \_\_\_\_\_  
Date: \_\_\_\_\_  
Time: \_\_\_\_\_ a.m/p.m.

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**  
**Bicycle and Pedestrian Sub-Committee**  
**Minutes – JANUARY 28, 2021**

**Members:** John Nowaczyk, Chair, John Beatty, Brad Sippel, Ryan Lichtenwald, Mark Thuot, Dennis Helke  
**Staff:** Andrew Lynch

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**1. CALL TO ORDER**

Meeting called to order by Chairperson NOWACZYK at 5:32pm

**2. WELCOME AND INTRODUCTIONS**

**3. APPROVE THE MINUTES OF OCTOBER 22 MEETING**

**Motion/second** by BEATTY/SIPPEL to approve the meeting minutes from the October 28 meeting. Motion **carried** by voice vote, no dissent.

**4. DISCUSSION AND POSSIBLE ACTION ON WAUSAU MPO BICYCLE AND PEDESTRIAN 2015 MASTER PLAN UPDATE: DRAFT CHANGES AND FINAL ITEMS FOR REVIEW**

LYNCH reviewed the documents included in the packet of all approved changes for the Master Plan update. Additional items were projects around the Wausau Mall. Motion/second by BEATTY/SIPPEL to approve the changes to the Master Plan. Motion carried by voice vote, no dissent. Plan update will now move to MPO Technical Advisory Committee.

**5. CWOCC 2021 AND BEYOND UPDATES**

LYNCH provided an update from the Central Wisconsin Off-Road Cycling Coalition on their plans for facility upgrades in 2021 and future years. New reroutes and enhancements to Nine Mile will continue. Maintenance at Sylvan will be an important priority as that facility has not fared well. Plans for a facility in Brokaw are a couple of years out pending coordination with County Parks.

**6. COMMUNITY UPDATES AND FUTURE EVENTS**

City of Wausau: City is working on the design of the River's Edge trail extension north of Winton St to Gilbert Park. Brad Sippel has accepted a position with WisDOT and this is his last meeting.

**7. ITEMS FOR THE NEXT AGENDA**

**8. NEXT MEETING DATE – FEBRUARY 25, 2021**

**9. ADJOURN**

**Motion/second** by NOWACZYK/SIPPEL to adjourn the meeting. Motion **carried** by voice vote, no dissent. Meeting Adjourned at 6:40 pm.

Submitted by:  
David Mack  
Program Manager/MPO Director  
Marathon County  
Conservation, Planning and Zoning/Wausau MPO

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### Gov. Evers' Budget Calls For Investment In Active Transportation, Safety and Outdoor Recreation

The 2021-2023 Bi-ennial Budget tackles many important statewide issues - including the rollout of the Badger Bounce Back Plan. The Bike Fed was particularly happy to see his inclusion of our main advocacy goals!

- Restoration of eminent domain for bike and walking trails
- Complete Streets statewide implementation
- Increased Transportation Alternative Program funds
- \$70 million annually for the Knowles-Nelson Stewardship Program and a 10-year reauthorization

We would like to thank Governor Evers and Lt Governor Barnes for listening to our concerns. Thank you to our partners and colleagues on statewide committees that have helped to champion these causes, and YOU for voicing your support for these changes that can positively benefit so many people across our state.

We are aware that this is just one step in the budget process and as of today we are unsure what final form the budget will take. Rest assured, we are watching closely and doing all we can to make biking better for everyone in Wisconsin. As always, if an urgent action is needed we will put out the call with specific asks and directions.

Please consider supporting our continued advocacy efforts by joining the Bike Fed or making a donation at <https://wisconsinbikefed.org/support-us/donate/>

Read the entire budget here <https://doa.wi.gov/Pages/2021-23%20Executive%20Budget.aspx>



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## ACTIVE TRANSPORTATION IN PROPOSED STATE BUDGET

### 19. Transportation Alternatives Program

Source of Funds	Agency Request				Governor's Recommendations			
	FY22		FY23		FY22		FY23	
	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions
SEG-O	0	0.00	0	0.00	1,000,000	0.00	1,000,000	0.00
TOTAL	0	0.00	0	0.00	1,000,000	0.00	1,000,000	0.00

The Governor recommends providing additional funding for the transportation alternatives program in each year.

