

**AGENDA**  
**THURSDAY, OCTOBER 9, 2025 –9:00 AM**  
**HIGHWAY COMMITTEE OF OCONTO COUNTY BOARD OF SUPERVISORS**  
**301 WASHINGTON STREET, COURTHOUSE BUILDING “A” ROOM #3041**  
**OCONTO WI 54153**  
[www.ocontocountywi.gov](http://www.ocontocountywi.gov)

This is an open meeting of a Standing Committee of the Oconto County Board of Supervisors. Notice of this meeting was given to the public at least twenty-four hours prior to the meeting, by forwarding the complete agenda to the newspapers and to all news media who have requested the same as well as by posting. Copies of the complete agenda were available for inspection at the Office of the County Clerk and from the County's website calendar: [www.ocontocountywi.gov](http://www.ocontocountywi.gov)

1. Call to Order
2. Statement of County Mission and Vision
3. Approval of Agenda
  - 3.1. Change of Sequence
  - 3.2. Removal of Items
4. Approval of Minutes of Previous Meeting (Enc.)
5. Review Prior Months Vendor Payments (Enc.)
6. Communications
7. Approve CTH-I Engineering Study and Speed Limit Change (Enc.(2))
8. Approve Septic Encroachment Easement (Enc.(3))
9. Facility Discussion
10. Roadwork Update
11. Staffing Update
12. Equipment Update
13. Announcements/General Information (No action to be taken)
14. Next Meeting Date
15. Adjournment

Any person wishing to attend the meeting who requires special accommodation because of a disability should contact the Oconto County Clerk's office at 920-834-6800 at least 24 hours before the meeting begins so that appropriate accommodations can be made.

Persons who are members of another governmental body, but who are not members of this committee, may attend this meeting. Their attendance could result in a quorum of another governmental body being present. Such a quorum is unintended and they are not meeting to exercise the authority, duties, or responsibilities of any other governmental body.

Courthouse Building “A” is located at the corner of Washington Street and Arbutus Avenue

c: Committee (FTP); County Administrator, Finance Director, Corporation Counsel, Media (via email); County Website; Central File, Official Posting Location (Physical Copy)

VH/Date Posted: October 2, 2025

**MINUTES**  
**THURSDAY, SEPTEMBER 4, 2025 – 9:00 A.M.**  
**HIGHWAY COMMITTEE OF OCONTO COUNTY BOARD OF SUPERVISORS**  
**301 WASHINGTON STREET, COURTHOUSE BUILDING “A” ROOM #3041**  
**OCONTO, WI 54153**  
[www.ocontocountywi.gov](http://www.ocontocountywi.gov)

*(Draft minutes not approved by committee)*

COMMITTEE PRESENT: David Christianson, Elmer Ragen, Bob Wolf

ABSENT: David Behrend, Joel Lavarda

OTHERS PRESENT: Brandon Hytinen, Vanessa Hasenberg, Richard Heath, Al Sleeter, Betty Bickel, Mike Beyer – CB Supervisor District 26, Barton Schindel- CB Supervisor District 19, Kurt Berner – The Samuels Group, Jeff Belongia – Huntington Securities

**1. Call to Order**

Chair Christianson called the meeting to order at 9:00 am.

**2. Statement of County Mission and Vision by Hytinen**

**3. Approval of Agenda**

3.1 Change of Sequence – None

3.2 Removal of Items – None

Motion by Wolf/Ragen to approve the agenda. The motion was voted and carried.

**4. Approval of Minutes of Previous Meeting(s)**

Motion by Ragen/Wolf to approve the August 7, 2025, minutes as printed. The motion was voted and carried.

**5. Review Prior Months Vendor Payments**

Vendor payments were discussed.

**6. Communications**

- Notice of Public Hearing – Property on CTH-R for discussion during item #13.
- City of Gillett utility work required for STH-22 project has not started but is anticipated to start late September/late October.

**7. Facility Discussion**

-Oconto shop appraisal completed and valued at 2.2 million dollars.

-Berner with The Samuels Group discussed the roles their construction management firm took during the Oconto County Law Enforcement Center (LEC) and New View Industries building projects. They work directly with the county administrator and provide monthly updates to committee for transparency. Berner estimates the project to take 3 years, and explained the costs associated with waiting to move forward.

Discussion on use of current location. Berner reiterated the results found in the Barrientos study that the 11 acres at the current site does not allow for growth. Also, the newer structures do not provide enough value to the overall project. Relocating to other Oconto County property would be favorable to avoid removing private property from the tax role; however, any county owned property that would meet the size recommendation is either forest lands or has inadequate access for equipment to enter roadways.

-Belongia with Huntington Securities provided handouts that showed 3 options of preliminary impacts to the tax levy with the proposed facilities project, if borrowing entire amount from tax role. Counties have 20 years to pay off amount borrowed per state statute. He explained the process used for financing the LEC and does not recommend going to referendum due to lack of information that can be provided on a ballot for voters. He believes this decision should be determined by elected board members that have received all information on the process from the beginning. Sleeter discussed possibilities of using fund balances toward the cost of the project to reduce the amount borrowed. Heath recommends creating a sub account for liquid funds that are easily trackable.

-Sleeter recommends Berner present to entire county board at a future meeting. Heath discussed resolution needed at October County Board meeting to recommend the next stage of the project which includes site analysis and schematic design. Bickel commented there is \$96,000 left in contingency fund to use toward the next step.

**8. Approve 2026 Budget**

Hytinen showed summary on screen. 2026 Budget Goals/Objectives & Changes report was also shown. Requested 1-million-dollar addition to paving account. This would allow us to pave approximately 4 additional miles on the county system. That request has since been denied due to lack of funds. Levied budget shown on screen as well as General Transportation Aide (GTA) amounts given to Wisconsin counties. Hytinen explained the amounts given are based on what we spend. Motion by Wolf/Ragen to approve the 2026 budget and forward to full County Board for approval. The motion was voted and carried.

**9. Approve Building Encroachment Easement**

A shed currently encroaches CTH-A right of way. Motion by Ragen/Wolf to approve the building encroachment easement for parcel #026-141401233CTH-A. The motion was voted and carried.

**10. Approve Sales Tax – Request for Additional Paving**

Hytinen showed map of Oconto County roads and their current pavement ratings. Requesting an additional \$500,000 of unallocated sales tax funds for paving account. This amount, as well as LRIP funding, would allow us to pave approximately 3 miles. Motion by Ragen/Wolf to send resolution to county board requesting \$500,000 of unallocated sales tax funds be allocated to improve county highway miles. The motion was voted and carried. If an appropriate segment is not found for this season, Heath said funds would be allocated for next year's paving season instead.

**11. Approve Frost Solutions Agreement**

Hytinen showed examples of camera usage on roadways in Marinette and Forest Counties. Would be utilized to view winter conditions more quickly. View is updated every 20 minutes, and instant view can also be requested. Contract shown on screen for 3 cameras and 1 weather station. Frost Solutions provides maintenance of equipment. Motion by Wolf/Ragen to enter a 1-year agreement with Frost Solutions for the cost of \$6299.00. The motion was voted and carried.

**12. Approve Salt Shed Roof Replacement Agreement**

In April 2024, one bid was received to remove and replace Suring salt shed roof for \$157,000. Hytinen requested cost for labor only from bidder and Highway Department would purchase materials and remove existing roof. Motion by Ragen/Wolf to approve bid from O'Shea Construction to install new roof system for the price of \$35,000. The motion was voted and carried.

**13. CTH-R Driveway Discussion**

Property on CTH-R requesting rezone to restricted commercial district. Location shown on screen. Hytinen recommends regrading entrance to 90 degrees and widening driveway for commercial use. Hytinen to discuss recommend changes with Broehm from Planning & Zoning Department.

**14. Speed Study Discussion**

Hytinen requested speed study on CTH-I at Oconto Falls Middle School from STH-22 to South Main Street for a cost not to exceed \$5000. WisDOT will review. Reminder to educate public on speed reduction process as well as enforcement issues.

**15. Roadwork Update**

- Design continues for CTH-C STP project.
- Design is finishing up on CTH-CC structure in Oconto Falls.
- Concrete repair continues on 4 lanes.
- Mowing brush on the state and county systems.
- Photos shown of progress on Old 64 bridge replacement in Town of Brazeau.
- Paving and striping continues.

**16. Staffing Update**

- Filling of Operator 3 position was on hold awaiting wage study results. Hytinen to talk to HR about moving forward. In addition, have an employee resigning and going to City of Oconto Falls.

**17. Equipment Update**

-No updates

**18. Announcements/General Information/Guests (No action to be taken)**

- Last silica testing taking place week of September 22 to meet requirements for MSHA.
- Hytinen attending fall commissioner's conference on October 6-7.
- Highway Dept vs. Sheriff Dept. bag toss tournament scheduled for Sunday, October 5.
- Hytinen attended meeting held by WisDNR regarding stream crossing improvements for brook trout.

**19. Next Meeting Date**

Next meeting scheduled for Thursday, October 9, 2025, at 9am in County Board room.

**20. Adjournment**

Chair Christianson declared meeting adjourned at 11:20 am.

Vanessa Hasenberg

Recorder

Date Posted: September 10, 2025

09/30/2025 11:32 AM

User: hwyamand

DB: Oconto

## INVOICE REGISTER REPORT FOR COUNTY OF OCONTO

INVOICE ENTRY DATES 08/31/2025 - 10/04/2025

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Page: 30/30

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt	Amt Due	Status	Jrnalized Post Date
--- TOTALS BY FUND ---							
	702 - HIGHWAY			505,163.32	44,870.92		
--- TOTALS BY DEPT/ACTIVITY ---							
	70-16114 - HIGHWAY			Stock Parts -30,532.06	3,043.20		
	70-16115 - HIGHWAY			1,564.13	264.09		
	70-16116 - HIGHWAY			1,057.48	0.00		
	70-16119 - HIGHWAY			Fuel - 8,573.95	0.00		
	70-16120 - HIGHWAY			Diesel -41,017.21	20,273.85		
	70-16123 - HIGHWAY			726.54	695.06		
	70-16124 - HIGHWAY			84.95	0.00		
	70-16126 - HIGHWAY			368.82	0.00		
	70-53110 - HIGHWAY ADMINISTRATION			1,226.00	0.00		
	70-53192 - RADIO EXPENSES			54.26	27.13		
	70-53220 - FIELD SMALL TOOLS			834.90	64.91		
	70-53230 - SHOP OPERATIONS-OCONTO			1,752.99	868.13		
	70-53232 - SHOP OPERATIONS-SURING			4,077.27	955.07		
	70-53235 - FUEL HANDLING			3,918.01	2,480.65		
	70-53254 - COUNTY PIT SPRUCE			46,439.34	42.33		
	70-53260 - BITUMINOUS OPERATIONS			159,236.38	3,399.93		
	70-53271 - BLDG & GRNDS OPNS-OCON			1,017.22	0.00		
	70-53272 - BLDGS & GRNDS OPNS-MOU			82.30	0.00		
	70-53273 - BLDG & GRNDS OPNS-SURI			2,627.94	809.13		
	70-53274 - BLDG & GRNDS OPNS-SAMP			51.08	0.00		
	70-53281 - ACQUISITION OF CAPITAL			38,486.31	251.96		
	70-53301 - COUNTY ROAD MAINTENANC			22,329.99	282.04		
	70-53302 - COUNTY SNOW & ICE CONT			6,545.65	0.00		
	70-53312 - STP - OTHERS			6,313.59	0.00		
	70-53315 - BRIDGE			9,904.00	0.00		
	70-53320 - INS ACCID			2,263.16	0.00		
	70-53321 - STATE MAINTENANCE			5,020.00	0.00		
	70-53323 - STATE MISC			4,697.04	0.00		
	70-53324 - STATE BRIDGE MAINTENAN			359.22	0.00		
	70-53327 - STATE ROADSIDE MAINTEN			386.99	0.00		
	70-53331 - LOCAL GOVT-ROAD MAINTEN			59,638.02	10,935.40		
	70-53340 - LOCAL DEPARTMENTS SERV			43,976.52	478.04		

## MEMORANDUM

To: Brandon Hytinen, Oconto County Highway Department

From: Andrew Rowell, PE, PTOE, Ayres Associates



Date: October 1, 2025

Ayres Project No.: 45-0803

Re: CTH I Speed Limit Study – S. Main Street to STH 22

An engineering and traffic investigation study was requested by Oconto County for the segment of County Highway (CTH) I between S. Main Street and State Highway (STH) 22, located within the Town of Stiles, Town of Oconto Falls, and City of Oconto Falls. The Oconto Falls School District opened a new middle school in September 2025, located on the east side of CTH I and on the opposite side of the highway from the Oconto Falls High School. Additionally, the Oconto Falls Elementary School is located south of the high school. See Image 1 on the next page for an area overview map.

A review of the speed limit is necessary with this change in roadside development. This memorandum summarizes the existing conditions, roadside characteristics, collected traffic data, engineering analysis, and recommendations for the regulatory speed limit and the school zone speed limit. This investigation study is being completed following the Wisconsin Department of Transportation (DOT) speed study guidelines.

### ***Existing Conditions***

The study segment is approximately 1.4 miles in length between S. Main Street and STH 22. The existing speed limit within the study area is 45 miles per hour (mph) for the entire length. South of the study area, from S. Main Street south for about ½ mile to Fuller Lane the speed limit is 35 mph. North of the study area, the speed limit is 55 mph north of STH 22.

The incorporated limits of the City of Oconto Falls about CTH I along the west side of the highway for much of the study area, however, there are parcels still within the Town of Oconto Falls. The middle school property was recently annexed into the City from the Town of Stiles between Maria Volk Drive and Columbia Street. Other properties on the east side of CTH I remain within the Town of Stiles.

