

AUG-18-72 291616 • 4698989 LI CAREC

AGREEMENT FOR IMPROVEMENTS TO THE SOUTHEAST
TRIBUTARY OF THE KINNICKINNIC RIVER THROUGH
GENERAL MITCHELL FIELD FROM SOUTH HOWELL AVENUE
TO THE CHICAGO AND NORTHWESTERN RAILWAY
RIGHT-OF-WAY AT EAST EDGERTON AVENUE (EXTENDED)

THIS AGREEMENT, made and entered into this 26th day
of June, 1972, by and between MILWAUKEE COUNTY, through
the Milwaukee County Department of Public Works, hereinafter
called the "County", and the SEWERAGE COMMISSION OF THE CITY
OF MILWAUKEE, for the benefit of the Metropolitan Sewerage
District of the County of Milwaukee, hereinafter called the
"Commission".

WITNESSETH:

WHEREAS, the Commission, under applicable provisions
of the Statutes of the State of Wisconsin, proposes to improve
the channel of the Southeast tributary of the Kinnickinnic
River, including that reach of the stream in General Mitchell
Field from South Howell Avenue to the Chicago and Northwestern
Railway right-of-way at East Edgerton Avenue (Extended); and

WHEREAS, in addition to relocating, widening, deepen-
ing and paving the channel it will be necessary to construct
drainage enclosures through runway safety and extended runway
safety areas for Runways 13, 19R and 19L to comply with airport
safety standards of the Federal Aviation Administration; and

WHEREAS, it is deemed most practical and in the public
interest to undertake the work on the airport and drainage facili-
ties on a coordinated basis:

NOW THEREFORE, in consideration of the covenants and
undertakings of each party to the other hereinafter set forth,
the parties hereto agree as follows:

REGISTER'S OFFICE
Milwaukee County, Wis. } SS
RECORDED AT M
on AUG 18 1972 in
Reel 671 Page 161 to 164
Walter R. Bergall
REGISTER OF DEEDS
Miel.

4698989

5200

1. The Commission shall arrange for the construction of the improvements to the drainage channel through General Mitchell Field together with necessary appurtenant work, including the enclosures at Runways 13, 19R and 19L, based on plans and specifications prepared by the Commission and approved by the County.
2. The Commission shall furnish copies of design, plans, specifications and cost estimates of the proposed work to the County and shall assist the County in securing state and federal aids for eligible portions of the work.
3. The Commission shall arrange for the alteration and relocation of existing public or private utility facilities as may be necessary to permit construction of the new drainage channel.
4. The Commission shall maintain the surfaced portion of the open channel and the waterway of the channel enclosures or structures.
5. The County shall provide the necessary right-of-way for the relocated and improved watercourse without cost to the Commission.
6. Upon completion of the construction, the County shall maintain fencing as required to insure security of the operation of the airport and the drainage channel.
7. The County shall maintain the turfed portions of the open channel and areas over enclosures or structures.
8. The County shall contribute toward the cost of construction of the new drainage channel, with the benefit of state and federal airport aids, an amount which represents the additional cost of providing enclosures over the runway safety and extended runway safety areas as

compared with the cost of an open channel through such areas.

- 9. The County shall contribute toward the project cost of new drainage inlets into the channel required by proposed airport sewer improvements and the cost of new sanitary sewer to service the north fixed base hangar area an amount which represents the cost of alterations or relocations of the existing sanitary sewer to the north fixed base area.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed as of the day and year first above written.

WITNESS:

MILWAUKEE COUNTY

OK
PKK

Dorothy Petro

By Richard Nowakowski (Seal)
Richard Nowakowski, Chairman
County Board of Supervisors

Sandi Kentop

Thomas Zablocki (Seal)
Thomas Zablocki
County Clerk

Eugene J. Bielec

SEWERAGE COMMISSION OF
THE CITY OF MILWAUKEE
Donald E. Murphy (Seal)
Donald E. Murphy, Chairman

Richard C. Schmidt

Helen M. Preloznik (Seal)
Helen M. Preloznik, Secretary

STATE OF WISCONSIN)
MILWAUKEE COUNTY) SS

Personally came before me this 19 day of MAY,
1972, the above named Richard Nowakowski, Chairman of the
County Board of Supervisors, and Thomas E. Zablocki, County
Clerk, known to me to be such officers, and acknowledged
that they executed the foregoing instrument of behalf of
Milwaukee County for the purpose aforesaid and by its
authority.