Transportation

626

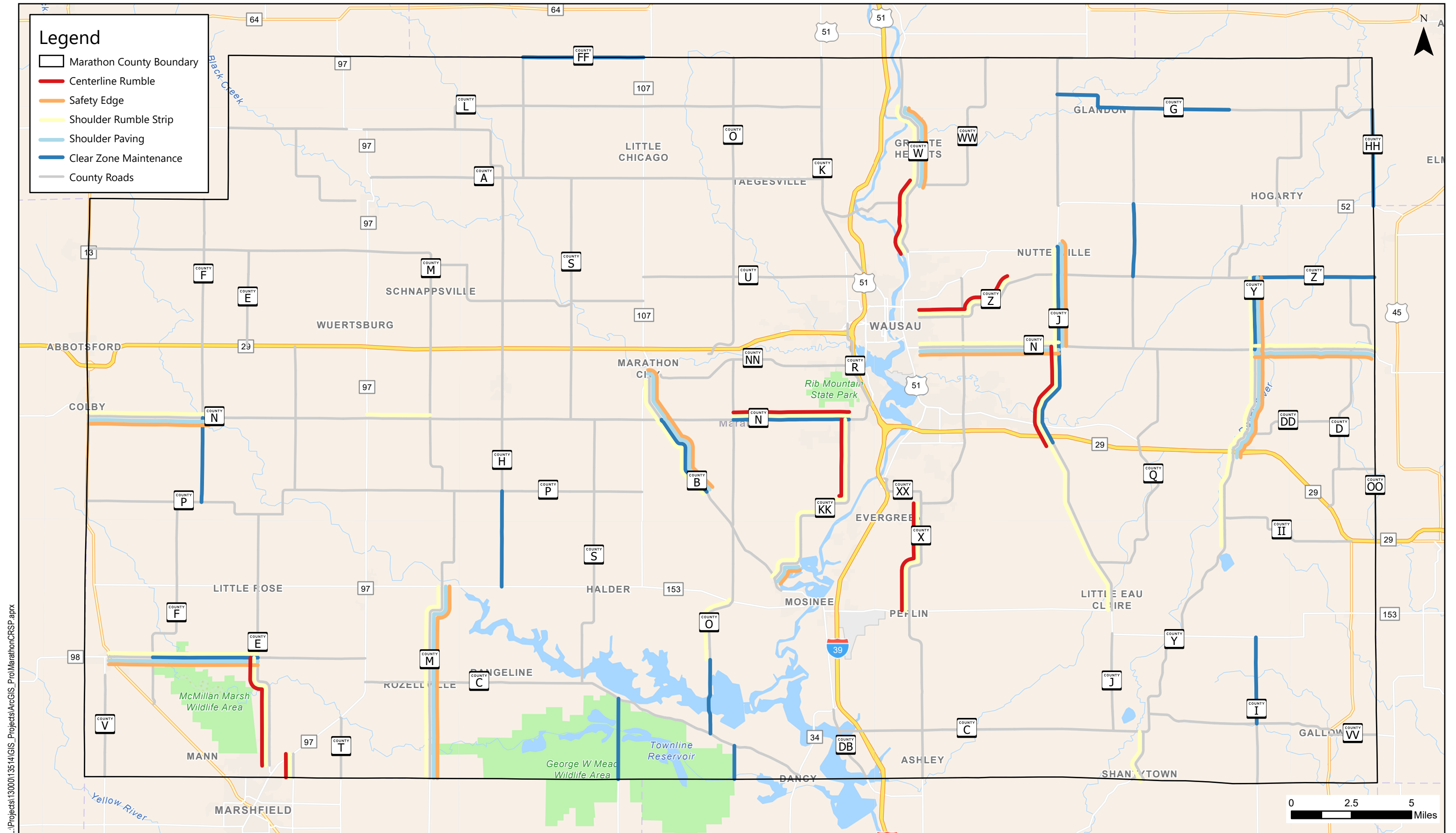
### 20. Complete Streets

The Governor recommends modifying current law to require the inclusion of nonmotorized transportation facilities known as Complete Streets when building certain roadways. The Governor also recommends authorizing the department to promulgate rules identifying exceptions to the requirement.