The highway generally has a rural cross section with one 12-ft travel lane and a 5-ft gravel shoulder in each direction. In areas of spot curb & gutter the typical shoulder has a 6-ft paved width plus the gutter pan. Typical rural ditches exist with recoverable slopes for errant vehicles.

The highway alignment is entirely straight running north/south, except there is a horizontal curve near the study south limits by S. Main Street. The vertical profile has a significant hill between Maria Volk Drive and Columbia Street with the crest about 500 feet south of Columbia Street. The grade change restricts sight distance, and no passing zone marking is used approaching the crest in both directions.





Image 1. Overview Map of the Oconto Falls Schools Campus

The roadside development along CTH I is as follows from south to north:

- S. Main Street to Maria Volk Dr (1230 feet): Woodlawn Cemetery on the west, electrical substation, and a private home on the east.

- Maria Volk Dr to Columbia St (2300 feet): School properties on both sides of the road. A trail exists on private property on the west side of the highway.
- Columbia St to railroad crossing (1280 feet): mostly farm fields or wooded with a couple homes on each side.
- Railroad crossing to Robin Lane (1200 feet): single family homes and vacant lots with driveways on the west side, and the mobile home park access with back yards abutting the roadway on the east.
- Robin Lane to STH 22 (1450 feet): mostly farm fields or wooded with a couple homes on both sides of the roadway.

The character of the roadway has recently changed with the addition of the new middle school. The school has two access points. The main visitor and employee entrance is located on the south side of the school, across from a service entrance to the high school. A pedestrian crossing exists on the south side of the entrance, which has warning signs with rectangular rapid flashing beacons (RRFB) activated by push buttons. The middle school has a secondary access driveway on the north side of the school that is currently used for bus access.

### ***Existing Speed Zone Signs***

Regulatory speed zone signs exist within the study segment. "Speed Limit 45" signs are installed as follows.

For Northbound:

- 500 feet north of S. Main Street
- Just south of the middle school main entrance driveway / pedestrian crossing
- 500 feet north of Columbia Street
- 200 feet north of Robin Lane

For Southbound:

- 200 feet south of STH 22
- 100 feet south of Orchard Street
- 500 feet south of middle school main entrance driveway

A regulatory speed feedback sign exists approximately 400 feet north of the middle school main entrance driveway, or just south of the north access driveway, at the crest of the hill. During the week of data collection the feedback sign was set to show steady vehicle speeds under 25 mph, and flash between the detected speed and "too fast, slow down" when detecting a vehicle over 25 mph. The feedback sign was formally used at the former Washington Middle School. This sign replaced a 45 mph speed limit sign that was previously installed at this location.

School zone warning signing exists in advance of Maria Volk Dr for northbound and in advance of Columbia Street for southbound. A "School Speed Limit 35 When Children are Present" sign exists just south of Maria Volk Dr for northbound, and just north of Columbia Street for



southbound traffic. These signs follow current Wisconsin DOT speed zone signing guidance, where the school speed limit is set 10 mph under the regulatory speed limit.



Image 2. Facing South, Speed Feedback Sign at Crest Curve, Pedestrian Crossing in Distance

### ***Crash Data Review***

A cursory review of available crash data from the Wisconsin Traffic Operations and Safety Laboratory was made along the study area. Only one crash was found that occurred over the past full 5 years of data between January 2020 to December 2024. The crash was a rear-end crash along CTH I just south of Columbia Street. The data does not suggest a specific speed-related concern along the study corridor.

### ***Traffic Volume and Speed Data***

The historic average daily traffic (ADT) volume published by the Wisconsin DOT shows a traffic volume of 1000 vehicles per day between Maria Volk Drive and Columbia Street in year 2022.

Traffic volume and speed data was collected adjacent to the school grounds for a period of 48 hours between 11:00 am on Wednesday, September 10, 2025, and 11:00 am Friday, September 12, 2025. Table 1 on the next page summarizes the traffic volume and speed data collected. Additional data printouts can be found in Appendix A.

The new current estimated ADT based on the collected data is approximately 1900 ADT between Maria Volk Drive and Columbia Street. Traffic has almost doubled since year 2022.

This increase is to be expected with the addition of the middle school and the change in traffic patterns along this segment of CTH I.

Direction	Total Vehicles (48 hours)	Average Speed	10 mph Pace Speed	85th % Speed	% over 35 mph	% over 45 mph
Northbound	1879	37 mph	32 to 41 mph	47 mph	57.7%	19.2%
Southbound	1895	31 mph	25 to 34 mph	39 mph	25.8%	4.8%
Combined	3774	34 mph	28 to 37 mph	43 mph	42.1%	12.0%

Table 1. Traffic Statistics Summary Adjacent to Schools

The northbound data collector was located about 400 feet south of the middle school main entrance driveway. It is noted the existing 45 mph speed limit sign installed near the driveway was within site of the northbound data collector. The southbound data collector was located about 400 feet north of the middle school main entrance driveway, or about 150 feet past the speed feedback sign in this location.

The speed feedback sign appears to have influenced driver speeds for southbound. Speeds were found to be 6 mph slower for average traffic speed and 8 mph slower for the 85<sup>th</sup> percentile speed. The 10-mph pace speed was 7 mph slower southbound. The southbound speeds are more in line with desired school zone speeds.

A change in speed zone sign messaging could be used to obtain more consistent speeds between northbound and southbound traffic. The location of the existing 45 mph sign near the main entrance driveway may be confusing and influencing driver behaviors differently than for southbound.



Image 3. Facing north, Pedestrian Crossing and Existing 45 mph Speed Limit Sign

## ***Pedestrian Crossing Observations***

The pedestrian crossing adjacent to the main driveway to the middle school is well marked and signed and uses current design standards in rectangular rapid flashing beacon (RRFB) design. It was noted the signs used are typical pedestrian crossing warning signs, and not school zone pedestrian crossing warning signs. However, it is our understanding that these signs will be updated with the schoolhouse shaped pedestrian warning signs in the near future.

Additionally, no advanced pedestrian crossing warning signs exist. From our field review these signs are not required as the appropriate vehicle stopping sight distances are met. However, it is also our understanding that advanced school pedestrian crossing warning signs will be installed for extra emphasis of the pedestrian crossing.

The pedestrian crossing was observed on the afternoon of Wednesday September 8. A school crossing guard patrolled the crossing between approximately 3:12 and 3:38 pm. The crossing guard placed a ground-mounted "Yield to Pedestrians" sign on the centerline of the roadway during their shift. Approximately 45 children crossed with the assistance of the crossing guard between 3:15 pm and 3:25 pm.

Almost all children crossing were westbound from the middle school. After crossing, about half of children headed south along the trail, 40% headed west along the high school maintenance driveway, and a handful of children headed north along the trail. Near the end of the crossing guard shift an additional group of about 20 children that appeared to be part of after school co-curricular activities crossed westbound towards the high school.

Vehicle traffic along CTH I and the school driveway were obedient to the crossing guard. Traffic exiting the middle school parking lot did back up for a few minutes for those vehicles turning left to go south. However, the driveway traffic was generally manageable.

## **Engineering Discussion**

The addition of the new middle school has created a notable change in traffic flow and use of CTH I in the area of the schools. Although the roadway cross-section has not changed, driver expectations around the school are of slower and more cautious driving. Motorists that see school zone signs are expected to be vigilant in their driving decisions, including speed reduction and being ready to slow or stop when children are present, when pedestrians are crossing the roadway, and for traffic turning or waiting to turn in and out of driveways.

Collected speed data reveals a notable difference in driver behavior between northbound and southbound traffic. Southbound traffic, influenced by the speed feedback sign, exhibited an average speed of 31 mph, compared to 37 mph northbound. The 85th percentile speed was 8 mph lower southbound (39 mph vs. 47 mph), and the 10-mph pace speed was 7 mph slower. These speed reductions demonstrate the effectiveness the speed feedback sign has on traffic and reinforces the need for consistent and context-sensitive speed limits.

The difference in speeds also suggests that the current speed limit signage placement may be contributing to inconsistent driver expectations. Aligning regulatory and school zone speed limits with observed driver behavior will enhance safety and improve compliance.

By State Statutes, the statutory speed limit is 25 mph inside the corporate limits of a city or village. The City of Oconto Falls is now incorporated on both sides of CTH I for approximately 1,600 feet adjacent to the schools. The rural character of the highway along with the collected speed data does not support following the 25 mph statutory speed limit. This speed limit would be too slow for most of the day and would be difficult to enforce without constant law enforcement patrol.

Within townships, the statutory speed limit of 35 mph applies when the average driveway spacing is less than 150 feet. Otherwise the speed limit is set between 45 and 55 mph. The density of existing buildings and access points within the adjacent township parcels are not prevalent enough for long enough stretches to support the 35 mph speed limit designation by State Statute. However, a 45 mph speed limit as posted today does not meet the needs of the current roadside development.

The addition of the middle school, in combination with the high school and elementary school, now creates a school campus corridor with school facilities on both sides of the highway. This unique land use justifies a lower speed limit to reflect the increase in traffic to and from the area, presence of school aged children, and frequent pedestrian crossings.

The volume and pattern of students using the pedestrian crossing highlights the need for enhanced safety measures. The concentrated pedestrian activity creates a high-exposure environment for these vulnerable road users.

### **Speed Limit Recommendations**

The presence of the three schools, school pedestrian crossings, the increase in overall traffic volumes, and the collected speed data supports a 35 mph regulatory speed zone between Maria Volk Drive and Columbia Street.

The segment between S. Main Street and Maria Volk Drive is less than ¼ mile in length. With the suggested change in speed limit north of Maria Volk Drive, this segment should also become a 35 mph regulatory speed zone, creating a continuous 35 mph regulatory speed zone that is reasonable and enforceable along CTH I from Fuller Lane to Columbia Street.

The school speed limit designation should be posted following the Wisconsin DOT guidelines. CTH I is rural, but children are expected to be present along the roadway and crossing the roadway around school start and end times. In this case, the school speed limit should be posted 10 mph less than the posted regulatory speed limit of the highway. For the study area, the school speed limit when children are present should be posted at 25 mph.

### **Summary of Recommendations**

The following are recommendations to improve driver expectations and school zone safety along CTH I:

- 1) Post the regulatory speed limit between S. Main Street and Columbia Street at 35 miles per hour. This extends the existing 35 mph speed limit along CTH I from Fuller Lane to Columbia Street.

- 2) Post the School Zone Speed Limit at 25 mph When Children Are Present between Maria Volk Drive and Columbia Street. Add a second School Speed Limit sign within the school zone.
- 3) Update regulatory speed zone signing and school speed zone signing per the attached exhibit.
- 4) Extend the no passing zone pavement marking for southbound, from the top of the crest curve south to the middle school main entrance driveway / pedestrian crossing. This is a safety recommendation to alleviate the concern of a vehicle passing on the left of another vehicle that is slowing to turn into the driveway or slowing due to pedestrians using the crosswalk.
- 5) Replace the standard pedestrian warning signs with schoolhouse-shaped pedestrian warning signs at the pedestrian crossing. Use fluorescent yellow-green sheeting for all school zone pedestrian crossing signs. This recommendation is planned to be completed by the school district.
- 6) Set the speed feedback sign for southbound traffic as follows:
  - a. Show a steady speed for vehicles up to 25 mph.
  - b. Flash the speed for vehicles between 25 mph and 35 mph.
  - c. Flash the speed and the "Too Fast, Slow Down" message for vehicles over 35 mph.
  - d. The current feedback messaging conflicts with the existing speed limit and the proposed speed limit. The proposed feedback sign messages above will give guidance to motorists that are in line with the proposed statutory speed limit and school speed limit.







**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: Oconto Falls**  
**Street: CTH I**  
**Location: 1**

---

A study of vehicle traffic was conducted with the device having serial number 402654. The study was done in the NB lane at CTH I in Oconto Falls, WI in Oconto county. The study began on 09/10/2025 at 11:00 AM and concluded on 09/12/2025 at 11:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 1,879 vehicles passed through the location with a peak volume of 77 on 09/12/2025 at [07:45 AM-08:00 AM] and a minimum volume of 0 on 09/10/2025 at [10:15 PM-10:30 PM]. The AADT count for this study was 940.