Richard H. Duesler
Notary Public

Milwaukee County, Wisconsin
My Commission ~~expires~~ **MY COMMISSION IS PERMANENT**

STATE OF WISCONSIN)
MILWAUKEE COUNTY) SS

Personally came before me this 26th day of June,
1972, the above named Donald E. Murphy, Chairman, and Helen
M. Preloznik, Secretary, of the Sewerage Commission of the
City of Milwaukee, State of Wisconsin, to me known to be
such officers, and acknowledged that they executed the fore-
going instrument in behalf of the Sewerage Commission of the
City of Milwaukee for the purpose aforesaid and by its
authority.

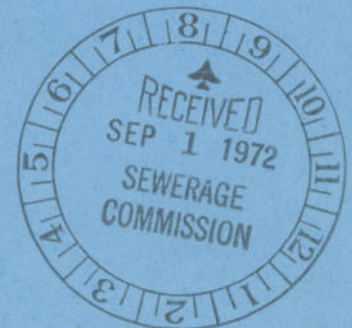
Alfred P. Woyak
Notary Public
Milwaukee County, Wisconsin

My Commission Expires Apr 22, 1976

SEWERAGE COMMISSION
OF THE CITY OF MILWAUKEE
P. O. Box 2079 Milwaukee, Wis. 53201

CONTRACT 805

MILWAUKEE COUNTY
Milwaukee County



THIS INSTRUMENT WAS DRAFTED BY
SEWERAGE COMMISSION
OF THE CITY OF MILWAUKEE
P. O. Box 2079 Milwaukee, Wis. 53201

7-21-66
7-21-66
Jim
Leary

FILE WITH 627-001

Milwaukee County

AIRPORT COMMITTEE
EUGENE H. GROBSCHMIDT
CHAIRMAN
TED E. WEDEMEYER
JOHN W. DUFFEY
ERVIN J. RYCZEK
EARL F. KEEGAN, JR.
GERALD H. KOPS
JOSEPH A. GRECO

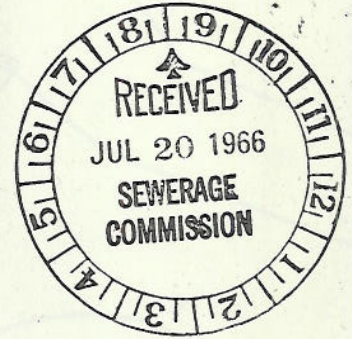
AIRPORT DEPARTMENT

ADMINISTRATIVE OFFICE
General Mitchell Field
5300 South Howell Avenue
Milwaukee, Wisconsin 53207

Area Code 414
Telephone 744-4815

S. D. MAST
AIRPORT DIRECTOR
J. F. SANEK
ASSISTANT AIRPORT DIRECTOR
J. E. FOLEY
AIRPORT ENGINEER
E. W. MEYERS
ADMINISTRATIVE ASSISTANT

July 19, 1966



Mr. Ray Leary
Chief Engineer & General Manager
Sewerage Commission
City of Milwaukee
P. O. Box 2079
Milwaukee, Wisconsin 53201

Re: Contract No. 707
Kinnickinnic River Improvement

Dear Mr. Leary:

We have been asked to approve the location of the relocated airport perimeter fence at the inlet structure.

We concur with the location as shown on your sketch and enclosed is a copy marked approved.