### 21. Eminent Domain for Nonmotorized Paths

The Governor recommends providing local units of government the authority to use eminent domain to purchase land for the construction of nonmotorized paths.

# PRELIMINARY MAP FOR DISCUSSION PURPOSES ONLY



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Marathon County Highway Anticipated Safety Project 2021-2025

In an effort to quantify the efforts proposed by the Marathon County Safety Study, the preliminary data from the study was used to estimate projects that would be expected to be evaluated over the next 5 years.

The study areas are broken down as follows;

Intersections

Rural Curves

Rural Segments

Each study area had criteria used to estimate a level of risk associated with the intersection, curve or segment. For each criteria met, an additional checkmark was added to the location being evaluated.

It is anticipated that projects with the highest amount of check marks for each study area are likely to have the greatest chance of crashes occurring. Therefore, those locations will be considered for projects over the next 5 years.

Furthermore, locations were included if they had the second highest amount of check marks and some level of construction is anticipated over the next 5 years.

This resulted in 17 projects having the highest amount of check marks and 39 projects as a result of having the second highest amount of checkmarks and a construction project anticipated. (Note: some projects are on the same corridor; for example CTH KK has 6 curve projects and 4 segment projects, making up 10 of the 56 projects)

Curves

All projects include installation or upgrades of chevron arrows and advance warning signs as well as shoulder rumble strips. Most projects include paved shoulders.

The total cost is estimated at \$275,000. substantial amount of this cost is shoulder paving. Our crews typically include shoulder paving projects, therefore the true project increases are approximately \$163,000 for signage and rumble strip milling.



Segments

Most of the projects include enhanced edgeline, a couple have shoulder paving and several call for shoulder and centerline rumble strips. The rumble strip projects are listed below.

The total cost is estimated at \$396,000. Approximately \$200,000 is for rumble strips, \$100,000 for shoulder paving and \$100,000 for enhanced edgelines.



Shoulder Rumble Strip Segments

- CTH J (STH 153 – Weston Ave)
- CTH KK (CTH B – CTH N)
- CTH W (Evergreen – CTH WW)
- CTH B (STH 107 – CTH N)
- CTH Z (14<sup>th</sup> St. – N. 73<sup>rd</sup> St.)

Intersections

The intersection of CTH Q and G calls for a realignment of the intersection as CTH G intersects CTH Q at a significant curve in the road. All other projects call for enhanced signing and marking.

Total project cost are estimated at \$300,000, with about \$150,000 of those costs going toward the CTH G and Q intersection.



Summary

This analysis is based on the preliminary study data. Over the next five years, projects to be evaluated for implementation include one intersection realignment, enhancements of signing and marking at 17 intersections, additional shoulder paving for 1.5 miles of highway, enhanced edgeline for 36 miles of highway, edgeline rumble strips for 26 miles, centerline rumble strips for 11.4 miles, shoulder rumble strips and enhanced signs for 40 curves and additional paved shoulders for 14\* curves.

The total cost of these improvements are estimated at \$860,000. Assuming these costs will average out over the next 5 years, the investment would be approximately \$172,000 per year. The majority of these costs would come out of the Department’s paving budget.

\*shoulder paving will likely occur regardless of the safety plan.