### **SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 19.22% vehicles exceeding the posted speed of 45 MPH. 3.29% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 46.97 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	6	36	117	242	366	402	327	198	97	24	13	13	11	0

**CHART 1**

### **CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 951 which represents 51 percent of the total classified vehicles. The number of Vans & Pickups in the study was 799 which represents 43 percent of the total classified vehicles. The number of Busses & Trucks in the study was 59 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 43 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
951	702	97	19	25	19	17	22							

**CHART 2**

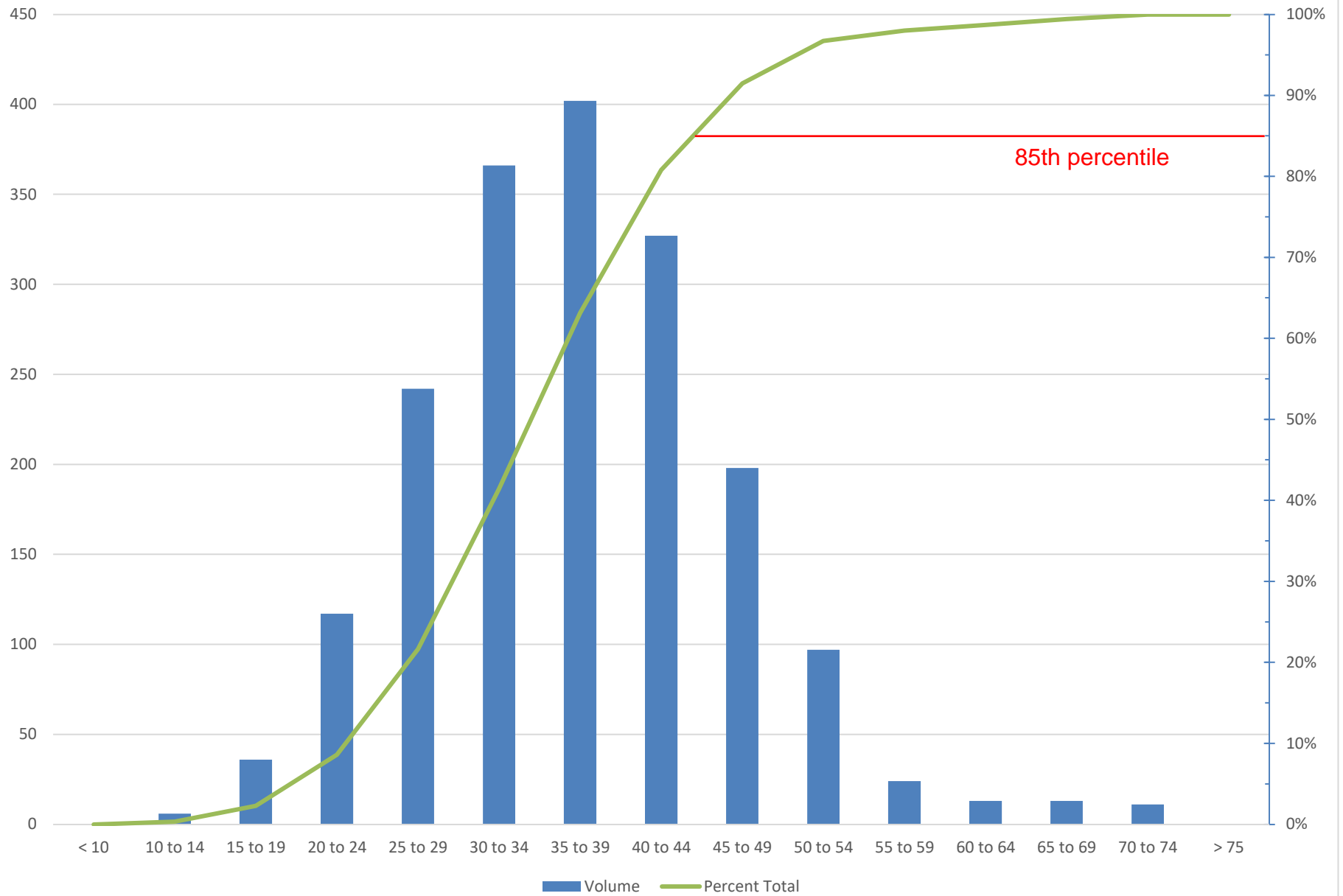
### **HEADWAY**

During the peak traffic period, on 09/12/2025 at [07:45 AM-08:00 AM] the average headway between vehicles was 11.538 seconds. During the slowest traffic period, on 09/10/2025 at [10:15 PM-10:30 PM] the average headway between vehicles was 900 seconds.

### **WEATHER**

The roadway surface temperature over the period of the study varied between 57.00 and 95.00 degrees F.

Volume by Speed Interval - Northbound by School

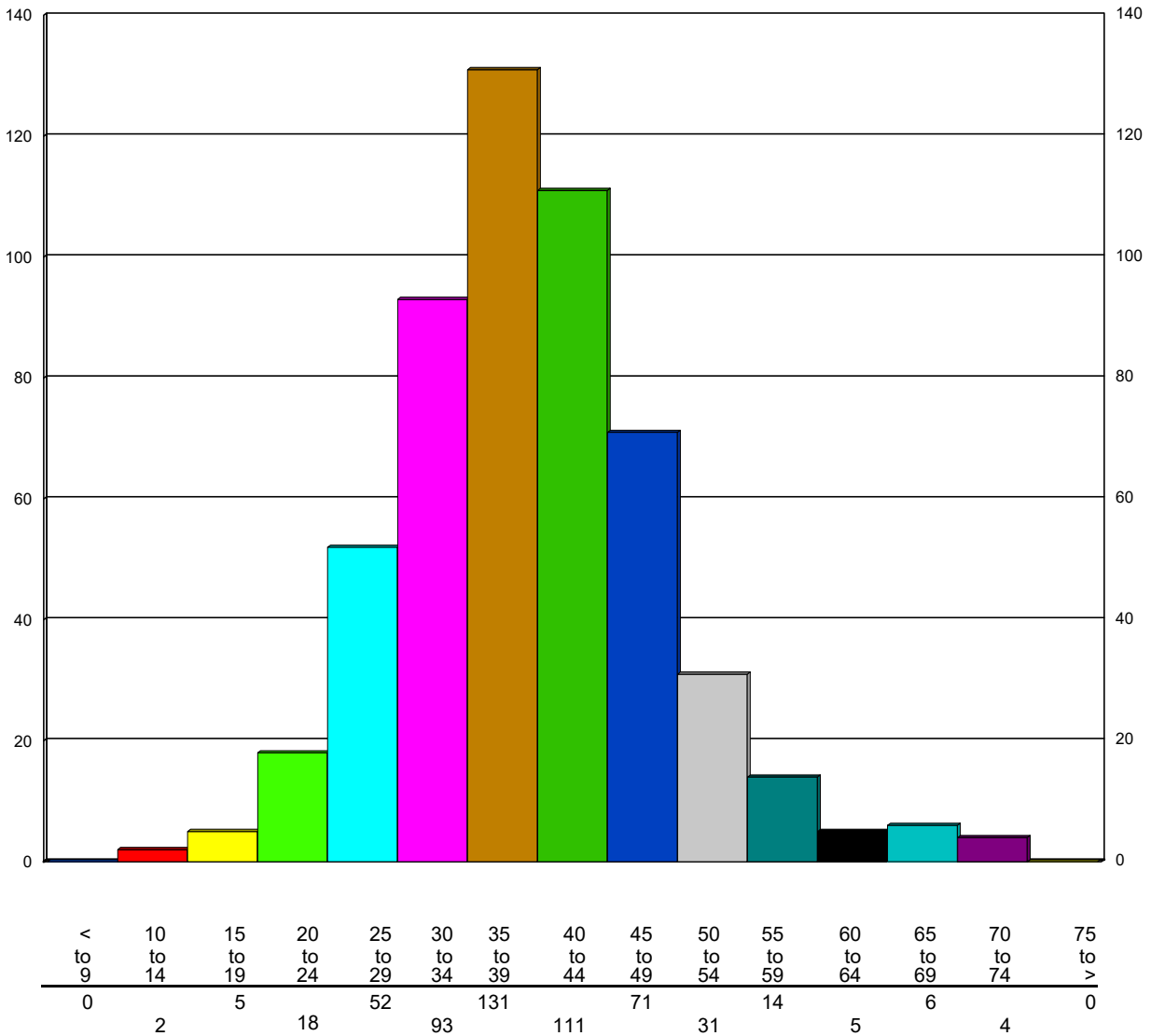


## Speed/Volume Graph

<b>Device ID:</b> 402654 <b>Operator:</b> AR <b>Begin:</b> 09/10/2025 11:00 AM <b>End:</b> 09/12/2025 11:00 AM <b>Hours:</b> 48.00 <b>Period (min):</b> 15	<b>Location:</b> 1 <b>Lane:</b> NB <b>Street:</b> CTH I <b>City:</b> Oconto Falls <b>County:</b> Oconto <b>State:</b> WI	<b>Raw Count:</b> 1,879 <b>AADT Count:</b> 940 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 45
---	---	--

Wed,09/10/2025

543

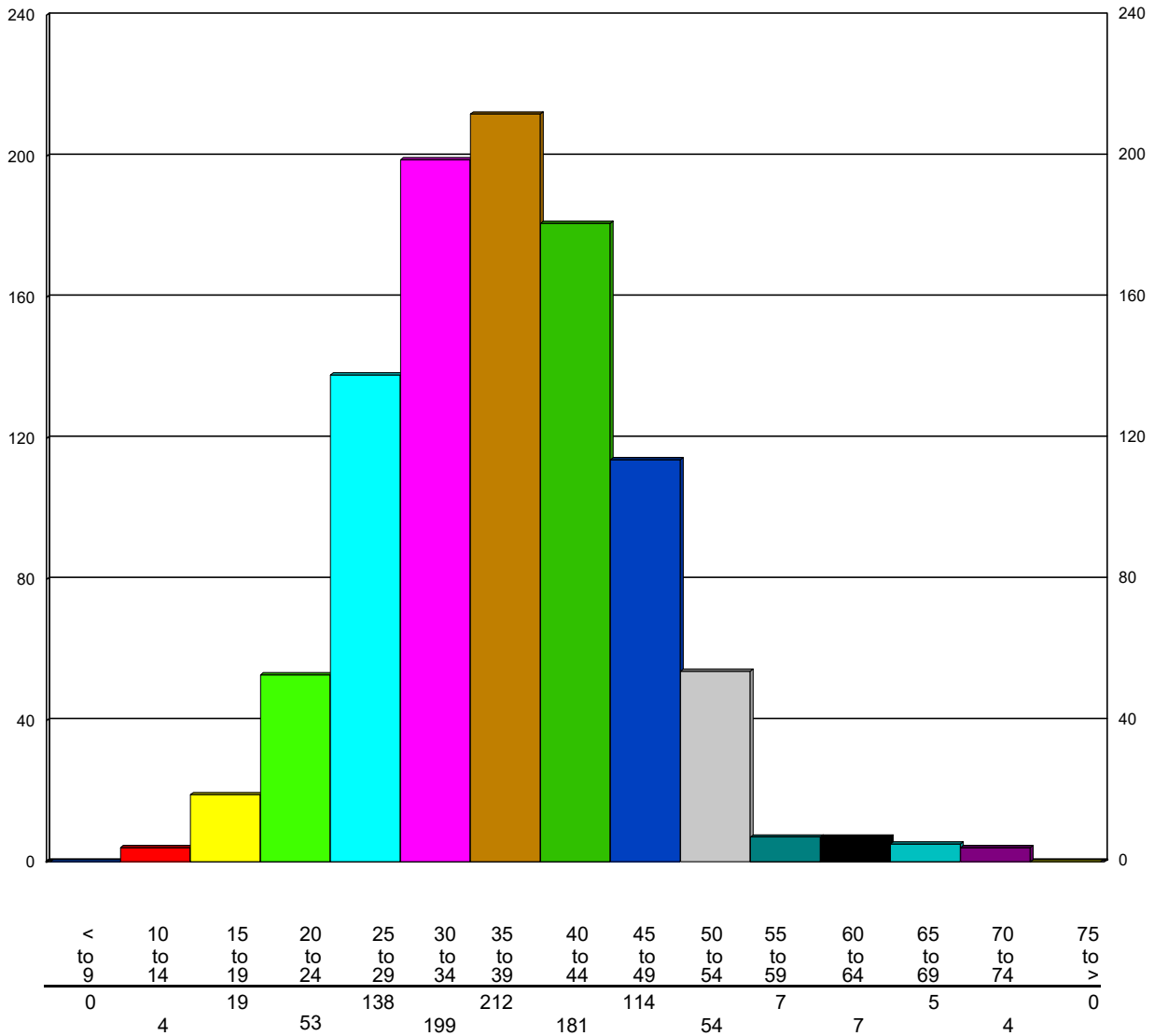


## Speed/Volume Graph

<b>Device ID:</b> 402654 <b>Operator:</b> AR <b>Begin:</b> 09/10/2025 11:00 AM <b>End:</b> 09/12/2025 11:00 AM <b>Hours:</b> 48.00 <b>Period (min):</b> 15	<b>Location:</b> 1 <b>Lane:</b> NB <b>Street:</b> CTH I <b>City:</b> Oconto Falls <b>County:</b> Oconto <b>State:</b> WI	<b>Raw Count:</b> 1,879 <b>AADT Count:</b> 940 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 45
---	---	--