Yours very truly,

AIRPORT DEPARTMENT

S. D. Mast
Airport Director

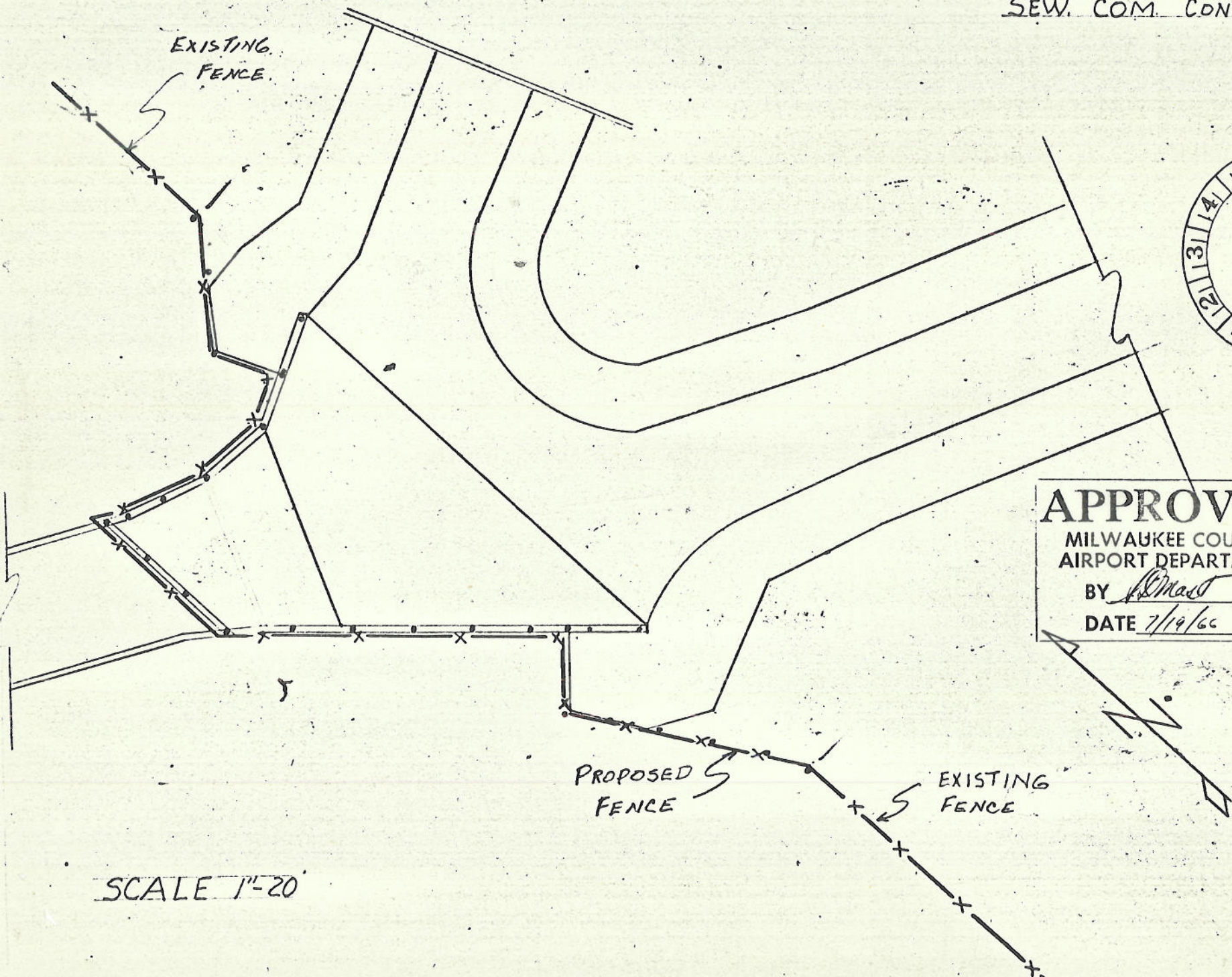
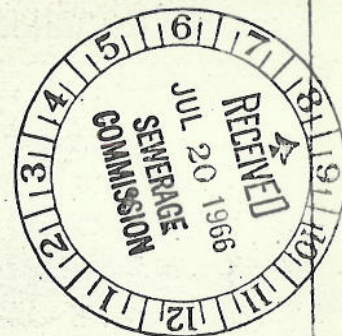
SDM:ez

Enclosure (1) - 8 1/2 x 11 sketch entitled PROPOSED FENCING FOR K. K. RIVER INLET STRUCTURE SEW. COM. CONT. 707 APPROVED MILWAUKEE COUNTY AIRPORT DEPARTMENT BY S. D. Mast /s/ DATE 7/19/66