Marathon County - County Road Safety Plans

Rural 2-Lane Segment Projects Anticipated for consideration 2021-2025



Segment ID	Route Name	Local Name	From	To	Total Check-marks	Length	Speed Limit	AADT	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Severe Crashes	Segment Crashes	Shoulder Type	Noise Sensitive?	Clear Zone Maintenance		Enhance Edgeline		Shoulder Rumble Strip		Shoulder Paving		Safety Edge		Centerline Rumble		Enhanced Edgeline - Noise Sensitivity		Total Cost				
																		Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost					
G004	CTH G		CTH Y	CTH HH	✓✓✓✓✓	1.8	55	190	10	1.4	1.1	2S	2	0	7	Gravel	0%	\$	-	✓	\$	3,500		\$	-		\$	-		\$	-	\$	3,500			
D001	CTH D		STH 29	CTH DD	✓✓✓✓✓	3.8	55	474	16	0.4	1.1	1	4	0	8	Gravel	0%	\$	-	✓	\$	7,600		\$	-		\$	-		\$	-	\$	7,600			
T001	CTH T		E McMillan St	STH 97	✓✓✓✓✓	2.5	55	760	18	0.4	0.4	1	2	2	14	Gravel	0%	\$	-	✓	\$	5,000		\$	-		\$	-		\$	-	\$	5,000			
Q006	CTH Q		STH 52	CTH G	✓✓✓✓✓	4.0	55	690	9	0.5	0.3	2S	2	1	12	Gravel	0%	\$	-	✓	\$	8,000		\$	-		\$	-		\$	-	\$	8,000			
J003	CTH J		STH 153	Weston Ave	✓✓✓✓	7.5	55	1950	9	0.9	0.3	2S	3	1	48	Gravel/Grass	0%	\$	-		\$	-	✓	\$	43,875		\$	-		\$	-	\$	43,875			
J007	CTH J		CTH G	County Line Rd	✓✓✓✓	2.2	55	560	9	0.5	0.5	1	3	1	8	Gravel	0%	\$	-	✓	\$	4,300		\$	-		\$	-		\$	-	\$	4,300			
KK001	CTH KK		CTH B	Half Moon Lake Dr	✓✓✓✓	1.4	35	1300	16	0.9	1.4	1	2	1	8	Gravel	0%	\$	-		\$	-	✓	\$	8,190	✓	\$	0	✓	\$	0		\$	97,790		
B003	CTH B		STH 107	CTH N	✓✓✓✓	2.0	25	1012	27	0.5	0.5	1	4	0	8	Gravel	0%	\$	-		\$	-	✓	\$	11,700	✓	\$	108,000	✓	\$	20,000		\$	-	\$	139,700
D002	CTH D		CTH DD	Co. Hwy N	✓✓✓✓	3.3	55	230	16	0.5	0.0	1	4	3	10	Gravel	0%	\$	-	✓	\$	6,500		\$	-		\$	-		\$	-	\$	6,500			
H001	CTH H		STH 153	CTH P	✓✓✓✓	4.0	55	654	14	0.5	0.0	2C	4	0	15	Gravel	0%	\$	-	✓	\$	8,000		\$	-		\$	-		\$	-	\$	8,000			
KK002	CTH KK		Half Moon Lake Dr	4 Mile Creek Rd	✓✓✓✓	2.9	35	1300	21	1.6	1.1	1	5	0	15	Composite	0%	\$	-		\$	-	✓	\$	16,673		\$	-		\$	-	\$	16,673			
KK003	CTH KK		4 Mile Creek Rd	Collie St	✓✓✓✓	1.2	40	1300	16	1.7	1.7	1	5	0	17	Composite	0%	\$	-		\$	-	✓	\$	7,020		\$	-		\$	-	\$	7,020			
O002	CTH O		CTH C	Hickory Rd	✓✓✓✓	3.1	45	900	10	0.3	1.0	2C	5	1	10	Composite	0%	\$	-	✓	\$	6,200		\$	-		\$	-		\$	-	\$	6,200			
G001	CTH G		CTH J	CTH Q	✓✓✓✓	3.7	55	140	10	0.0	0.5	2C	3	0	2	Gravel	0%	\$	-	✓	\$	7,400		\$	-		\$	-		\$	-	\$	7,400			
M004	CTH M		CTH P	CTH N	✓✓✓✓	3.4	55	367	20	0.2	0.9	1	3	0	3	Gravel/Grass	0%	\$	-	✓	\$	6,800		\$	-		\$	-		\$	-	\$	6,800			
S002	CTH S		CTH S	STH 153	✓✓✓✓	4.5	55	870	13	0.1	0.4	2S	2	1	8	Gravel	0%	\$	-	✓	\$	9,000		\$	-		\$	-		\$	-	\$	9,000			
KK004	CTH KK		Collie St	CTH N	✓✓✓✓	3.8	40	2850	18	1.2	0.3	1	5	0	49	Composite	0%	\$	-		\$	-	✓	\$	22,230		\$	-	✓	\$	13,680		\$	-	\$	35,910
W001	CTH W		CTH Ww	Evergreen Rd	✓✓✓✓	3.0	45	2620	25	0.9	0.7	1	5	1	27	Composite	0%	\$	-		\$	-	✓	\$	17,550		\$	-	✓	\$	10,800		\$	-	\$	28,350
Z001	CTH Z	Franklin St	14th St	N 73rd St	✓✓✓✓	4.6	45	3400	17	1.2	0.7	1	5	2	37	Composite	0%	\$	-		\$	-	✓	\$	26,910		\$	-	✓	\$	16,560		\$	-	\$	43,470
																																		\$	395,487.50	