Thu,09/11/2025

997



## Speed/Volume Graph

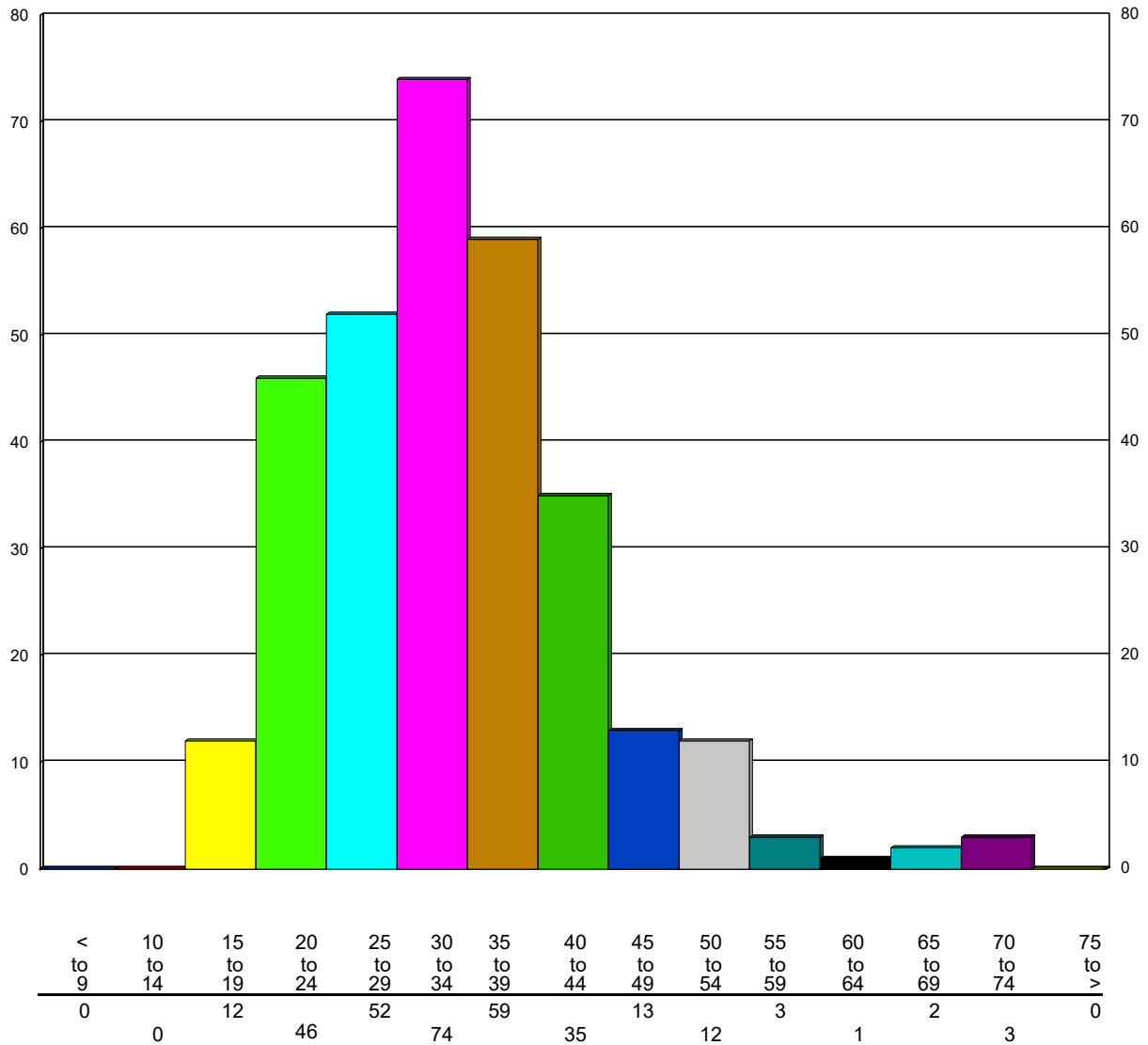
**Device ID:** 402654  
**Operator:** AR  
**Begin:** 09/10/2025 11:00 AM  
**End:** 09/12/2025 11:00 AM  
**Hours:** 48.00  
**Period (min):** 15

**Location:** 1  
**Lane:** NB  
**Street:** CTH I  
**City:** Oconto Falls  
**County:** Oconto  
**State:** WI

**Raw Count:** 1,879  
**AADT Count:** 940  
**AADT Factor:** 1  
**Speed Limit:** 45

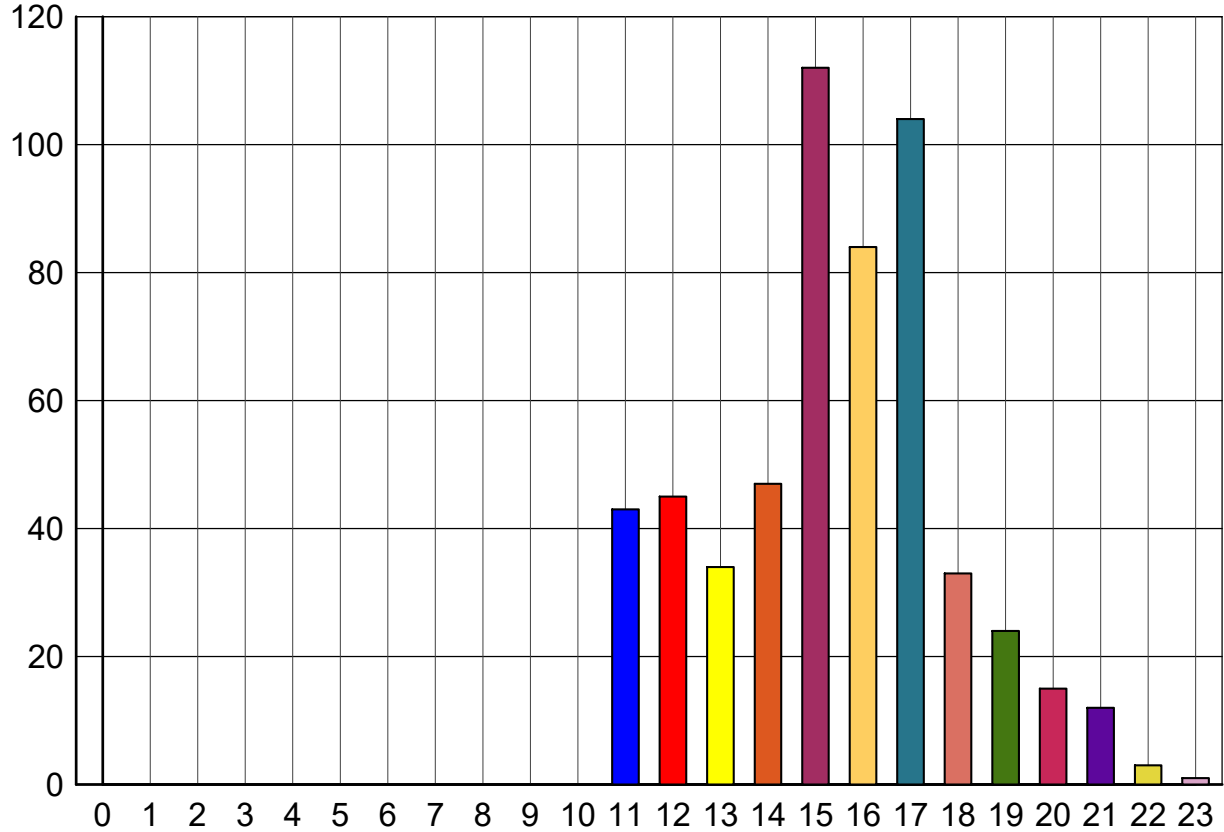
Fri,09/12/2025

312



## Time/Volume Graph

<b>Device ID:</b> 402654 <b>Operator:</b> AR <b>Begin:</b> 09/10/2025 11:00 AM <b>End:</b> 09/12/2025 11:00 AM <b>Hours:</b> 48.00 <b>Period (min):</b> 15	<b>Location:</b> 1 <b>Lane:</b> NB <b>Street:</b> CTH I <b>City:</b> Oconto Falls <b>County:</b> Oconto <b>State:</b> WI	<b>Raw Count:</b> 1,879 <b>AADT Count:</b> 940 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 45
---	---	--

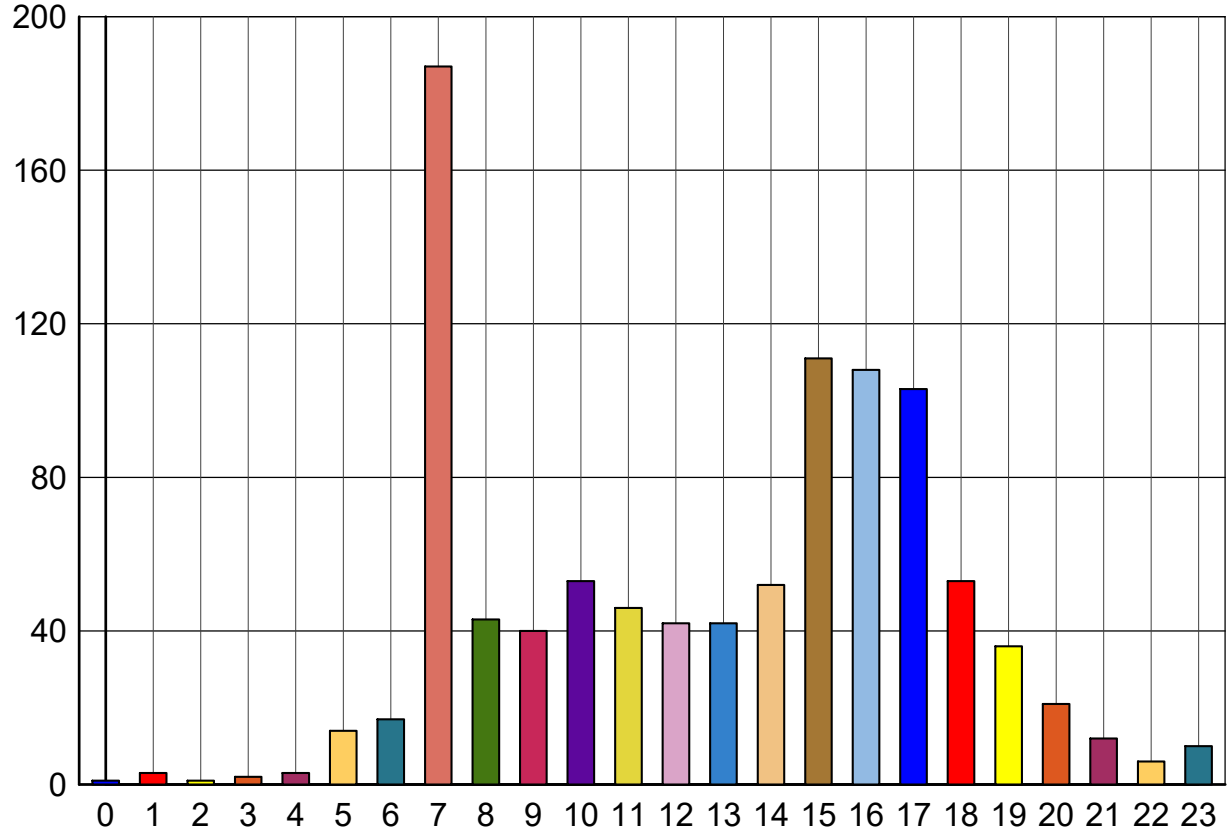


Wed, 09/10/2025					
(0) 12:00 - 12:59	(6) 06:00 - 06:59	(12) 12:00 - 12:59	45	(18) 18:00 - 18:59	33
(1) 01:00 - 01:59	(7) 07:00 - 07:59	(13) 13:00 - 13:59	34	(19) 19:00 - 19:59	24
(2) 02:00 - 02:59	(8) 08:00 - 08:59	(14) 14:00 - 14:59	47	(20) 20:00 - 20:59	15
(3) 03:00 - 03:59	(9) 09:00 - 09:59	(15) 15:00 - 15:59	112	(21) 21:00 - 21:59	12
(4) 04:00 - 04:49	(10) 10:00 - 10:59	(16) 16:00 - 16:59	84	(22) 22:00 - 22:59	3
(5) 05:00 - 05:59	(11) 11:00 - 11:59	(17) 17:00 - 17:59	104	(23) 23:00 - 23:59	1



## Time/Volume Graph

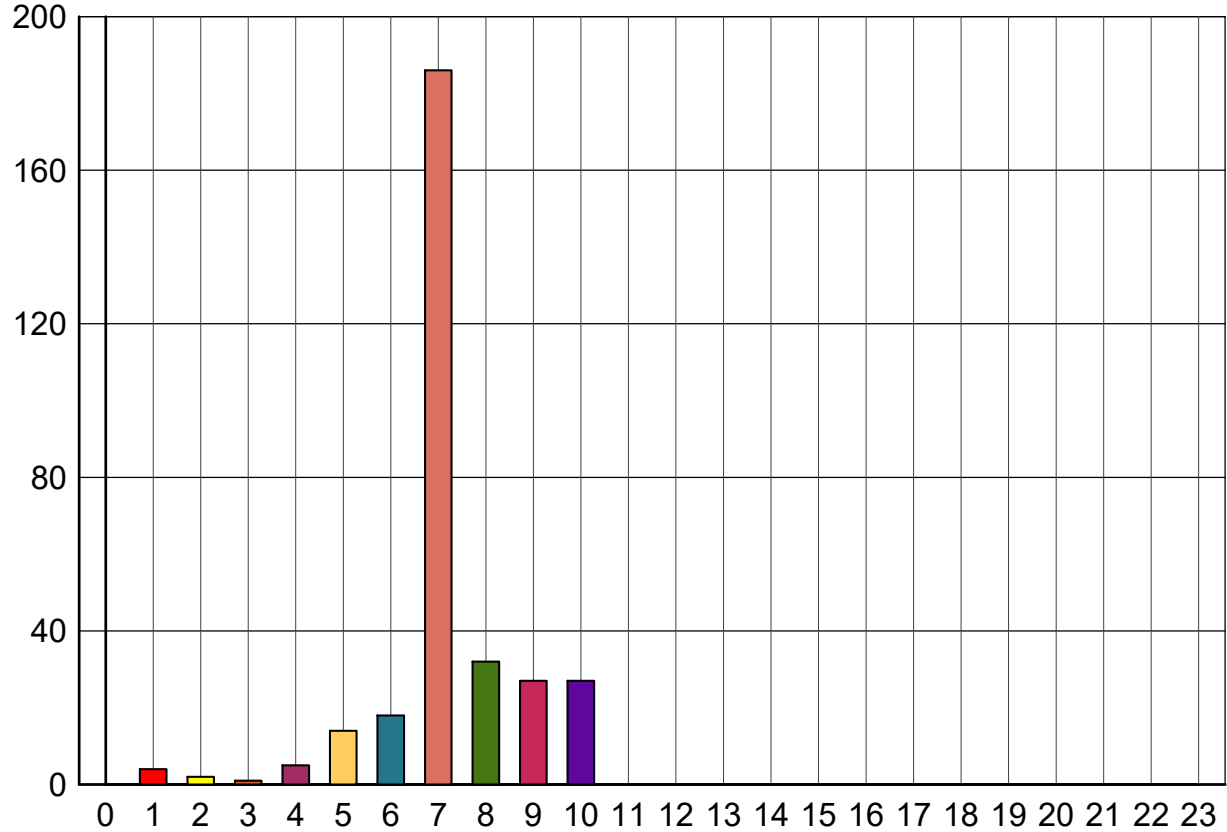
<b>Device ID:</b> 402654 <b>Operator:</b> AR <b>Begin:</b> 09/10/2025 11:00 AM <b>End:</b> 09/12/2025 11:00 AM <b>Hours:</b> 48.00 <b>Period (min):</b> 15	<b>Location:</b> 1 <b>Lane:</b> NB <b>Street:</b> CTH I <b>City:</b> Oconto Falls <b>County:</b> Oconto <b>State:</b> WI	<b>Raw Count:</b> 1,879 <b>AADT Count:</b> 940 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 45
---	---	--