707

648

PROPOSED FENCING
FOR K.K. RIVER
INLET STRUCTURE
SEW. COM. CONT. 707



APPROVED
MILWAUKEE COUNTY
AIRPORT DEPARTMENT
BY *S. Mast*
DATE 7/19/66

SCALE 1"=20'

127-001

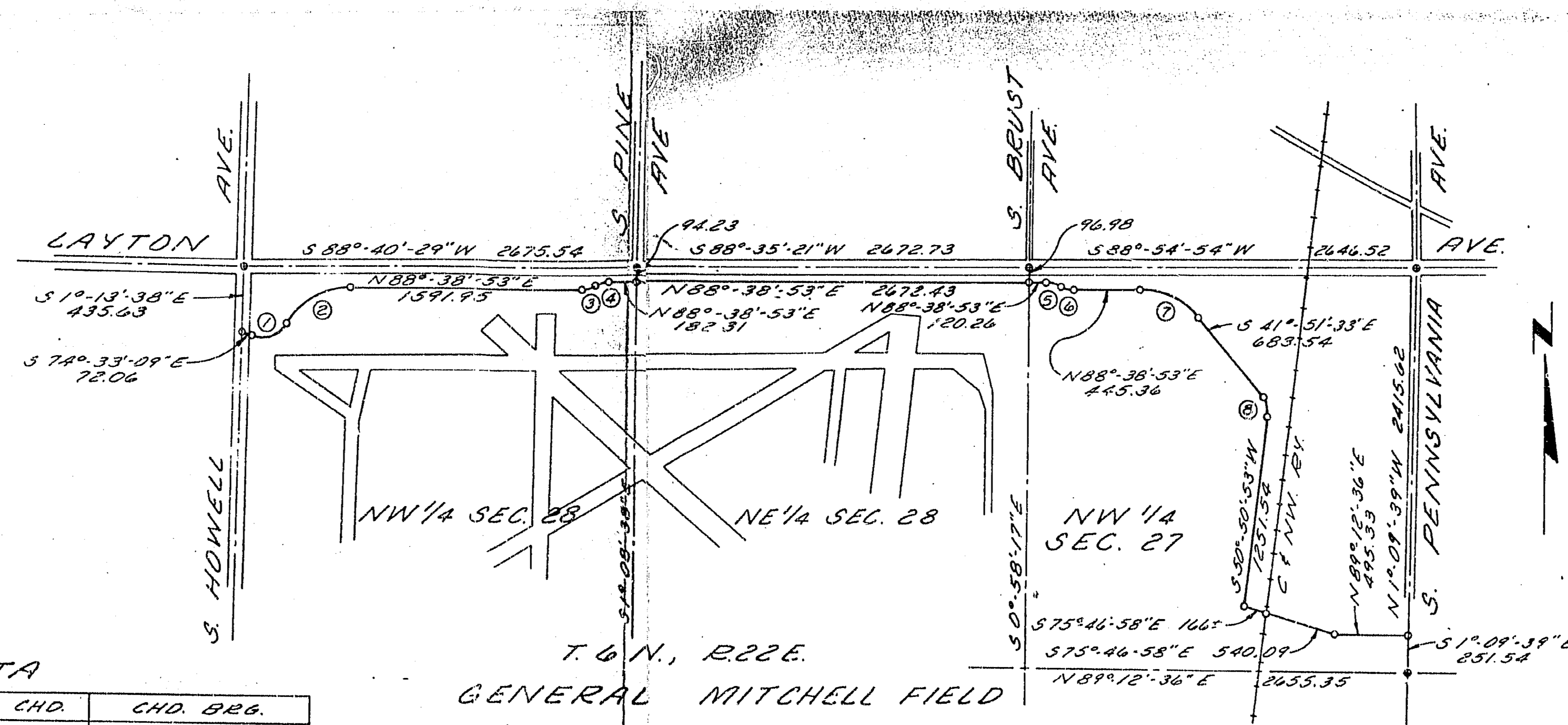
SEE CONT #805

Centerline description for the improvement of the South Branch of the Kinnickinnic River through General Mitchell Field and more particularly located in the North One-Half (N 1/2) of Section Twenty-eight (28), and the Northwest One-Quarter (NW 1/4) of Section Twenty-seven (27), Township Six (6) North, Range Twenty-two (22) East, in the City of Milwaukee, County of Milwaukee, State of Wisconsin.