Curve ID	Segment ID	Route Name	Delineation	AADT	Total Severe Crashes	Total Crashes	Percent Rural Crashes	Length	Radius	Speed Limit	Critical Radius	Existing Chevrons?	AADT	Adjacent Intersection	Visual Trap	Total Crashes	Total Check-marks	Priority (black) or Proximity (red)?	Upgrade Chevrons		Install Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		Total Cost
																			Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
J.02	J004	CTH J	None	3100	0	1	0.463	916	1170	55	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00		\$ -	✓	\$ 1,014.56	✓	\$ 1,440.00	\$ 6,414.56
KK.04	KK002	CTH KK	None	1300	0	6	2.778	916	565	40	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00		\$ -	✓	\$ 1,015.28	✓	\$ 1,440.00	\$ 6,415.28
KK.03	KK003	CTH KK	None	1300	0	6	2.778	972	639	40	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00		\$ -	✓	\$ 1,076.61	✓	\$ 1,440.00	\$ 6,476.61
M.02	M002	CTH M	W1-6	1100	0	2	0.926	857	562	55	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00	✓	\$ 8,765.96	✓	\$ 949.65	✓	\$ 1,440.00	\$ 15,115.60
M.01	M002	CTH M	W1-6	1100	0	1	0.463	1046	687	55	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00	✓	\$ 10,694.59	✓	\$ 1,158.58	✓	\$ 1,440.00	\$ 17,253.17
O.10	O003	CTH O	None	1200	0	1	0.463	637	816	45	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00		\$ -	✓	\$ 705.38	✓	\$ 1,440.00	\$ 6,105.38
U.03	U002	CTH U	Chevrons	320	0	1	0.463	524	569	55	✓	✓	✓	✓	✓	✓	✓	✓	✓	\$ 3,960.00		\$ -	✓	\$ 5,355.40	✓	\$ 580.17	✓	\$ 1,440.00	\$ 11,335.57
X.05	X003	CTH X	Chevrons	2300	0	4	1.852	846	756	55	✓	✓	✓	✓	✓	✓	✓	✓	✓	\$ 3,960.00	✓	\$ -		\$ -	✓	\$ 937.49	✓	\$ 1,440.00	\$ 6,337.49
X.04	X003	CTH X	Chevrons	2300	1	5	2.315	1077	762	55	✓	✓	✓	✓	✓	✓	✓	✓	✓	\$ 3,960.00		\$ -		\$ -	✓	\$ 1,192.79	✓	\$ 1,440.00	\$ 6,592.79
B.05	B002	CTH B	None	1000	0	2	0.926	927	875	55	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00	✓	\$ 9,476.69	✓	\$ 1,026.64	✓	\$ 1,440.00	\$ 15,903.33
B.04	B002	CTH B	None	1000	0	1	0.463	373	922	55	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00	✓	\$ 3,812.49	✓	\$ 413.02	✓	\$ 1,440.00	\$ 9,625.51
B.03	B002	CTH B	None	1000	0	3	1.389	242	297	55	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00	✓	\$ 2,470.73	✓	\$ 267.66	✓	\$ 1,440.00	\$ 8,138.39
H.03	H006	CTH H	None	450	0	1	0.463	793	564	55	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00	✓	\$ 8,106.29	✓	\$ 878.18	✓	\$ 1,440.00	\$ 14,384.47
J.01	J007	CTH J	None	560	0	4	1.852	898	559	55	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00	✓	\$ 9,181.36	✓	\$ 994.65	✓	\$ 1,440.00	\$ 15,576.01
KK.07	KK001	CTH KK	W1-6	1300	0	0	0.000	890	569	35	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00	✓	\$ 9,104.86	✓	\$ 986.36	✓	\$ 1,440.00	\$ 15,491.22
KK.06	KK002	CTH KK	W1-6	1300	0	1	0.463	412	402	35	✓		✓	✓	✓	✓	✓	✓		\$ -	✓	\$ 3,960.00		\$ -	✓	\$ 456.74	✓	\$ 1,440.00	\$ 5