Thu,09/11/2025							
(0) 12:00 - 12:59	1	(6) 06:00 - 06:59	17	(12) 12:00 - 12:59	42	(18) 18:00 - 18:59	53
(1) 01:00 - 01:59	3	(7) 07:00 - 07:59	187	(13) 13:00 - 13:59	42	(19) 19:00 - 19:59	36
(2) 02:00 - 02:59	1	(8) 08:00 - 08:59	43	(14) 14:00 - 14:59	52	(20) 20:00 - 20:59	21
(3) 03:00 - 03:59	2	(9) 09:00 - 09:59	40	(15) 15:00 - 15:59	111	(21) 21:00 - 21:59	12
(4) 04:00 - 04:49	3	(10) 10:00 - 10:59	53	(16) 16:00 - 16:59	108	(22) 22:00 - 22:59	6
(5) 05:00 - 05:59	14	(11) 11:00 - 11:59	46	(17) 17:00 - 17:59	103	(23) 23:00 - 23:59	10

## Time/Volume Graph

<b>Device ID:</b> 402654 <b>Operator:</b> AR <b>Begin:</b> 09/10/2025 11:00 AM <b>End:</b> 09/12/2025 11:00 AM <b>Hours:</b> 48.00 <b>Period (min):</b> 15	<b>Location:</b> 1 <b>Lane:</b> NB <b>Street:</b> CTH I <b>City:</b> Oconto Falls <b>County:</b> Oconto <b>State:</b> WI	<b>Raw Count:</b> 1,879 <b>AADT Count:</b> 940 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 45
---	---	--



Fri,09/12/2025

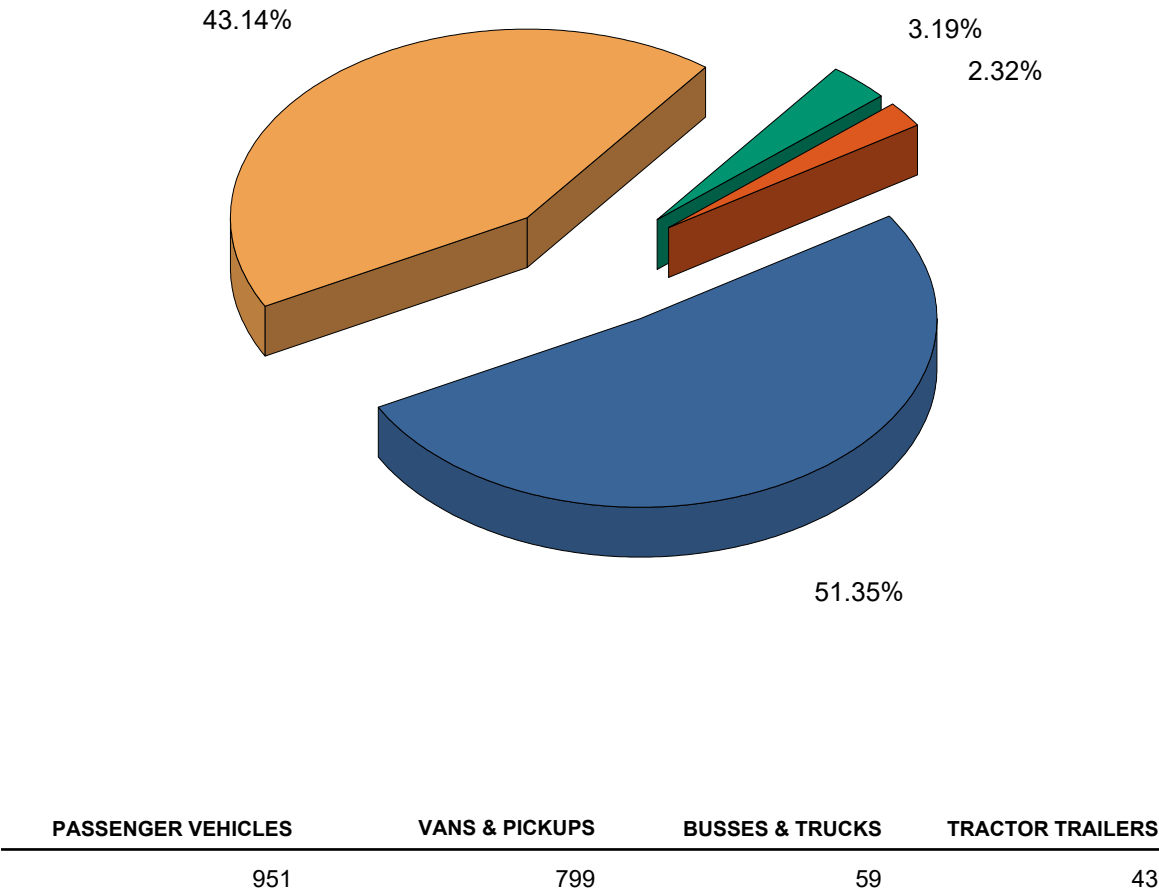
(0) 12:00 - 12:59	0	(6) 06:00 - 06:59	18	(12) 12:00 - 12:59	(18) 18:00 - 18:59
(1) 01:00 - 01:59	4	(7) 07:00 - 07:59	186	(13) 13:00 - 13:59	(19) 19:00 - 19:59
(2) 02:00 - 02:59	2	(8) 08:00 - 08:59	32	(14) 14:00 - 14:59	(20) 20:00 - 20:59
(3) 03:00 - 03:59	1	(9) 09:00 - 09:59	27	(15) 15:00 - 15:59	(21) 21:00 - 21:59
(4) 04:00 - 04:49	5	(10) 10:00 - 10:59	27	(16) 16:00 - 16:59	(22) 22:00 - 22:59
(5) 05:00 - 05:59	14	(11) 11:00 - 11:59		(17) 17:00 - 17:59	(23) 23:00 - 23:59

Vehicle Percentage Graph

Device ID: 402654	Location: 1	Raw Count: 1,879
Operator: AR	Lane: NB	AADT Count: 940
Begin: 09/10/2025 11:00 AM	Street: CTH I	AADT Factor: 1
End: 09/12/2025 11:00 AM	City: Oconto Falls	Speed Limit: 45
Hours: 48.00	County: Oconto	
Period (min): 15	State: WI	

09/10/2025 11:00 AM

09/12/2025 11:00 AM



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: Oconto Falls**  
**Street: CTH I**  
**Location: 2**

---

A study of vehicle traffic was conducted with the device having serial number 402663. The study was done in the SB lane at CTH I in Oconto Falls, WI in Oconto county. The study began on 09/10/2025 at 11:00 AM and concluded on 09/12/2025 at 11:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 1,895 vehicles passed through the location with a peak volume of 53 on 09/12/2025 at [07:45 AM-08:00 AM] and a minimum volume of 0 on 09/10/2025 at [08:45 PM-09:00 PM]. The AADT count for this study was 948.

### **SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 31 MPH with 4.79% vehicles exceeding the posted speed of 45 MPH. 0.64% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 38.91 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	3	66	246	594	484	258	136	59	19	5	7	0	0	0

**CHART 1**

### **CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 937 which represents 50 percent of the total classified vehicles. The number of Vans & Pickups in the study was 798 which represents 43 percent of the total classified vehicles. The number of Busses & Trucks in the study was 46 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 95 which represents 5 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
937	686	112	13	20	17	26	66							

**CHART 2**

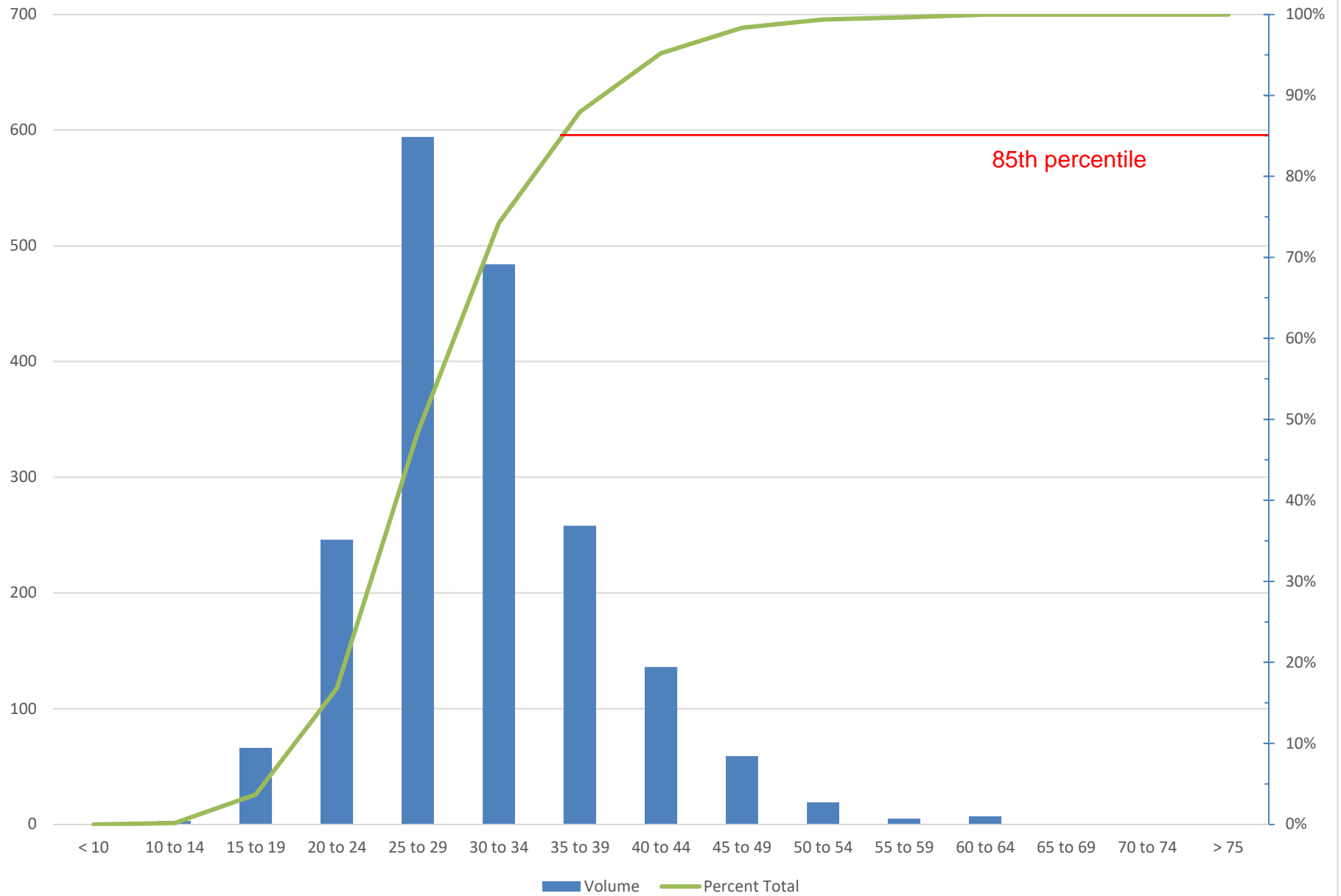
### **HEADWAY**

During the peak traffic period, on 09/12/2025 at [07:45 AM-08:00 AM] the average headway between vehicles was 16.667 seconds. During the slowest traffic period, on 09/10/2025 at [08:45 PM-09:00 PM] the average headway between vehicles was 900 seconds.

### **WEATHER**

The roadway surface temperature over the period of the study varied between 57.00 and 95.00 degrees F.