The centerline of said temporary and permanent easements being described as follows:

Commencing at the northwest corner of the Northwest One-Quarter (NW 1/4) of Section Twenty-eight (28), Township Six (6) North, Range Twenty-two (22) East, in the City of Milwaukee, County of Milwaukee, State of Wisconsin; thence South 1° 13' 38" East along the west line of said One-Quarter Section four hundred thirty-five and sixty-three hundredths (435.63) feet to the point of beginning of the aforementioned centerline; thence South 74° 33' 09" East, seventy-two and six hundredths (72.06) feet to a point; thence Northeasterly, two hundred fifty-nine and fifty-seven hundredths (259.57) feet along the arc of a curve (the center of which is to the Northeast, the radius of which is two hundred and zero hundredths (200.00) feet and the chord of which bears North 68° 16' 01.5" East, two hundred forty-one and seventy-three hundredths (241.73) feet) to a point; thence Northeasterly, five hundred two and thirty-two hundredths (502.32) feet along the arc of a curve (the center of which is to the Southeast, the radius of which is five hundred and zero hundredths (500.00) feet and the chord of which bears North 59° 52' 02.5" East, four hundred eighty-one and forty-six hundredths (481.46) feet) to a point; thence North 88° 38' 53" East, one thousand five hundred ninety-one and ninety-five hundredths (1591.95) feet to a point; thence Northeasterly, ninety-five and seventy-eight hundredths (95.78) feet along the arc of a curve (the center of which is to the Northwest, the radius of which is two hundred and zero hundredths (200.00) feet and the chord of which bears North 74° 55' 42.5" East, ninety-four and eighty-seven hundredths (94.87) feet) to a point; continuing thence Northeasterly, ninety-five and seventy-eight hundredths (95.78) feet along the arc of a curve (the center of which is to the Southeast, the radius of which is two hundred and zero hundredths (200.00) feet and the chord of which bears North 74° 55' 42.5" East, ninety-four and eighty-seven hundredths (94.87) feet) to a point; thence North 88° 38' 53" East, one hundred eighty-two