Intersection ID	Route Name	Cross Street	Cross Product AADT	Total Check-marks	Intersection Configuration	Intersection Control	Major AADT	Minor AADT	Total Crashes	Total Severe Crashes	Total Non Severe Crashes	Previous Stop > 5 miles	Convert to Roundabout		Additional Safety Strategies for locations that need better		Convert to All Way Stop		Install Streetlights		Upgrade Signing and Markings		Reconstruct to Single "T"		Total Cost
													Recomm ended	Cost	Recomm ended	Cost	Recomm ended	Cost	Recomm ended	Cost	Recomm ended	Cost	Recomm ended	Cost	
B.03	CTH B	CTH O	450000	✓✓✓	T	SSSC	1000	450	2	1	1	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
C.08	CTH C	CTH S	543200	✓✓✓	T	SSSC	970	560	0	0	0	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
F.01	CTH F	STH 13	3544450	✓✓✓	X	SSSC	9100	390	2	0	2	Yes		\$ -	✓	Varies		\$ -		\$ -	✓	\$ 10,560.00		\$ -	\$ 10,560.00
L.02	CTH L	STH 97	668100	✓✓✓	T	SSSC	1310	510	1	0	1	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
A.03	CTH A	CTH E	336437.5	✓✓	X	SSSC	875	385	1	1	0	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 10,560.00		\$ -	\$ 10,560.00
F.02	CTH F	STH 153	645000	✓✓	X	SSSC	1000	645	2	1	1	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 10,560.00		\$ -	\$ 10,560.00
B.02	CTH B	CTH O	450000	✓✓	T	SSSC	1000	450	0	0	0	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
C.09	CTH C	CTH O	873000	✓✓	T	SSSC	970	900	2	0	2	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
C.10	CTH C	CTH O	385000	✓✓	T	SSSC	1100	350	0	0	0	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
C.15	CTH C	CTH J	852500	✓✓	T	SSSC	775	1100	1	0	1	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
C.18	CTH C	STH 49	858000	✓✓	T	SSSC	1950	440	0	0	0	No		\$ -		\$ -		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
G.02	CTH G	CTH Q	125630	✓✓	TT	SSSC	340	370	0	0	0	No		\$ -		\$ -		\$ -		\$ -	✓	\$ -	✓	\$ 150,000.00	\$ 150,000.00
II.02	CTH II	STH 49	624000	✓✓	T	SSSC	2400	260	1	0	1	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
J.04	CTH J	CTH Q	290550	✓✓	X	SSSC	1950	149	0	0	0	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 10,560.00		\$ -	\$ 10,560.00
L.03	CTH L	STH 97	668100	✓✓	T	SSSC	1310	510	0	0	0	No		\$ -		\$ -		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
N.01	CTH N	STH 13	8450000	✓✓	T	SSSC	6500	1300	6	0	6	Yes		\$ -	✓	Varies		\$ -		\$ -	✓	\$ 7,920.00		\$ -	\$ 7,920.00
O.01	CTH O	STH 153	2598750	✓✓	X	SSSC	3150	825	4	0	4	No		\$ -		\$ -		\$ -		\$ -	✓	\$ 10,560.00		\$ -	\$ 10,560.00
Y.01	CTH Y	STH 153	653600	✓✓	X	SSSC	860	760	2	0	2	Yes		\$ -		\$ -		\$ -		\$ -	✓	\$ 10,560.00		\$ -	\$ 10,560.00
\$ 300,480.00																									