Volume by Speed Interval - Southbound by School

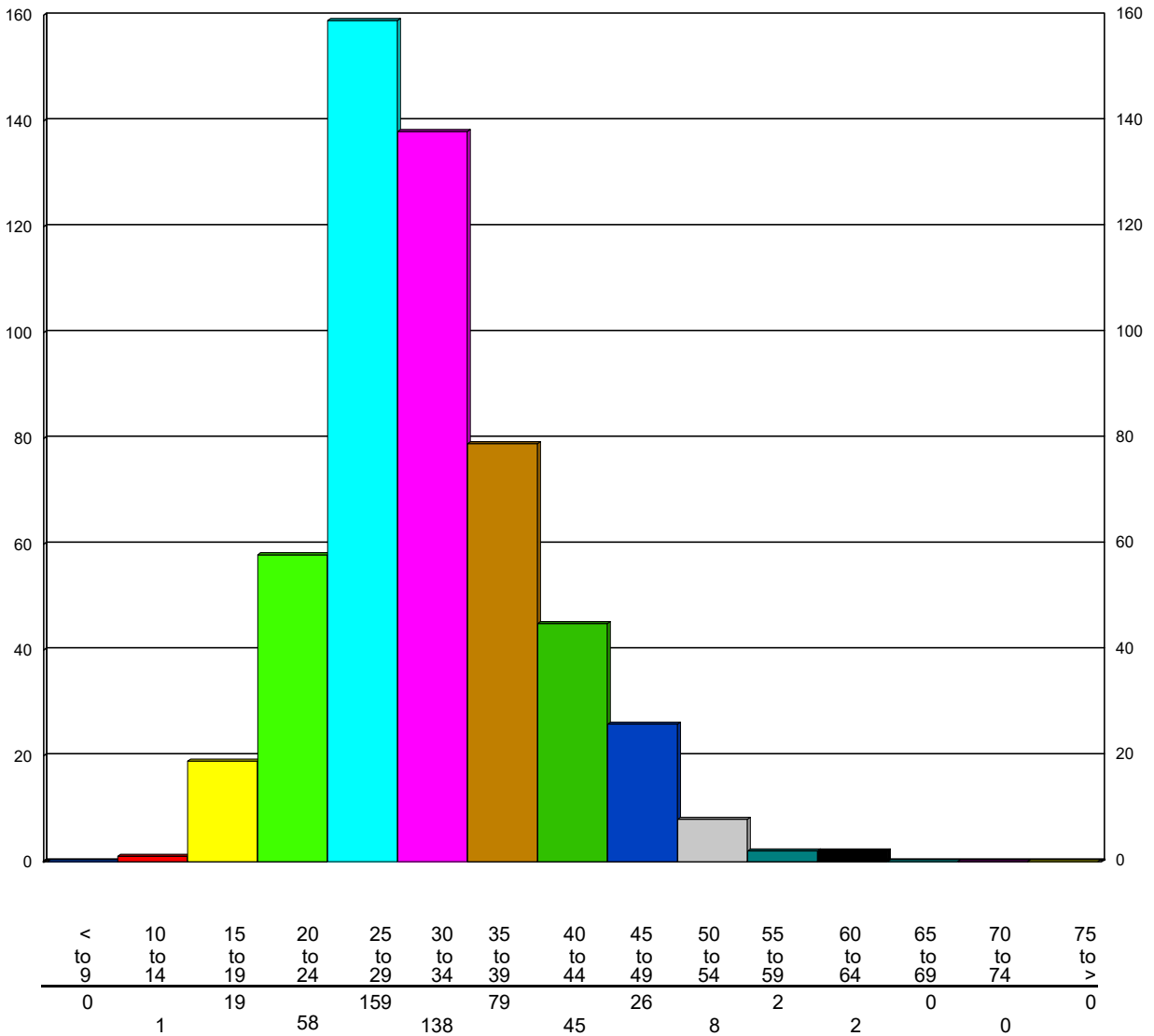


## Speed/Volume Graph

<b>Device ID:</b> 402663 <b>Operator:</b> AR <b>Begin:</b> 09/10/2025 11:00 AM <b>End:</b> 09/12/2025 11:00 AM <b>Hours:</b> 48.00 <b>Period (min):</b> 15	<b>Location:</b> 2 <b>Lane:</b> SB <b>Street:</b> CTH I <b>City:</b> Oconto Falls <b>County:</b> Oconto <b>State:</b> WI	<b>Raw Count:</b> 1,895 <b>AADT Count:</b> 948 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 45
---	---	--

Wed,09/10/2025

537



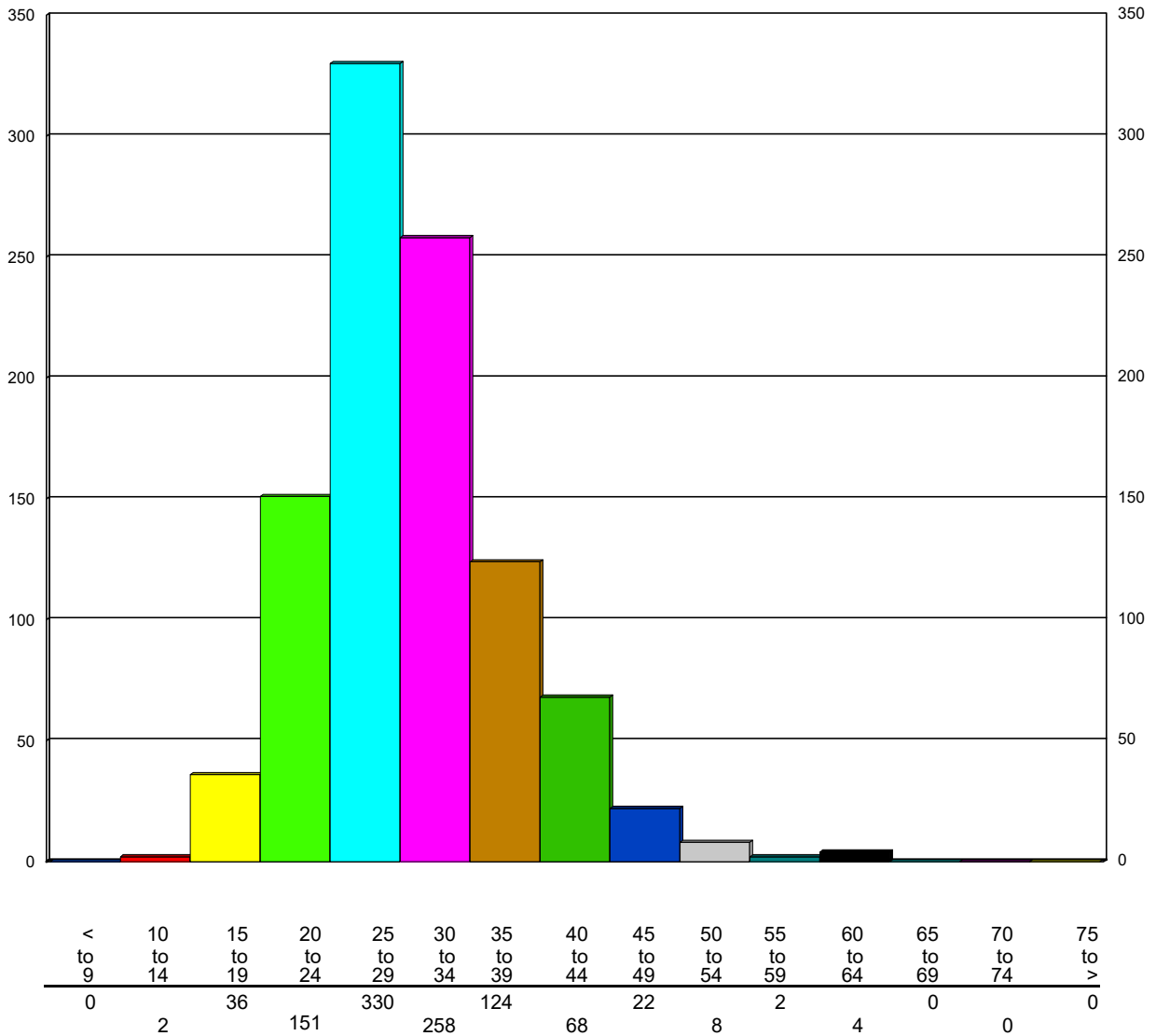


## Speed/Volume Graph

<b>Device ID:</b> 402663 <b>Operator:</b> AR <b>Begin:</b> 09/10/2025 11:00 AM <b>End:</b> 09/12/2025 11:00 AM <b>Hours:</b> 48.00 <b>Period (min):</b> 15	<b>Location:</b> 2 <b>Lane:</b> SB <b>Street:</b> CTH I <b>City:</b> Oconto Falls <b>County:</b> Oconto <b>State:</b> WI	<b>Raw Count:</b> 1,895 <b>AADT Count:</b> 948 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 45
---	---	--

Thu,09/11/2025

1005



## Speed/Volume Graph

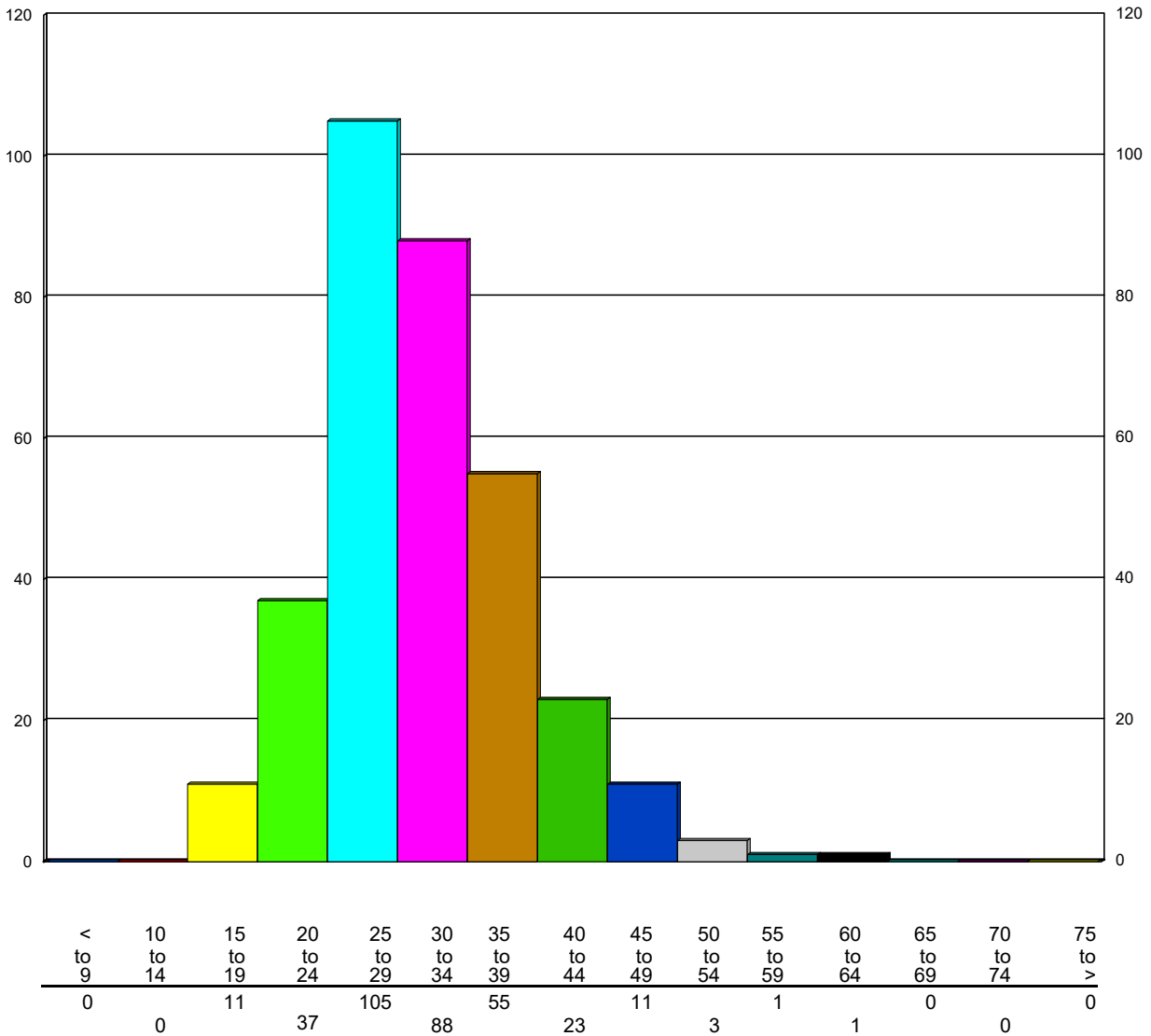
**Device ID:** 402663  
**Operator:** AR  
**Begin:** 09/10/2025 11:00 AM  
**End:** 09/12/2025 11:00 AM  
**Hours:** 48.00  
**Period (min):** 15