and thirty-one hundredths (182.31) feet to a point, said point being ninety-four and twenty-three hundredths (94.23) feet South $1^{\circ} 08' 38''$ East of the northeast corner of the Northwest One-Quarter (NW 1/4) of said Section Twenty-eight (28); continuing thence North $88^{\circ} 38' 53''$ East, two thousand six hundred seventy-two and forty-three hundredths (2672.43) feet to a point, said point being ninety-six and ninety-eight hundredths (96.98) feet South $0^{\circ} 58' 17''$ East of the northeast corner of the Northeast One-Quarter (NE 1/4) of said Section Twenty-eight (28); continuing thence North $88^{\circ} 38' 53''$ East, one hundred twenty and twenty-six hundredths (120.26) feet to a point; thence Southeasterly, ninety-five and seventy-eight hundredths (95.78) feet along the arc of a curve (the center of which is to the Southwest, the radius of which is two hundred and zero hundredths (200.00) feet and the chord of which bears South $77^{\circ} 37' 56.5''$ East, ninety-four and eighty-seven hundredths (94.87) feet) to a point; continuing thence Southeasterly, ninety-five and seventy-eight hundredths (95.78) feet along the arc of a curve (the center of which is to the Northeast, the radius of which is two hundred and zero hundredths (200.00) feet and the chord of which bears South $77^{\circ} 37' 56.5''$ East, ninety-four and eighty-seven hundredths (94.87) feet) to a point; thence North $88^{\circ} 38' 53''$ East, four hundred forty-five and thirty-six hundredths (445.36) feet to a point; thence Southeasterly, four hundred thirty-one and ninety-one hundredths (431.91) feet along the arc of a curve (the center of which is to the Southwest, the radius of which is five hundred and zero hundredths (500.00) feet and the chord of which bears South $66^{\circ} 36' 20''$ East, four hundred eighteen and sixty hundredths (418.60) feet) to a point; thence South $41^{\circ} 51' 33''$ East, six hundred eighty-three and fifty-four hundredths (683.54) feet to a point; thence Southeasterly, one hundred sixty-six and fifty-three hundredths (166.53) feet along the arc of a curve (the center of which is to the Southwest, the radius of which is two hundred and zero hundredths (200.00) feet and the chord of which bears South $18^{\circ} 00' 20''$ East, one hundred sixty-one and seventy-six hundredths (161.76) feet) to a point; thence South $5^{\circ} 50' 53''$ West, one thousand two hundred fifty-one and fifty-four hundredths (1251.54) feet to a point; thence South $75^{\circ} 46' 58''$ East, one hundred sixty-six (166) feet more or less to a point in the centerline of the Chicago and the Northwestern Railway Co. tracks, said point also being the end of the aforementioned centerline; continuing thence South $75^{\circ} 46' 58''$ East, five hundred forty and nine hundredths (540.09) feet to a point; thence North $89^{\circ} 12' 36''$ East and parallel with the south line of the Northwest One-Quarter (NW 1/4) of said Section Twenty-seven (27), four hundred ninety-five and thirty-three hundredths (495.33) feet to a point in the east line of said One-Quarter Section; thence South $1^{\circ} 09' 39''$ East along the east line of said One-Quarter Section, two hundred fifty-one and fifty-four hundredths (251.54) feet to the southeast corner of the Northwest One-Quarter (NW 1/4) of said Section Twenty-seven (27); excluding therefrom way lands dedicated for street purposes and the right-of-way of the Chicago and Northwestern Railway Company.