**Location:** 2  
**Lane:** SB  
**Street:** CTH I  
**City:** Oconto Falls  
**County:** Oconto  
**State:** WI

**Raw Count:** 1,895  
**AADT Count:** 948  
**AADT Factor:** 1  
**Speed Limit:** 45

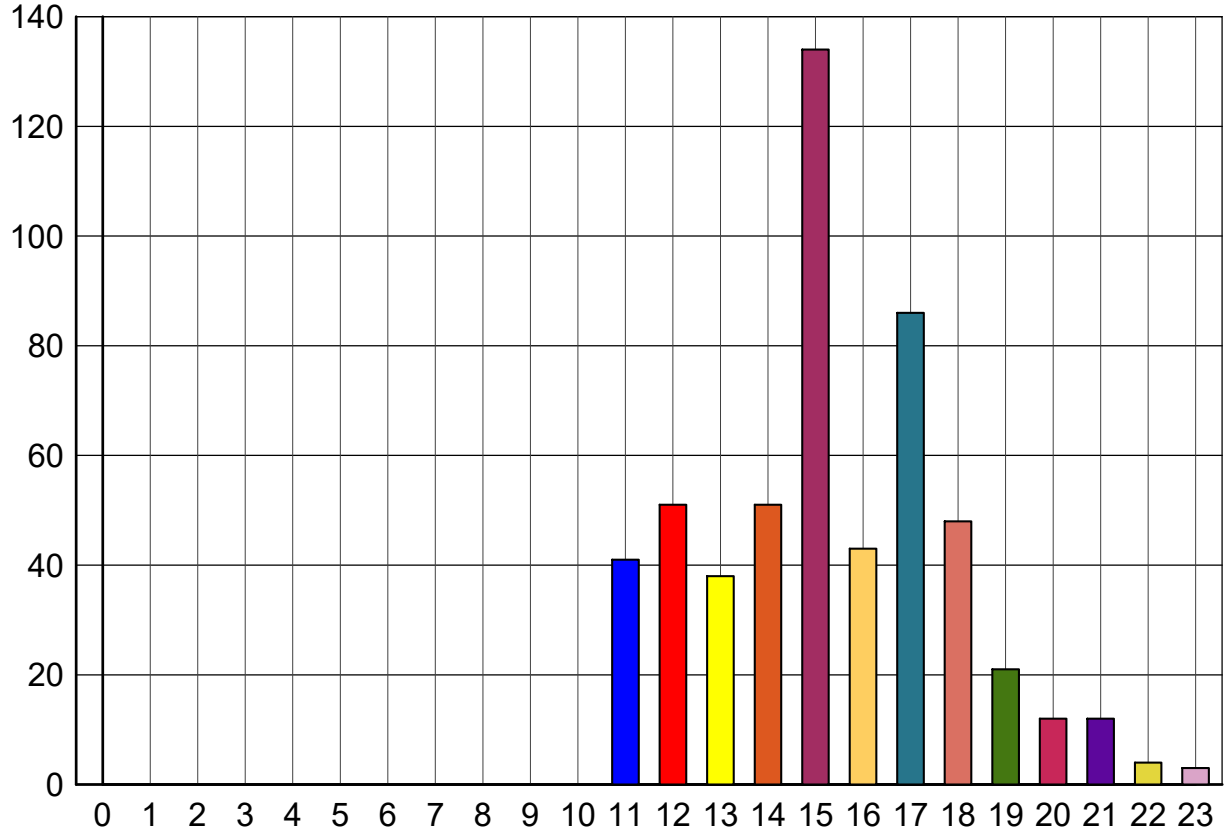
Fri,09/12/2025

335



## Time/Volume Graph

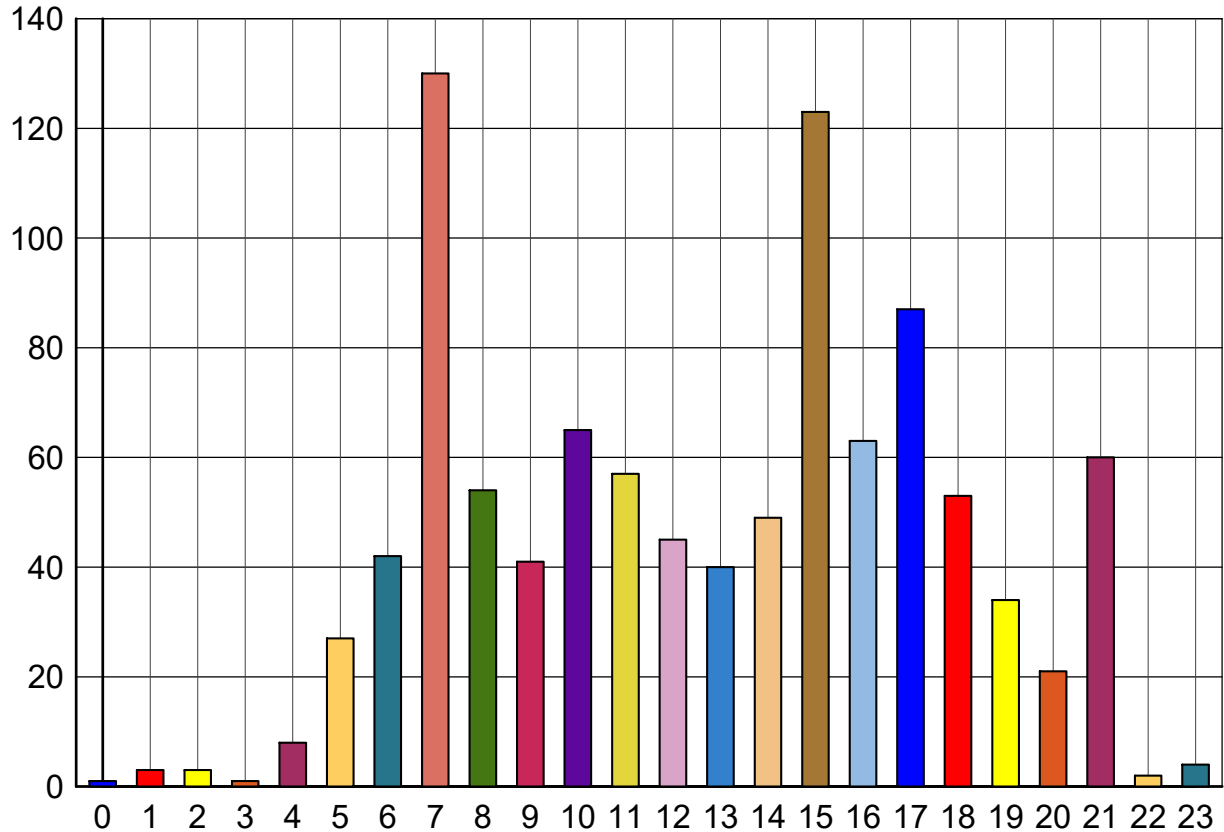
<b>Device ID:</b> 402663 <b>Operator:</b> AR <b>Begin:</b> 09/10/2025 11:00 AM <b>End:</b> 09/12/2025 11:00 AM <b>Hours:</b> 48.00 <b>Period (min):</b> 15	<b>Location:</b> 2 <b>Lane:</b> SB <b>Street:</b> CTH I <b>City:</b> Oconto Falls <b>County:</b> Oconto <b>State:</b> WI	<b>Raw Count:</b> 1,895 <b>AADT Count:</b> 948 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 45
---	---	--



Wed, 09/10/2025					
(0) 12:00 - 12:59	(6) 06:00 - 06:59	(12) 12:00 - 12:59	51	(18) 18:00 - 18:59	48
(1) 01:00 - 01:59	(7) 07:00 - 07:59	(13) 13:00 - 13:59	38	(19) 19:00 - 19:59	21
(2) 02:00 - 02:59	(8) 08:00 - 08:59	(14) 14:00 - 14:59	51	(20) 20:00 - 20:59	12
(3) 03:00 - 03:59	(9) 09:00 - 09:59	(15) 15:00 - 15:59	134	(21) 21:00 - 21:59	12
(4) 04:00 - 04:49	(10) 10:00 - 10:59	(16) 16:00 - 16:59	43	(22) 22:00 - 22:59	4
(5) 05:00 - 05:59	(11) 11:00 - 11:59	(17) 17:00 - 17:59	86	(23) 23:00 - 23:59	3

## Time/Volume Graph

<b>Device ID:</b> 402663 <b>Operator:</b> AR <b>Begin:</b> 09/10/2025 11:00 AM <b>End:</b> 09/12/2025 11:00 AM <b>Hours:</b> 48.00 <b>Period (min):</b> 15	<b>Location:</b> 2 <b>Lane:</b> SB <b>Street:</b> CTH I <b>City:</b> Oconto Falls <b>County:</b> Oconto <b>State:</b> WI	<b>Raw Count:</b> 1,895 <b>AADT Count:</b> 948 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 45
---	---	--

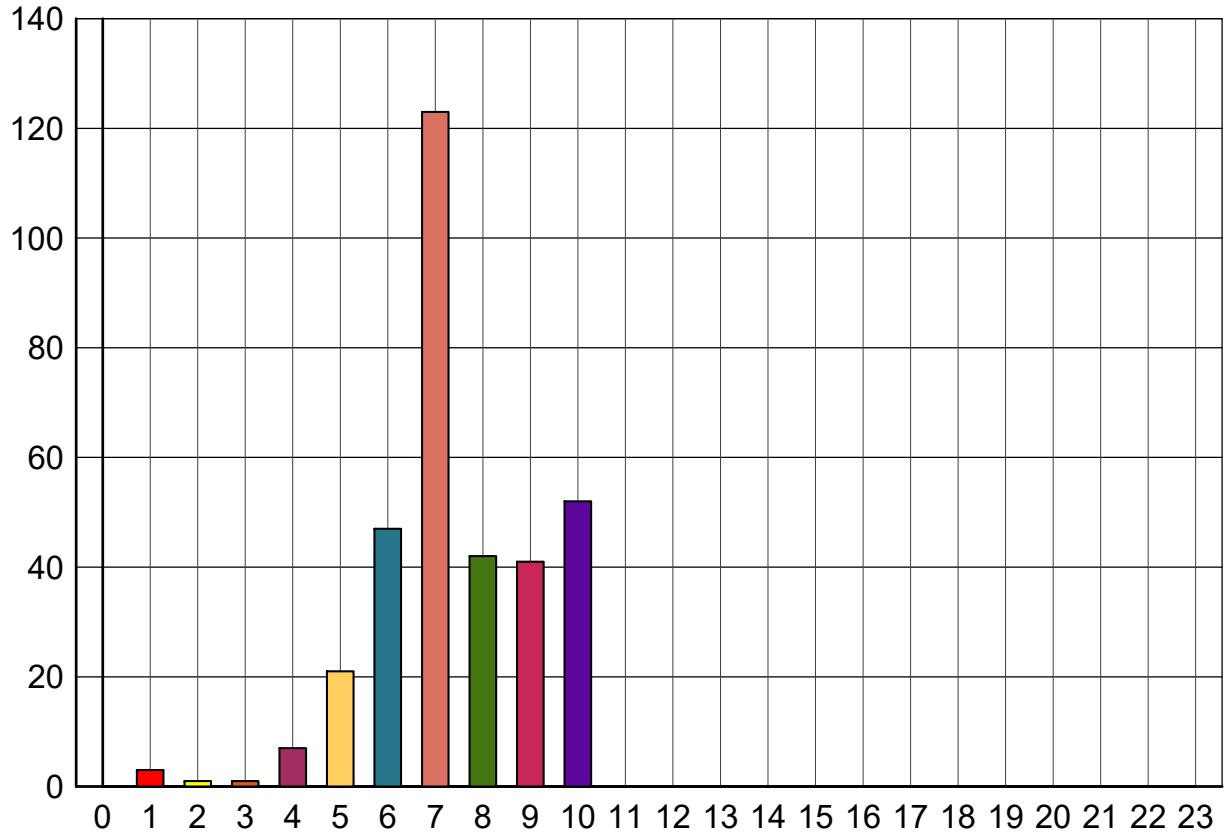


Thu, 09/11/2025

(0) 12:00 - 12:59	1	(6) 06:00 - 06:59	42	(12) 12:00 - 12:59	45	(18) 18:00 - 18:59	53
(1) 01:00 - 01:59	3	(7) 07:00 - 07:59	130	(13) 13:00 - 13:59	40	(19) 19:00 - 19:59	34
(2) 02:00 - 02:59	3	(8) 08:00 - 08:59	54	(14) 14:00 - 14:59	49	(20) 20:00 - 20:59	21
(3) 03:00 - 03:59	1	(9) 09:00 - 09:59	41	(15) 15:00 - 15:59	123	(21) 21:00 - 21:59	60
(4) 04:00 - 04:49	8	(10) 10:00 - 10:59	65	(16) 16:00 - 16:59	63	(22) 22:00 - 22:59	2
(5) 05:00 - 05:59	27	(11) 11:00 - 11:59	57	(17) 17:00 - 17:59	87	(23) 23:00 - 23:59	4

## Time/Volume Graph

<b>Device ID:</b> 402663 <b>Operator:</b> AR <b>Begin:</b> 09/10/2025 11:00 AM <b>End:</b> 09/12/2025 11:00 AM <b>Hours:</b> 48.00 <b>Period (min):</b> 15	<b>Location:</b> 2 <b>Lane:</b> SB <b>Street:</b> CTH I <b>City:</b> Oconto Falls <b>County:</b> Oconto <b>State:</b> WI	<b>Raw Count:</b> 1,895 <b>AADT Count:</b> 948 <b>AADT Factor:</b> 1 <b>Speed Limit:</b> 45
---	---	--



Fri,09/12/2025

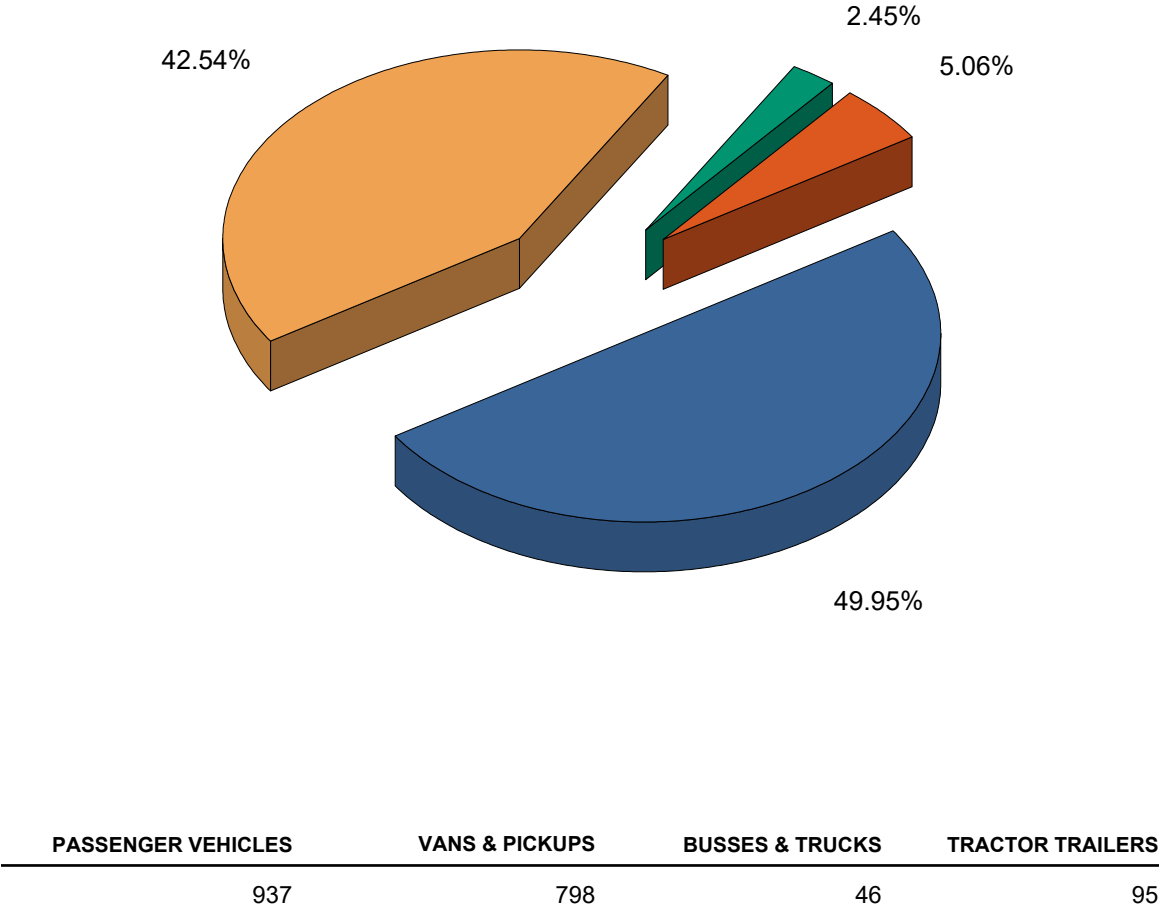
(0) 12:00 - 12:59	(6) 06:00 - 06:59	(12) 12:00 - 12:59
(1) 01:00 - 01:59	(7) 07:00 - 07:59	(13) 13:00 - 13:59
(2) 02:00 - 02:59	(8) 08:00 - 08:59	(14) 14:00 - 14:59
(3) 03:00 - 03:59	(9) 09:00 - 09:59	(15) 15:00 - 15:59
(4) 04:00 - 04:49	(10) 10:00 - 10:59	(16) 16:00 - 16:59
(5) 05:00 - 05:59	(11) 11:00 - 11:59	(17) 17:00 - 17:59
		(18) 18:00 - 18:59
		(19) 19:00 - 19:59
		(20) 20:00 - 20:59
		(21) 21:00 - 21:59
		(22) 22:00 - 22:59
		(23) 23:00 - 23:59

Vehicle Percentage Graph

Device ID: 402663	Location: 2	Raw Count: 1,895
Operator: AR	Lane: SB	AADT Count: 948
Begin: 09/10/2025 11:00 AM	Street: CTH I	AADT Factor: 1
End: 09/12/2025 11:00 AM	City: Oconto Falls	Speed Limit: 45
Hours: 48.00	County: Oconto	
Period (min): 15	State: WI	

09/10/2025 11:00 AM

09/12/2025 11:00 AM





- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 0
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 0
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 0
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 0
- 1

Re: **Chapter 17 – Traffic Code**

WHEREAS, a recent engineering study on the following segment recommends this speed limit reduction and WisDOT has approved this recommendation.

SECTION 1: Chapter 17.103 of the Traffic Code Ordinance is amended to read as follows:

(12) COUNTY TRUNK "I"

(B) 45 miles per hour for all vehicles on County Trunk Highway “I” from **South Main Street**, Columbia Street, Oconto Falls to State Highway “22”.

Submitted this 30th day of October, 2025.

David Christianson, Chair  
Elmer Ragen  
David Behrend  
Robert Wolf  
Joel Lavarda

*Adopted by an electronic vote: \_\_\_\_\_ Ayes, \_\_\_\_\_ Nays, \_\_\_\_\_ Absent, \_\_\_\_\_ Abstain, \_\_\_\_\_ Vacant*

**SEPTIC ENCROACHMENT  
EASEMENT AGREEMENT**

THIS SEPTIC ENCROACHMENT EASEMENT AGREEMENT (the Agreement) is between OCONTO COUNTY, a municipal corporation, (County) and ROBERT P & LAURIE J MALONEY, husband and wife, as survivorship marital property (Property Owners).

**RECITALS**

Property owners are the owners of certain real property located in the Town of Oconto Falls, Oconto County, WI, tax parcel #032-111100521, identified on Exhibit A, hereto attached, as the parcel upon which the "Septic Cells" are located.

County is the owner of the right-of-way of County Highway B, located in the Town of Oconto Falls, Oconto County, WI, as identified on Exhibit A, hereto attached.

Property Owners and County acknowledge that septic cells on Property Owner's land encroaches County Highway B right-of-way depicted on Exhibit A, hereto attached.

County is willing to grant an easement to Property Owners over a portion of the County Highway B right-of-way, described below, to permit the septic cells to continue to encroach County Highway B right-of-way:

*Part of the Northeast quarter of the Northwest quarter of Section 11, Township 28 North, Range 19 East, Town of Oconto Falls, Oconto County, Wisconsin described as follows:  
Commencing at the North quarter corner of said Section 11; Thence South 01 degrees 28 minutes 55 seconds West, a distance of 628.16 ft.; Thence North 85 degrees 19 minutes 04 seconds West, a distance of 26.86 ft. to the POINT OF BEGINNING; Thence South 01 degrees 39 minutes 37 seconds West, a distance of 90.00 ft.; Thence North 85 degrees 19 minutes 04 seconds West, a distance of 7.01 ft.; Thence North 01 degrees 39 minutes 37 seconds East, a distance of 90.00 ft.; Thence South 85 degrees 19 minutes 04 seconds East, a distance of 7.01 ft. to the POINT OF BEGINNING.*

For good and valuable consideration, the receipt and sufficiency of which are acknowledged, the parties agree, as follows:

1. County grants a non-exclusive easement to Property Owners and Property Owners successors and assigns, as owner of County Highway B right-of-way, for Property Owners septic cells to continue to encroach upon said right-of-way, as described above and depicted on Exhibit A, hereto attached.

2. Property owners shall indemnify and hold County, its officers, agents and employees harmless from all liability, suits, actions, claim, costs, damages and expenses of every kind and description, including court costs and legal fees, for claims of any character, including liability and expenses in connection with loss of life, personal injury, or damage to property, brought because of any injuries or damages received or sustained by any person, persons or property on account of or arising out of the use of the County Highway B right-of-way by Property Owners or its agents, contractors, subcontractors, invitees, or employees.

3. Property owners shall at all times maintain in effect during the term of this Easement Agreement a policy of general liability insurance naming the County as additional insured, to insure against injury to property, person or loss of life arising out of Property Owners use, occupancy, or maintenance of the Easement Property with limits of \$1,000,000 per occurrence.

Recording Area

Name and Return Address

Oconto County Land & Water Resources

4. All of the terms and conditions in this Agreement, including the benefits and burdens shall run with the land and shall be binding upon, inure to the benefit of, and be enforceable by the Property Owners and the County and their respective successors and assigns. The Easement granted under paragraph 1. of this Agreement is an easement appurtenant to Property Owners parcel upon which the "Septic Cells" are located and may not be transferred separately from, or severed from, title to the parcel to which it is appurtenant.

5. This easement shall terminate at such time in the future, if ever, that the septic cells which now encroach the County Highway B right-of-way are removed as an encroachment and all rights granted hereunder shall be extinguished and shall not be renewed under any circumstances.

6. The Agreement shall be construed in accordance with the laws of the State of Wisconsin. Any dispute arising from the terms of this Agreement shall be venued in Oconto County Circuit Court.

Dated this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Alan Sleeter, Chairman of the Oconto County  
Board of Supervisors

Subscribed and sworn to before me  
this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Notary Public, Oconto County, WI

My commission: \_\_\_\_\_

\_\_\_\_\_  
Robert P Maloney, Property Owner

Subscribed and sworn to before me  
this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Notary Public, \_\_\_\_\_, WI

My commission: \_\_\_\_\_

\_\_\_\_\_  
Kim Pytleski, Oconto County Clerk

Subscribed and sworn to before me  
this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Notary Public, Oconto County, WI

My commission: \_\_\_\_\_

\_\_\_\_\_  
Laurie J Maloney, Property Owner

Subscribed and sworn to before me  
this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Notary Public, Oconto County, WI

My commission: \_\_\_\_\_

**THIS DOCUMENT DRAFTED BY:**

Attorney Beth Ellingson  
Corporation Counsel, Oconto County, WI  
WI SBN: 1031458

PAUL R. SHALLOW, PLS  
P.O. BOX 88  
LENA, WI 54139  
920-834-5225

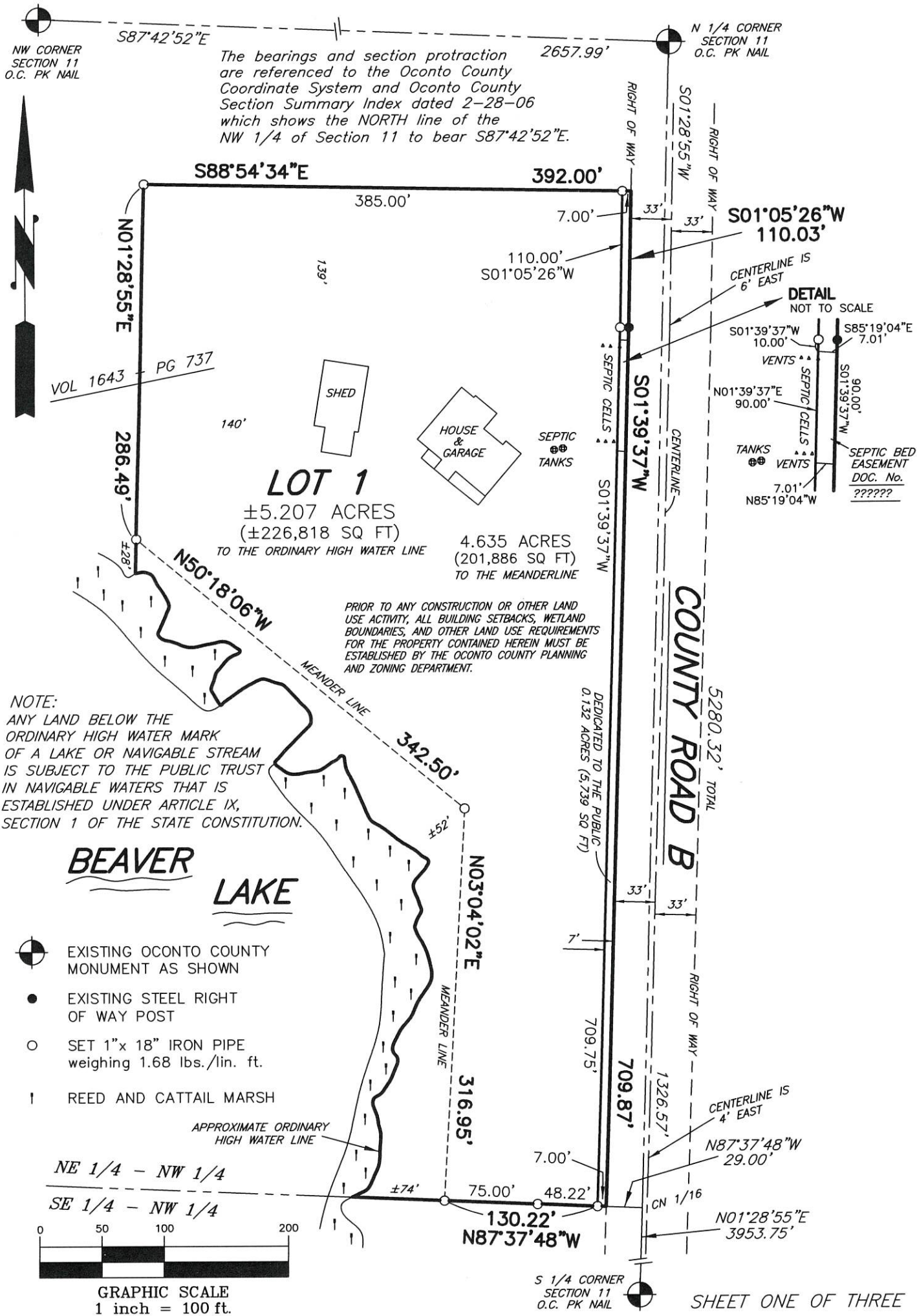
SHALLOW  
LLC  
SURVEYING

Account #3603  
Dwg. No. 3603MALONEY Professional Wisconsin Land Surveyor

CERTIFIED SURVEY MAP

PRELIMINARY

PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF  
SECTION 11, TOWNSHIP 28 NORTH, RANGE 19 EAST, TOWN OF  
OCONTO FALLS, OCONTO COUNTY, WISCONSIN.



1  
2  
3  
4  
5  
6  
7  
8  
9  
0  
1  
2  
3  
4  
5  
6  
7  
8  
9  
0  
1  
2  
3  
4  
5  
6  
7  
8  
9  
0  
1  
2  
3  
4  
5  
6  
7  
8

Re: **Approval of Septic Encroachment Easement Agreement**

WHEREAS, the property owners and Oconto County acknowledge that septic cells on the parcel encroach the County Highway B right-of-way depicted on Exhibit A; and

NOW, THEREFORE, BE IT RESOLVED that the Oconto County Board of Supervisors hereby approves the attached Septic Encroachment Easement Agreement with Robert P. & Laurie J. Maloney, as described therein.

By: HIGHWAY COMMITTEE

Dave Christenson, Chair  
Elmer Ragen  
David Behrend  
Robert Wolf  
Joel Lavarda

*Adopted by an electronic vote: \_\_\_\_\_ Ayes, \_\_\_\_\_ Nays, \_\_\_\_\_ Absent, \_\_\_\_\_ Abstain, \_\_\_\_\_ Vacant*