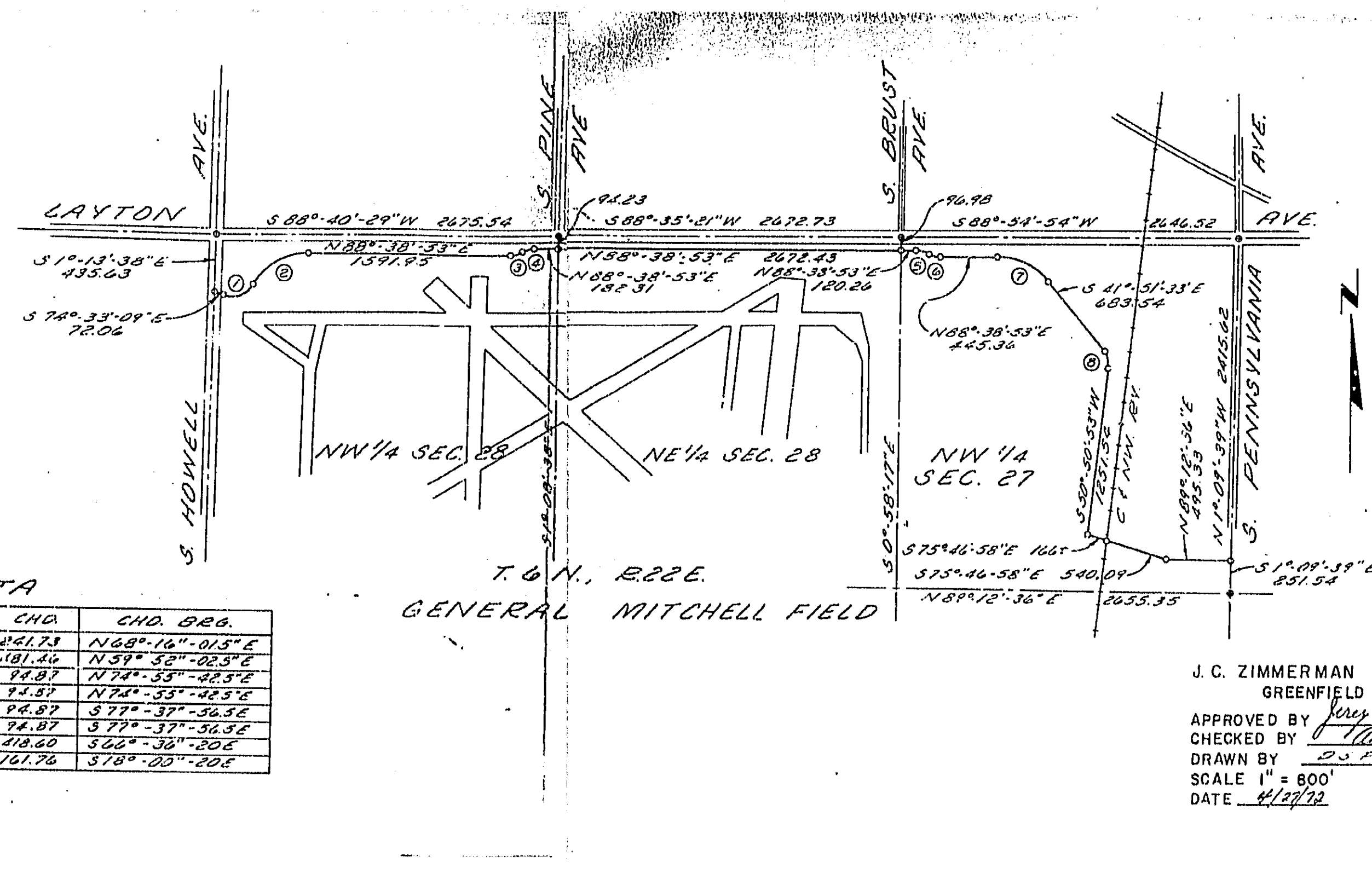


CURVE DATA

NO.	RADIUS	I	TAN.	ARC	CHD.	CHD. BRG.
1	200.00	74°-21'-39"	151.70	259.57	241.73	N68°-16'-01.5"E
2	300.00	57°-33'-41"	274.66	502.32	481.46	N59°-52'-02.5"E
3	200.00	27°-26'-21"	48.43	95.78	94.87	N74°-55'-42.5"E
4	200.00	27°-26'-21"	48.43	95.78	94.87	N74°-55'-42.5"E
5	200.00	27°-26'-21"	48.43	95.78	94.87	S77°-37'-56.5"E
6	200.00	27°-26'-21"	48.43	95.78	94.87	S77°-37'-56.5"E
7	300.00	49°-29'-34"	230.46	431.91	418.60	S62°-36'-20"E
8	200.00	47°-42'-26"	88.43	166.53	161.76	S78°-00'-20"E

T. 6 N., R. 22 E.
GENERAL MITCHELL FIELD

J. C. ZIMMERMAN ENGINEERING CORP.
GREENFIELD, WISCONSIN
APPROVED BY Jerry C. Zimmerman
CHECKED BY Allen J. Orszag
DRAWN BY D. S. PIONEK
SCALE 1" = 800'
DATE 4/27/72



CURVE DATA

NO.	RADIUS	I	TAN.	PBC	CHD.	CHD. BEG.
1	200.00	74° 21' 39"	151.70	259.57	241.73	N 69° 16' 03" E
2	300.00	57° 33' 47"	270.66	308.32	181.46	N 39° 38' 02" E
3	200.00	27° 02' 07"	48.83	73.76	74.87	N 74° 33' 02" E
4	200.00	27° 22' 27"	48.43	73.78	74.87	N 74° 33' 02" E
5	200.00	27° 26' 27"	48.43	73.78	74.87	S 77° 37' 36" E
6	200.00	27° 26' 27"	48.43	73.78	74.87	S 77° 37' 36" E
7	300.00	49° 29' 34"	150.66	211.91	218.60	S 62° 38' 00" E
8	200.00	47° 42' 36"	104.43	166.53	161.76	S 78° 25' 00" E

J.C. ZIMMERMAN ENGINEERING CORP.
GREENFIELD, WISCONSIN
APPROVED BY Jerry C. Zimmerman
CHECKED BY William J. Kelly
DRAWN BY D.S. Palko
SCALE 1" = 800'
DATE 4/22/72